AMERICAN
RAILROAD J

NEW YORK

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 1.] NEW YORK, JANUARY 1, 1881. [WHOLE No. 2,332, VOL. LIV.

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Railroad Legislation.

Although biennial elections and biennial sessions of the Legislatures have been generally adopted in the United States, next week will witness the assembling of Legislatures in twenty-eight out of thirty-eight States and will acquaint us with many crude schemes for railroad legislation. Mr. Thurber's shriek for "regulation" and Judge Black's avowed intention to petition Congress for a National Railroad Act, will lead country members to introduce into their several Legislatures bills specially directed against Railroad corporations.

Both men have the same object of attack but the results sought to be obtained are widely different. Mr. Thurber is a freight shipper, Judge Black is a politician. Mr. Thurber by an appeal to popular prejudice seeks to raise a clamor against railroads for selfish ends; Judge Black by skillfully reasoning from erroneous assertions, strives to influence legislators for political ends. The utterances of the two men are not harmonious with each other. Mr. Thurber evidently had in mind his own State of New York, but Judge Black's letter, so ostentatiously paraded by the "Board of Trade and Transportation," assures him that no State "legislation" is needed. Both men know nothing practically of railroad management, but Judge Black's remarks are consistent with his earlier views upon the subject. He was a member of the "Pennsylvania Constitutional Convention," which amended and remodelled the present fundamental law of the State, and the article on Railroad corporations is for the most part his work. He declares that the laws of Pennsylvania, and by implication the laws of nearly, if not quite, all the other States of the Union, are sufficient, if properly enforced, to remedy all the evils that terrify Mr. Thurber. Judge Black, very shrewdly begins by gravely announcing as a fact, that all railroads belong to the State, and that the stockholders have no proprietary right whatever in their road-bed and rolling-stock, but he is very careful to say that State Legislatures have no furtber action to take in the matter.

It is not our purpose to discuss at present the "Reagan bill" to regulate interstate commerce, now pending in Congress, or to inquire why Judge Black is so anxious to have this matter discussed at Washington, but we believe him to be sincere when he virtually declares that the statutes in force in the several States are amply sufficient for the protection of the people against railroad abuses. This is about the only proposition in his letter that we can agree to but if it will be remembered that the author is the bitterest of partisans, we should be glad to see it in the hands of every legislator.

The difficulty of enforcing legitlative enactments arises from the fact that there are upon many statute books a mass of trashy and ill-considered laws, placed there in response to a cry for legislation of some kind against railroads. Nothing can be clearer than the doctrine as stated by Geo. Ticknor Curtis that, "a grant of a charter of incorporation is a contract" between the sovereign power and the grantee, and that "private property remains private property although held by a corporation and held by the terms of the charter," but railroads do sustain relations to the State which warrant an interference, in certain cases, by the sovereign power. This interference is justified not by Judge Black's doctrine that "the owners of railroads have no proprietary right, title, or claim to the roads themselves," but by the fact that railroads are common carriers. Railroads are amenable to the State as common carriers and, in the absence of stipulations in their charters, amenable only as common carriers. They are amenable in exactly the same degree as steamboats, ferries, horse-railroads, and other carriers. They do possess other proprietary rights than "a mere franchise" and the State cannot interfere with them in the exercise of these rights unless oppressive charges or unjust and injurious discrimination between individuals result.

The large number of statutes that have already been enacted in the several States, without opposition by the railroad corporations, show that railroad directors generally have been anxious to make concessions and to render the best possible service to the public. Many present methods of railroad management are unsatisfactory alike to the railroad managers and to their patrons, and railroad officials have taken one important step toward more satisfactory relations by the appointment of the "Trunk Line Commission."

It is manifestly unfair to railroad corporations, however, for legislators to decide arbitrarily what rates are unjust or what shall be deemed injurious discrimination. On adjusting a single complaint, many elements must be considered for which no statute could have provided. Circumstances, volume of traffic, operating expenses and the thousand and one complications continually occurring, make it impossible that a single statute passed in January should decide a question occurring in November. Matters of difference between "the railroads and the people," should be settled not by legislative enactments but by commissions, composed in part at least, of men acquainted with practical railroad management, and by the courts of common law, whose long series of decisions upon common carriers from Lord Raymond to the present time, selfish greed nor party clamor can reverse nor corporate wealth overthrow.

Legislation of the past year Concerning Railroads.

A concise summary of the important legislative enactments in the different States in 1880. concerning railroads, has been made by the New York *Tribune*, in substance as follows:

In California and Iowa there has been legislation in favor of companies chartered in other States, the California law permitting them to hire or buy roads, and generally to do any railroad business, and the Iowa law allowing them to extend their roads or construct branches. Mississippi roads have been enabled to change their gauge as they please, and Kentucky has established a Railroad Commission like that existing in this State and those recently created in California and Georgia. In New York reorganizing companies are permitted to increase their capital stock as may be needful; voting by proxy has been forbidden except when the person issuing the proxy has actual control and possession of the shares represented, as well as the ownership of them:

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and the provisions requiring the operations of the roads to be reported under five general classes, sub-divided into one hundred heads, has been so changed as to call for annual reports from the companies framed in twenty tables, embracing 232 distinct heads and sub-heads. Laws have been passed protecting railroads from malice and misconduct. Specific penalties have been imposed, in Kentucky and Massachusetts, for throwing missiles or shooting at a train. Maine has empowered conductors to arrest disorderly or profane persons, and New York has enabled the Governor to confer similar authority for arresting gamblers and to order people off the platform and steps. In Maine fine and imprisonment have been prescribed for combinations to stop or delay trains, for violence or intimidation in opposition to the service, and even refusal or gross neglect to do their duty, on the part of employes. In Connecticut a law passed for the examination of employes, for color-blindness, has been applied so severely that both political parties have combined to oppose its further enforcement. Maine has forbidden the leaving of detached cars on a main track, unless attended by employes with danger signals; Iowa has adopted a requirement obliging sleeping car companies to keep ticket offices at all termini; and Michigan has empowered companies to sell unclaimed freight or baggage after it has been kept one year.

New Iron Screw Steam Pilot Boat.

The Harlan & Hollingsworth Company, Wilmington, Del., have finished the iron screw steamer Pilot which has attracted so much attention while being constructed, as the first of its kind ever built for the pilot service, and it has just made a most successful trial trip, developing a speed of from 12 to 14 knots an hour. The Baltimore Sun gives the following description of the new steamer:

The Pilot is a model of a fine vessel. It is about 250 tons burthen, iron hull, with close iron bulwarks at each end, and with an iron siding, forming a flush quarterdeck, which extends about one-half the total length of the boat. Under this raised quarterdeck are the compound engines and boiler, the main cabin, dining room, kitchen, pantry, and the general accommodations for twenty-five pilots. Above the deck are the pilot-house and captain's room, the close companionways leading to the rooms below, and two heavily-built sky-lights for lighting the main cabin and engine compartments. There are two masts, with schooner rigging, and fitted with standing stays of galvanized wire. The general dimensions of hull are: Length from out to out of main posts, 113 feet; length over all, 122½ feet; beam molded, 23 feet; depth from base-line to top of quarterdeck beams, 16 feet. The iron hull is of stout construction, with bar-keel, angle iron frames and deck beams, and average thickness of three-eighths of an inch for outside plating. There are three athwartship iron bulkheads, two of which are made water-tight, and the coal bunkers are of plate iron and of 60 tons capacity. The machinery consists of an inverted direct-acting compound engine, with twenty-two and thirty-six inches diameters of cylinders, and twenty six inch stroke of piston, acting upon cranks placed at right-angles. The engine is fitted with a tubular surface-condenser, and the requisite air, feed, bilge and circulating pumps, and also an independent steam reversing engine for shifting the main valve links. The propeller-screw, which is wholly submerged, is 8½ feet diameter and has 15½ feet pitch. There is one cylindrical return-tube boiler, with three furnaces and an independent steam drum. The boiler is designed for a working steam pressure of 75 pounds per square inch. The draft of water, when the boat is loaded with sixty tons of coal and the fresh-water tanks filled and stores for a month's cruise is nine feet six inches forward and eleven feet aft. The upholstering will be placed in the vessel and the boat ready for service in three days. The service required is to cruise outside the capes, furnish vessels with pilots, assist vessels in distress, etc. The international code of signals will be used.

Lake Shore and Michigan Southern Railway.

The following statement was presented at the annual meeting of the directors held in this city on the 21st ult. It is for the year ending December 31, 1880, December being partly estimated:

	1879.	4880.
Gross earnings	$15,271,492	$18,720,000
Operating expenses and taxes	8,934,524	10,410,000
Net earnings	$6,336,968	$8,310,000
Interest, rental and dividends on guaranteed stock	2,754,988	2,750,000
Balance	$3,381,080	$5,560,000
Equals per share	7.24	11.24
Per centage of earnings	58.50	55.61

Balance for 1880 appropriated as follows:

Dividend, 4 per cent, August, 1880	$1,978,660
Dividend, 4 per cent, February, 1881	1,978,660
Total	$3,957,320
Sinking fund for 1880	250,000
Surplus	1,352,680
Total, as above	$5,560,000

Comparison with previous year:

		Equals per cent.
Increase in gross earnings	$3,448,508	32.58
Increase in operating expenses	1,475,476	16.51
Increase in net earnings	1,973,032	31.13

Nothing has been charged to construction or equipment accounts since 1878. Operating expenses include the cost of 1,500 new freight cars ($700,000) and also the cost of 7,000 tons steel rails, of several new iron bridges, new station-houses, &c. Excluding the cost of the new cars the operating expenses, including taxes, were but 51.87 per cent.

E. D. Worcester, Treasurer.

American Commerce.

The annual report of Joseph Nimmo, Jr., Chief of the Bureau of Statistics on the foreign commerce of the United States, is completed. In regard to our export trade, Mr. Nimmo says:

"The five leading articles of export during the year ended June 30, 1880, were as follows: bread and breadstuffs, $288,036,835; cotton, unmanufactured, $211,535,905; provisions, $127,043,242; mineral oils, $36,218,625; tobacco and manufacturers thereof, $18,442,293."

The tonnage of the New York State canals fell from 5,859,080 tons in 1869 to 5,362,372 in 1879, but the tonnage of the two railroads competing with the canal (the New York Central and New York, Lake Erie and Western Railroads) increased from 6,594,094 tons in 1869 to 17,228,394 tons in 1879. These facts, it is maintained, serve to illustrate the most striking commercial developments of the age, namely, the fact that the vehicle of commerce on wheels, has, in our domestic trade, to a great extent superseded the vehicle of commerce on the water. The same facts also indicate the cause of the decline of the shipping employed on internal water lines and in the coastwise trade of the United States.

The tonnage employed in the domestic trade of the United States (the ship ton being 100 cubic feet of space) on June 30, 1880, amounted to 2,637,685 tons. This embraces the vessels employed in the carriage of provisions and freight. But the capacity of railroad cars of all descriptions employed on the railroads of the United States amounted, according to the latest and most reliable information, to about 7,100,000 similar tons of 100 cubic feet of space. This railroad car tonnage, however, the report says, actually affords means of transport for a much larger amount of freight tonnage than is indicated by the foregoing comparison.

Michigan Central Railroad.

At a meeting of the directors of the Michigan Central Railroad Company, held in this city on the 21st ult., the following statement of the business of the road for the year ending December 31, 1880, (December being partially estimated) was presented:

	1879.	1880.
Gross earnings	$7,345,700	$9,100,000
Operating expenses & taxes.	4,624,600	5,730,000
Net earnings	$2,721,100	$3,370,000
Interest and rentals	1,620,000	1,605,000
Balance	$1,101,100	$1,765,000
Equals per share	5.87	9.42
Percentage of earnings	62.96	62.97

Balance for 1880, appropriated as follows:

Dividend, 4 per cent, August, 1880	$749,528
Dividend, 4 per cent, February, 1881	749,528
Total	$1,499 056
Construction	100,000
Jackson accident	70,000
Surplus	94,944
Total, as above	$1,765,000

Comparsion with previous year:

	Per cent.
Increase in gross earnings	$1,754,300 or 23.88
Increase in operating expenses	1,105,400 or 23.90
Increase in net earnings	648,900 or 23.84

Construction account has been charged with land $45,000, and 6⅛ miles of additional second track $55,000. The payment on Jackson accident settles all claims on that account. Operating expenses include the cost of 850 new freight cars, $400,000, and also the cost of 4,700 tons of steel rails; of new iron bridges, $15,000, and of new buildings and additions to old ones, $43,000.

C. Vanderbilt, Treasurer.

The Vermont Legislature, after the longest session on record, adjourned, without day, at eleven o'clock a. m. on the 24th ult. The bill taxing express and telegraph companies two per cent on their gross receipts passed both branches.

The sale of $250,000 worth of bonds of the Augusta and Knoxville Railroad was completed on the 24th ult. This, it is said, insures the building of the road. The work of construction will be pushed forward at once.

The controlling interest in the Nashua, Acton and Boston Railroad has been purchased by the Concord Railroad Company at the reported price of $250,000.

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New York, Saturday, January 1, 1881.

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ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

ONE of the practical subjects that is just now placed prominently before the public, and is creating much discussion both at Washington and in business and philanthropic circles at home and abroad is the adoption of improved sanitary measures for suppressing disease among cattle. The English consumers of American beef are thoroughly awake to the advisability of demanding the utmost caution in the treatment of live stock sent over to their market. The *London Times* has just had a correspondent over here writing up the matter, and he is now on his way to tell his people the result of his investigations in this direction. Our railroad managers are studying into the best ways of assisting in such sanitary measures, so far as the transportation of live stock is concerned, and will undoubtedly act promptly and in most hearty accord with the public in causing the cattle dealers to properly care for their stock in transit.

AN appreciation of the bird in the hand may be stimulated in no better way perhaps than by a retrospective glance at the days when the needy hand was reaching out toward the bush to grasp the blessing. Forty-nine years ago this holiday week thousands of barrels of flour and vast quantities of other produce were frozen up in canal boats and in sloops on the Hudson, while the New York market, dependent then upon such facilities as the sleighing might afford, had but little hope of having its wants supplied at anything like reasonable prices before spring. Salt was then selling at Albany at two dollars and fifty cents per bushel, and pork at two dollars per hundred, for want of salt to save it, while in New York pork was selling at from five to seven dollars per hundred. New York, in those days of abundant forests within what now would be a two hours ride from the city, was then paying for fuel as follows: coal, fifteen and sixteen dollars per ton; oakwood nine dollars per cord, hickory wood thirteen dollars and other kinds in proportion. On Jan. 2, 1832, the AMERICAN RAILROAD JOURNAL, in advocating the building of a railroad from "Lake Erie at some point between Cattaraugus Creek and the Pennsylvania line and terminating in this city," said: "with such a railroad, intersected at convenient distances by other railroads running from the Erie Canal and one from Ogdensburgh to Syracuse or Utica, almost every county in the State, would be brought within twenty-four hours' ride of New York. It would prevent the recurrence of the state of things which now exists in this city," (referring to the condition of the market.) "All kinds of business would move on regularly and be more equally divided throughout the year. Produce could come to market as well in January as in July; and the farmer would not be obliged, in order to get his crop to market in the fall, to neglect preparing for the next." This first argument by a railroad paper in favor of what has since grown to be the great Erie line, brings strongly to mind the benefits and conveniences that have accrued from our railroad development of the past fifty years.

Boston, Hoosac Tunnel and Western Railway.

The report of this recently opened connection with the Hoosac Tunnel, for the year ending Sept. 30, 1880, was sent to the State Engineer of New York on the 21st ult., and considering that the road was open for through traffic only a small portion of the year, the results of its operation make an excellent showing. The principal items of interest in the report were as follows:

	1879.	1880.
Capital stock authorized.	$10,000,000	$10,000,000
Capital stock subscribed.	2,160,000	2,160,000
Capital stock paid in	459,100	475 000
Unfunded debt.....	932 470	1,540,000
Length of road, miles, Massachusetts State line to Mechanicsville		39.03

	1880.
Total earnings.....	$192,418
Total transportation expenses.....	156,106
Surplus for the year.....	$36,312

The number of miles run by passenger trains was 259,546; by freight trains, 1 273,311. Number of through passengers, 52,427; number of way passengers, 53,744—total, 106,171. Number of passengers carried one mile, 1,664,111. Tons of through freight east 114,272, do. west 17,455; tons of way freight east 59,247, do. west 5,810—total east and west, 196,784. Number of tons carried one mile, 7,988,297.

This railway owns 8 locomotives, 6 passenger, 4 combination, 2 baggage and 88 other cars. It also controls 980 freight cars upon which partial payments have been made to the Trust Company formed for their purchase, and upon which some $420,000 remain to be paid before the railway comes into full ownership. This balance due should be taken into consideration in comparing this road with other Massachusetts corporations owning their rolling stock entire.

Corn for Fuel.

There are localities in the West and Northwest where scarcity of fuel has forced people to burn corn again this winter. The frequent recurrence of the fuel famine in those places leads a correspondent of the St. Paul Pioneer-Press to suggest what he calls a practical solution of the problem. Coal, he says cannot be found, and the use of wood will soon exhaust the available supply of that article; corn is the only substitute, and must be the fuel of the future. For stoves it is superior to any other substance, hard coal alone excepted, and it is cheaper than anything that is likely to be used for fuel. Two or three acres of corn will afford an ordinary family a year's supply of fuel; and this writer alleges that the same corn sold in the market, and the proceeds turned into either wood or coal will not begin to do it. Of course, he speaks of the far Northern prairies. Corn may be used in either a wood or coal stove without any change of grates,

and makes a steady hot fire, which can be regulated as readily as a coal fire. Two bushels of corn in the ear, it is estimated, will keep a comfortable fire the coldest day in winter. Regarding the squeamishness about burning an article that is used for food, the writer says pointedly: "I would sooner have an acre of corn that can be replaced in a single year, than to burn an acre of timber that takes years to replace, even on the score of sentiment." There is common sense in this. If it is cheaper for people on the fertile prairies to raise their fuel, as they do their food, and save what little timber they have for other purposes, sentimental squeamishness should not deter them from doing so. More cooked food is daily thrown away than would feed the hungry poor, and it is done without compunction. While there can be no excuse for this wastefulness, there is good reason for burning corn when it is of more value as fuel than the proceeds would be if used in the purchase of wood or coal.

OUR BOSTON LETTER.

(From our regular correspondent.)

BOSTON, Dec. 28, 1880.

Demanded loans rule from 6 to 8 per cent, some large lenders refusing to do anything less than 8 per cent. Time 6 per cent loans are sought for, however, with but little disposition on the part of borrowers to place them. Closing prices compared with those a week ago, show the following changes:

Advanced.

Atchison, Topeka and Santa Fe	142½	to	149
Chicago Burlington and Quincy	173½	to	179
Boston, Clinton & Fitchburg Pref.	108½	to	115
Boston, Clinton & Fitchburg Com.	22½	to	23
Central of Iowa	34½	to	36
Chicago and W. Michigan	76	to	77¾
Concord	95¾	to	96
Connecticut River	153¾	to	156
Connecticut and Passumpsic	87	to	88
Eastern	36½	to	38¼
Flint and Pere Marquette Pref.	81	to	82½
Fitchburg	140	to	144
Port Scott and Gulf, Com	71¾	to	74
Kansas City, Lawrence and S.	90	to	91
Little Rock and Ft. Smith	62	to	64
Louisiana and Missouri River	11⅛	to	12½
New York and New England	43	to	47
(Hartford and Erie 7s)	45⅜	to	49
Old Colony	125¼	to	127
Poresmouth, G. Falls and Conway	18½	to	20
Port., Saco and Ports	110	to	111
Pullman Palace Car Co.	122½	to	127½
Summit Branch	20⅞	to	21¾
Vermont and Canada	10	to	15
Wisconsin Central Com	15¼	to	18
Wisconsin Central	32	to	41½

Declined.

Cin., Sandusky and Cleveland	20	to	18¼
Detroit, Lans. and Northern Com.	89¾	to	85
Flint and Pere Marquette Com	25¾	to	24
Northern	107¼	to	100
Boston, Revere Beach and Lynn	107⅛	to	105
Worcester and Nashua	65½	to	62⅞

The decline in Northern is caused by the order of the Central Vermont withdrawing all through freight from the Northern road at White River Junction and sending it to Boston via the Cheshire, and Fitchburg. The purchase of the Sullivan road running from Windsor to Bellows Falls by the Connecticut River corporation compel the Central to deliver its through freight at Windsor directly into the hands of either the Northern or the Conn. River Road, the relations of these two corporations with the Central are friendly, and it is exceedingly disagreeable for the Central to be obliged to turn its large volume of profitable through business over to them. To obviate this it is proposed to build a road under the Forest line charter from Windsor to Greenfield, N. H., there connecting with the Nashua and Lowell (leased to the Boston and Lowell), and thence over the Boston and Lowell to Boston. Should this Forest line scheme be consummated these three roads: the Grand Trunk, Central Vermont, and Boston and Lowell, would have a complete line to Chicago, but the Northern road certainly would suffer seriously, and one or two other small roads would lose an amount of business that would materially lessen their receipts.

Atchison has been very strong, and $1,000 is bid for a call on a thousand shares at 200 any time during the year 1881. The road is absolutely unable to handle all the business that offers, and the supply of freight cars falls far short of the requirements of the traffic.

Wiscons on Central has been moved rapidly up on orders from N. Y., til it touched 20½ yesterday. To-day it drops quickly to 18 and is heavy.

Summit Branch has been active and strong on the publication of the earnings for eleven months ending Nov. 30, 1880, which show a gain of $189,000 over the operations of the twelve months ending Dec. 31, 1879.

Boston is anxiously awaiting news from Chicago concerning the Chicago, Burlington and Quincy watering.

Grand Trunk Railway of Canada.

The gross receipts, working expenses and net profit of the Grand Trunk Railway Company of Canada for the month of October, 1879 and 1880, were as follows:

	1880.	1879.
Gross receipts	£207,198	£193,435
Working expenses	131,760	126,766
Net profit	£75,438	£66,669

—showing an increase in gross receipts of £13,765, in working expenses of £4,994, and in net profit of £8,769.

The aggregate for four months from July 1, 1879 and 1880, was as follows:

	1880.	1879.
Gross receipts	£763,093	£641,358
Working expenses	505,166	470,098
Net profit	£257,927	£171,260

—showing an increase in gross receipts of £121,735, in working expenses of £35,068, and in net profit of £86,667.

Speed of Railroad Trains.

An Iowa court has recently decided that a city ordinance which imposes an unreasonable and unnecessary restraint on the speed of trains is void. The speed of trains is limited by city ordinance inside the limits of Council Bluffs to four miles per hour. Plaintiff sued the company for damages for the killing of a cow claiming that the train was traveling faster than the speed allowed by the ordinance at the time the bovine met its death on defendant's track. The case was tried before Judge Loofbourow in the Circuit Court at the August term. The railroad company raised objections to the validity of the ordinance, and Judge Loofbourow has just decided that the objection was good, and the ordinance is therefore invalid and void. The cow belonging to plaintiff was killed by the train five miles from the company's city depot, and if the ordinance was obeyed it would require over one hour for their trains to reach the depot from the point at which the accident occurred.

Great activity prevails at the shops of the Pascal Iron Works of Messrs. Morris, Tasker & Co., at Fifth and Tasker Streets, Philadelphia, Penn. At present between 450 and 500 hands are employed in manufacturing wrought iron pipe, the principal line of business at this establishment. They are very busy just now, and in some of the departments, notwithstanding they are running night and day, they have more orders than they can fill with promptness. The Light House constructed for the United States Government, to be placed at Cape Henry, on Chesapeake Bay, is about completed, and a part of it has been shipped to its destination. The main portion is now erected in the yard of the works, awaiting Government inspection and approval. The lighthouse is 155 feet high, its exterior shape being octagonal, its interior circular. It is 35 feet in diameter at the base, and 24 feet at the top. It contains 700 tons of iron. Among the recent special work done at this establishment was the construction of a large gas holder for Detroit, Michigan, of 500,000 cubic feet capacity.

Articles of association have been filed at Indianapolis, Ind., of the Indianapolis and Sullivan Railroad Company. The company proposes to build and operate a railroad from Indianapolis through Plainfield, Monrovia, Cloverdale, Bowling Green to Sullivan, about one hundred miles. The capital stock is placed at $700,000 in shares of $50 each. Thomas S. Sprague, of Detroit, Mich., is President; Amos D. Owen, of Plainfield, Ind., Vice-President; Benjamin F. Bush of Detroit, Secretary, and Henry S. Sprague of Detroit, Treasurer, who are also made the first Board of Directors.

Articles of incorporation were filed on the 22d ult. with the Secretary of State of Illinois by the Illinois River Railroad Company with a capital of $300,000, The proposed line of this road extends from the eastern limits of Pekin through said city to and through Peoria to the northern boundary thereof. The corporators and directors are Austin Corbin, Alfred Sully, New York; B. S. Henning, C. W. Fairbank, Indianapolis; Robert C. Grier, William Reynolds, J. J. Fletcher, Peoria.

Articles incorporating the Salamanca and Warren Railroad Company have been filed in the office of the Secretary of State at Albany. The capital is fixed at $220,000. The road is to run from Salamanca to a point where the Alleghany River crosses the line between New York and Pennsylvania.

The citizens of St. Thomas, Canada, have voted, 385 to 350, to contribute $50,000 towards the construction of the Credit Valley Railway. In return for this expenditure the directors promise that the road will be completed from Ingersoll to connect with the Canada Southern at St. Thomas.

Railroad Earnings—Weekly.

	Month of September.		Month of October.		Month of November.		WEEKLY EARNINGS IN DECEMBER. First week.		Second week.		Since January 1.	
	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.
Burl., Cedar Rap. & N.	$154,795	$179,804	$171,524	$204,991	$147,785	$189,330	$40,621	$42,471	$37,330	$42,984	$1,436,696	$1,945,518
Chicago & Alton.....	628,811	733,234	668,163	786,116	601,101	680,952	144,658	146,465	141,644	145,514	5,488,965	7,420,585
Chicago & Eastern Ills.	82,049	131,904	92,975	130,891	88,477	128,597	23,067	33,734	18,758	29,847	835,256	1,233,611
Chi., Mil. & St. Paul...	1,018,806	1,257,000	1,290,739	1,494,000	1,100,244	1,472,000	.....	.....	236,703	310,000	9,435,483	12,346,810
Chi., St. Paul, M. & O.	117,810	144,771	147,605	190,403	142,737	176,555	35,388	38,729	33,236	35,965	1,194,075	1,582,445
Cincinnati & Springf ..	89,373	81,488	95,465	93,506	82,951	101,547	17,966	21,957	19,467	22,041	757,684	870,386
Clev., Col., Cin. & Ind.	410,064	410,103	423,257	444,104	366,274	422,123	71,694	82,479	86,012	94,543	3,499,151	4,184,587
Denver & Rio Grande..	112,823	400,990	140,083	473,318	130,285	408,562	32,098	74,043	29,353	88,601	1,158,040	3,266,064
Flint & Pere Marquette	107,350	146,032	123,570	158,752	113,898	153,959	27,943	34,742	24,359	32,955	1,058,944	1,481,075
Grand Trunk of Ca....	800,857	893,241	867,646	957,519	833,560	897,402	190,381	215,199	189,269	204,367	8,491,728	9,975,172
Great Western of Ca...	357,376	436,705	446,445	487,618	407,512	438,238	95,185	105,214	100,148	102,192	4,208,629	4,849,636
Hannibal & St. Joseph.	176,810	209,058	239,735	240,359	193,125	204,116	56,740	57,291	56,740	58,394	1,857,552	2,394,409
Hous. & Tex. Central.	.....	.....	406,565	476,866	429,804	431,994	95,316	98,518	116,977	130,813	3,035,746	3,526,683
Ind., Bloom. & West...	122,406	110,622	120,785	121,343	92,279	96,621	25,121	25,656	20,093	26,432	1,099,903	1,170,548
International & Gt. N.	178,949	195,057	228,800	276,646	244,813	256,756	55,191	52,948	53,575	62,516	1,666,359	1,817,863
Lake Erie & Western..	68,102	109,852	68,036	170,925	*39,455	*71,329	14,980	23,379	12,312	23,426	647,733	1,253,027
Louisville & Nashville.	527,214	891,000	609,578	1,000,000	697,033	929,400	151,200	218,600	163,500	216,700	5,640,275	8,932,887
Marq., Hough. & Onto.	*50,699	*82,918	60,000	91,000	29,183	34,202	.....	.....	.....	.....	538,569	781,566
Memphis & Charleston.	35,395	104,734	66,066	125,731	131,250	139,225	34,602	41,427	35,513	44,723	840,750	1,141,171
Mo., Kansas & Texas...	380,758	369,065	387,710	407,549	387,087	371,079	90,771	84,937	92,872	83,759	3,147,008	3,973,094
N. Y. & N. England..	.....	.....	.....	.....	173,712	207,241	48,160	50,015	.....	.....	.....	.....
Northern Pacific.....	270,893	332,810	295,260	364,474	210,635	277,755	24,073	59,600	24,073	44,400	1,937,617	2,436,356
St. Louis, Alt. & T. H..	114,229	129,603	116,682	137,045	100,963	109,693	23,254	23,718	23,254	21,849	976,640	1,219,412
Do. Branches.....	.....	.....	63,786	68,550	52,460	68,070	13,714	16,580	14,623	22,790	529,107	638,970
St. L., Iron Mt. & So...	591,076	661,400	724,713	678,200	656,832	626,725	181,336	167,500	184,729	189,900	5,003,263	5,960,719
St. Louis & San Fran..	199,129	277,817	213,713	310,582	199,861	284,081	53,100	54,100	57,301	59,461	1,551,282	2,584,336
St. Paul, Minn. & Man.	224,830	274,145	291,202	345,057	226,695	300,675	52,942	64,404	36,530	79,401	2,460,549	3,004,008
St. Paul & Sioux City.	110,433	152,700	121,618	153,344	109,620	150,289	20,149	31,180	20,149	33,153	1,057,473	1,410,456
Scioto Valley	28,125	31,733	30,249	30,172	26,251	28,751	6,119	5,306	8,064	6,668	276,211	303,717
Wab., St. Louis & Pac.	936,222	1,177,134	1,198,076	1,526,475	864,057	1,105,616	227,385	239,469	222,657	259,682	8,580,204	11,872,640

* For three weeks only.

Railroad Law.

NOTES FROM THIRTY-SECOND AMERICAN REPORTS

CARRIER.—A passenger on defendant's railway, finding no vacant seats in the ordinary coaches the seats being occupied either by passengers or their baggage, proceeded to a drawing-room car, owned by a private individual, but forming part of the train, and regularly run with it by contract with the defendant, and there took a seat. When called on for extra fare for that seat, he refused, announcing his readiness to go into the other cars if a seat were provided for him there. Thereupon the porter of the drawing-room car, employed by its owner, attempted to eject him. Held, that the defendant was liable for this assault. Thorpe vs. N. Y. C. & H. R. R. R. Co., 76 N. Y. 402; p. 825.

In an action against a common carrier for failure to receive and carry live stock in pursuance of its agreement, it is a good defense that it was prevented from fulfillment solely by the armed violence of its late employees, whose wages had been reduced, and who had quit work and struck for higher wages. Pittsburg, Cincinnati and St Louis Ry. Co. vs. Hollowell, 65 Ind. 188; p. 63.

NEGLIGENCE.—In an action against a railway company, by the owner of real estate adjoining the track, for the burning of his house by sparks from a locomotive, it being found that the fire was communicated by reason of a defective spark arrester, held, that the plaintiff might recover, although the sparks entered the house through an open window in an unoccupied room, the plaintiff not being aware of the defect in the locomotive. Louisville, New Albany and Chicago Ry. Co. vs. Richardson, 66 Ind. 43; p. 94.

A locomotive engineer, killed by remaining upon his engine when a collision was imminent, and taking measures to stop his train, is not chargeable with contributory negligence as matter of law, although he might have escaped injury by leaving his post. Cottrill vs. Chicago, Milwaukee and St. Paul Ry. Co., 47 Wis. 634; p. 796.

A common seaman is bound to obey orders, and if he receives an injury in obeying an order manifestly perilous he is not chargeable with contributory negligence. Thompson vs. Hermann, 47 Wis. 602; p. 784.

TAXATION.—The rights, franchises and interests of a street railway company, chartered by the Legislature and occupying a city street, by contract with the city, are liable to assessment for benefits in the widening of the street in which the track lies. Chicago City Railway Co. vs. City of Chicago, 90 Ill. 573; p. 54.

TELEGRAPH COMPANY.—An impostor, at Cincinnati, sent a dispatch in the name of B. over defendant's telegraph line, to C, at Selma, Alabama, requesting C. to send a telegraphic money order to B., at Cincinnati; C. complied, and defendant paid the money to the impostor at Cincinnati; held, that defendant was not liable for the mistake in the absence of any suspicious circumstances. Western Union Telegraph Co. vs. Meyer, 61 Ala. 158; p. 1.

FRANCHISE.—DOES NOT INCLUDE IMMUNITY FROM TAXATION—RAILROAD.—A decree in chancery ordered in case another sale should not be made that commissioners might sell "all the property and franchises" of a railroad company. M., for himself and others, made an offer for the railroad, in which he said, "I expect a full and perfect title to the road, including the State's interest, franchises and privileges." This proposition was accepted by the commissioners and the sale reported to the court, was confirmed by decree which treated the sale as one of the "property and franchises" of the company, and directed the commissioners, "in conformity with the previous decrees," to "make title to the purchasers according to the terms of the contract and former decrees of this court. Held, that the purchasers acquired title only to the property and franchises of the company, and that an immunity from taxation would not, under the rule in Morgan vs. Louisiana, 93 U. S. 217, pass to the purchasers. The term "franchises is not synonymous with "rights, privileges and franchises," rights, powers and privileges" and the like. This case is distinguishable from Humphrey vs. Pegues, 16 Wall, 244, where it was held that an immunity from taxation did pass under a transfer of "all the powers, rights and privileges" of a railway corporation. Judgment of Tennessee Sup. Ct. affirmed. East, Tennessee, Virginia and Georgia Railroad Co. Plaintiff in error, vs. Hamblin County. Opinion by Waite, C. J.

[Decided Nov. 29, 1880.)

Five new passenger coaches, differing in style from those at present in use, have been placed on the lines of the Baltimore and Ohio Railroad Company. They are shorter, and have the seats of the centre third of the car with stationary backs and facing both ways, so that persons sit face to face. The remaining spaces at both ends of the car have seats running lengthwise on both sides. The windows are large, extending from the arm-rests of the seats nearly to the roof. The interior, seats, window blinds, mullions—in fact, everything of wood—is light colored oak. The upholstery is in crimson plush. Each car will seat forty-three persons. The exterior is decorated with Eastlake designs, upona rich olive brown.

The engineers of the Shenandoah Valley Railroad have finished their preliminary survey from Waynesboro to South River on the North River branch of the Richmond and Allegheny Railroad, and the section between the two points will be placed under contract in the early spring. The North River branch of the Richmond and Allegheny Railroad has been ordered to contract, and a detachment of engineers began operations at Lexington last week.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,292,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,813,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.).. New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,915	653,383	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶ ..... Pennsylvania.	21,564,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)... Ohio.	3,168,633	—	32,247	.....	1,656,432	1,500,000	12,489	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,869	*Atchison, Topeka and Santa Fe*.... Kansas.	25,065,300	*	5,711,549	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	249.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L..... N. C. & Ga	5,950,000	*	637,561	121,600	1,700,000	4,750,000	106,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point ..... Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	2,935,149	.....	.....	34,375,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,259,542	4,135,296	6 8,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N. H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,031	824,789	33,749	6	100	....
Sept. 30, 1879	406.0	20.0	85.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶.. Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,378	395,898	.....	423.0	1,312,118	130,463	358,002	1,686,326	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)..... Mass.	120,707	—	1,350	33	131,700	—	—	389	4.0	.....	.....	.....	9,255	9,255	7	100	....
Sept. 30, 1879	379.0	63.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ..... Md. & W. Va.	29,543,315	12,203,068	46,223,089	835,939	19,792,596	29,386,875	1,421,260	38,204,657	547.1	9,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	286,007	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch..... W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac..... Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	347,458	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,58	71,195	6	50	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport..... N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap..... Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,755	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe..... Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	d. ficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland..... Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	332,602	189 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1879	201.6	48.0	136.9	4-8.5	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	29,068,415	*	1,170,317	708,193	20,000,000	7,000,000	1,455,702	2,491,224	249.5	4,859,772	5,199,160	2,738,096	6,427,463	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	45	68	22	680	Boston and Lowell..... Mass.	5,781,306	441,934	932,767	402,141	3,250,000	3,493,400	259,947	551,703	75.1	1,045,141	2,451,750	819,843	1,210,572	404,490	1	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine..... Mass., N. H. & Me.	3,508,754	1,242,230	1,017,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,736,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.... Conn.	4,358,317	*	4,801	86,391	3,240,000	977,000	79,493	83,021	50.0	183,202	79,176	107,569	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	677	Boston and Providence..... Mass. & R. I.	4,612,774	*	665,043	220,751	4,000,000	500,000	607,286	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1879	36.6	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner..... Mass.	1,381,575	155,962	24,876	44,377	871,001	554,300	260,719	L. 79,223	52.5	140,214	97,635	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-3.5	38	30	17	593	Boston, Concord and Montreal ..... N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,894	165.8	789,349	247,312	192,877	678,123	200,872	6pf	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	—	1,633,967	45,060	39.0	63,307	42,000	....	13,197	d. ficit.	—	100	....
Sept. 30, 1879	8.8	—	2.4	3-0	5	23	—	23	Boston, Revere Beach & Lynn..... Mass.	418,229	94,369	163,853	2,783	349,200	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,995	6	100	....
Sept. 30, 1879	2.5	—	0.3	3-0	1	2	—	8	Boston, Winthrop & Pt. Shirley..... Mass.	88,870	1,800	—	—	19,450	15,000	3,443	Loss. 223	2.5	20,817	67,950	.....	122,165	80,725	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brightbone..... Virginia	110,600	*	.....	.....	110,500	.....	.....	.....	21.0	12,600	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	8	Brooklyn, Bath and Coney Is..... N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island.. N.Y.	1,477,403	*	.....	.....	494,225	580,000	289,837	.....	7.5	120,000	87,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	736	Buffalo and Southwestern.... New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	301,918	351,829	10,949	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,360	Buff., New York & Phila.. N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,000	1,401,765	248,391	120.5	617,728	207 239	1,063,256	954,683	380,355	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille..... Vermont.	1,413,962	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	2,291	32,994	39,775	4,482	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern..... Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	47,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor.. Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,850,000	165,921	1,700,280	424.6	911,305	263,107	764,188	1,410 260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St Louis..... Illinois & Ind.	7,065,000	*	.....	.....	4,595,000	2,500,000	.....	.....	146.5	305,402	.....	.....	231,520	21,228	—	100	....
June 30, 1879	157.0	—	16.2	4-9	10	5	4	167	Cairo and Vincennes ..... Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.)..... California	18,965,058	895,014	138,806	276,094	12,000,000	6,850,000	1,530,688	L. 606,715	115.4	.....	.....	.....	550,300	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic..... New Jersey.	1,997,898	668,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3pf	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern..... Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,305	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,206,668	—	.....	.....	4,350,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	....
Mar. 31, 1880	242.0	—	12.3	4-8.5	22	15	5	325	Carolina Central..... N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,428	.....	134,524	486,510	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq..... New York.	612,135	79,541	.....	2,339	589,110	—	18	13,217	34.6	75,090	21,672	73,578	57,929	2,559	6	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia..... Georgia.	7,800,000	*	3,589,301	710,839	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,703	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa..... Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	716,563	180,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey..... New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,60	6,241,209	.....	130.2	4,324,938	.....	836,168	4,317,218	1,971,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*..... Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	57,030,000	38 162,285	15,382,538	1,213.1	7,203,591	6,842,307	1,875,343	17,165,163	6,945,300	—	100	....
Dec. 31, 1879	168.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga.	5,132,315	*	372,892	23,626	2,578,000	2,700,971	144,941	105,122	195.0	366,526	62,384	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.)..... Penn.	1,084,892	—	37,142	26,037	648,763	500,000	.....	.....	22.8	67,547	130,743	167,571	84,660	30,696	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Ch raw and Darlington..... S. C.	680.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	423.0	9.3	53.6	4-9	81	34	16	2,195	Chesapeake and Ohio ..... Va. & W. Va.	54,238,716	*	534,267	133,243	23,762,136	22 326,215	5,716,662	457,197	432.3	2,060,344	166,389	686,527	1,891,542	884,210	—	100	....
Sept. 30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire..... N. H. & Mass.	2,395,239	322,266	141,111	185,166	2,153,300	831,000	25,703	33,805	53 6	548,076	125,188	416,700	503,049	141,236	1	100	....
Dec. 31, 1879	243.5	145.7	193.8	4-8.5	187	80	27	4,218	Chicago and Alton..... Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,933	579,373	840.4	3,609 638	843,429	2,634,177	5,755,677	2,705,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois..... Illinois.	4,136,849	*	202,403	172,924	333,054	3,714,329	259,340	204,956	152.0	1,000,088	146,218	749,310	1,020,794	389,445	—	100	....
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa..... Illinois.	2,414,000	*	.....	.....	644,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,373	196,911	—	100	....
Dec. 31, 1879	170.0	76.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan..... Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	967.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,965,795	*	8,318,765	2,811,506	36,513,610	37,655,000	11,448 446	5,983,060	1,627.5	12,769,565	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah..... Illinois.	7,227,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	....
ept. 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah..... Wisconsin.	211,342	*	.....	.....	.....	28,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,278	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy... Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,458	27,270,225	16 526.547	4,492,865	1,857.8	8,900,517	2,076,184	4,686,353	14,817,105	7,260,088	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,240.193	233,325	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,075	186,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,569,734	10,012,820	4,539,025	7pf	100	....

June 30, 1879	94.1	—	11.8	4-8.5	8	4	2	428	Chicago, Pekin & Southwestern Illinois.	2,576,000	*					826,000	1,750,000		57,540	94 1						250,845	92,541	—	100	
Mar. 31, 1880	500 2	248.0	267.8	4-8.5	276	117	42	6,161	Chicago, Rock Island & Pacific.Ill. & Ia.	35,682,202	*	2,658,078	1,220,751	20,980,000	10,000,000	5,145	8,576,578	1,311.0	8,948,036	1,905,418	2,966,764	11,061,662	5,265,116	8	100	....
Dec. 31, 1879	88 0	—	3.3	4-8.5	4	2	2	58	Chicago, Saginaw and Canada.....	Mich.	618,000	*	51,000	.....	286,000	195,000	735,800	L 547,800	38.0	61,876	47,254	59,061	60,908	19,526	—	100	....
Sept.30, 1879	177.7	—	8.5	4-8.5	26	11	7	1,051	Chicago, St. Paul & Minneapolis....	Wis.	9,726,165	*	889,388	.....	5,000,000	5,043,590	806,402	L.344,344	177.7	661,419	159,617	364,771	1,070,208	414,653	—	50	....
Sept. 30, 1879	10.3	—	0.6	4-8.5	1	1	1	4	Chippewa Falls and Western.....	Wis.	288,574	*	.....	.....	143,200	132,000	13,375	.....	10.8	19,344	32,191	8,962	27,235	7,418	—	100	....
June 30, 1879	52.9	9.0	2.4	3-0	3	4	2	60	Cincinnati and Eastern.....	Ohio.	573,322	*	127,988	3,507	240,063	279,600	185,155	—	61.9	66,600	56,451	16,829	55,897	17,465	—	50	....
Dec. 31, 1879	148.4	—	13.7	4-9	12	11	4	369	Cincinnati and Muskingum Valley.	Ohio.	5,540,164	*	44,348	26,215	3,997,320	1,500,000	600,980	L.487,523	148.4	413,227	189,336	285,645	374,668	110,142	—	50	....
Dec. 31, 1879	20.4	—	1.7	3-0	2	3	1	22	Cincinnati and Portsmouth.....	Ohio.	240,586	29,972	55,500	—	94,801	5,100	226,157	.....	20.4	.....	.....	.....	14,047	2,576	—	50	....
Mar. 31, 1880	50.9	—	39.8	4-9	34	38	13	628	Cincinnati, Hamilton and Dayton...	Ohio.	3,827,078	1,118,931	533,174	3,151,361	3,500,000	2,960,000	519,939	1,650,605	50.9	.....	.....	.....	950,924	192,822	2	100	....
Mar. 31	1880	98.2	—	8.9	4-9	16	7	—	481	Cin., Hamilton & Ind. (C.,H.& D.).O.& Ind.	2,436,087	229,072	60,080	—	—	2,500,000	1,217,045	—	98.2	.....	.....	.....	372,773	66,622	—	—	....
June 30, 1880	175.0	125.0	50.0	4-8.5	50	47	19	1,312	Cin., Ind., St. L. and Chic....O., Ind. & Ill.	11,663,007	*	178,796	184,518	4,000,000	7,499,900	449,161	67,261	300.0	1,486,033	671,985	831,596	1,761,241	571,921	—	100	....
Mar. 31, 1880	42.0	—	2.8	4-9	3	2	—	171	Cin., Richmond & Chic. (C.H.&I.)..Ohio.	826,783	184,552	700	21,356	382,600	625,000	8,820	16,922	42.0	.....	.....	.....	214,556	12,357	—	50	....
Jun. 30, 1879	184.2	15.5	16.0	4-9	30	26	12	715	Cincinnati, Sandusky & Cleveland...	Ohio.	6,221,026	*	780,208	164,839	4,434,787	2,158,725	566,731	35,582	190.0	678,559	264,741	406,664	655,300	150,236	6pf	50	....
Dec. 31, 1879	111.0	—	5.0	4-8.5	7	6	3	109	Cincinnati, Wabash and Michigan...	Ind.	3,418,500	*	.....	.....	1,450,000	2,000,000	28,000	.....	111.0	(Reorganiz'd April 14, 1880.)			213,955	22,102	—	100	....
Dec. 31, 1879	123.8	76.0	65.5	4-9	97	44	22	2,954	Clev. and Pittsb. (Pa.Co.).....	Ohio & Pa.	16,615,871	*	378,525	491,618	11,244,250	5,078,343	366,726	796,724	199.7	2,041,959	695,479	1,810,187	2,418,515	1,151,780	7	50	....
Dec. 31, 1879	391.2	18.1	183.5	4-8.5	143	65	24	4,023	Cleveland, Col. Cin. & Ind....Ohio & Ind.		18,044,795	*	3,567,321	1,278,694	14,991,800	6,337,000	766,103	795,908	391.2	4,840,177	740,181	2,199,711	3,758,967	1,066,660	2	100	....
Dec. 31, 1879	144.0	—	17.7	4-9	22	13	13	600	Clev., Mt. Vernon and Del.....	O.	4,831,382	*	10,086	28,045	1,769,579	2,969,000	848,892	L.716,959	156.5	397,140	238,992	310,044	404,025	27,062	—	100	....
Dec. 31, 1879	101.1	—	38.9	4-8.5	19	5	4	946	Clev., Tuscarawas Val. and Wheeling	O	4,644,671	*	694,956	34,043	1,055,950	4,056,000	295,023	L. 33,253	101.1	408,748	132,325	554,242	446,750	162,319	—	50	....
Dec. 31, 1879	75.5	29.4	31.0	4-9	36	8	4	1,511	Columbus and Hocking Valley	Ohio.	3,301,748	1,265,711	630,821	133,488	2,030,150	2,580,000	170,258	511,360	164.9	840,397	147,313	1,306,966	1,032,572	395,799	8	50	....
Dec. 31, 1879	117.7	—	14.9	4-8.5	12	10	4	901	Columbus and Toledo.....	Ohio.	2,946,323	*	863,738	66,872	915,098	2,465,000	303,660	89,095	117.7	446,549	164,352	454,119	574,893	260,260	—	50	....
Dec. 31, 1879	187.3	393.2	88.5	4-9	125	61	8	1,635	Col., Chic. & Ind. C.(Pa.Co.).O. Ind & I.		28,851,097	*	.....	.....	23,960,823	15,821,000	.....	.....	580.6	4,578,582	695,552	2,310,053	3,911,261	756,301	—	100	....
Mar. 31	1880	56.0	14 9	4.8	4-8.5	—	—	—	—	Concord and Claremont.....	N. H.	1,126,606	*	13,122	32,751	410,000	500,000	254,280	7,209	70.9	.....	.....	.....	139,854	49,688	—	100	....
Mar. 31, 1880	35.0	7.0	79.3	4-8.5	40	44	16	946	Concord.....	New Hampshire	1,500,000	*	126,275	135,156	1,500,000	—	151,495	109,936	141.7	661,078	527,003	899,662	870,088	262,793	10	50	....
June 30, 1880	110.3	—	16.7	4-8.5	28	14	9	920	Connecticut and Passump. Riv..	Vermont.	3,447,825	*	864,436	9,613	2,175,700	1,436,500	434,424	275,250	147.0	449,078	156,934	219,604	657,548	226,140	3	100	....
Sept. 30, 1879	50.0	5.8	36.7	4-8.5	19	33	5	359	Connecticut River	Massachusetts.	2,396,037	241,939	177,402	264,872	2,100,000	—	269,392	610,858	55.8	413,507	99[illegible],046	393,[illegible]32	627,052	225,994	8	100	....
Sept. 30, 1879	46.2	—	5.8	4-8.5	7	14	7	159	Connecticut Valley	Conn.	3,064,388	*	300,382	1,973	1,069,000	2,250,000	1,068,952	Loss.	46.2	171,821	199,702	66,942	167,094	16,393	—	100	....
Sept. 30, 1879	66.7	—	12.3	4-8.5	10	13	3	219	Connecticut Western.....	Conn.	5,012,027	*	50,766	44,649	1,892,099	2,945,500	196,107	73,737	66.7	213,726	167,303	126,681	223,086	50,714	—	100	....
Sept. 30, 1879	63.0	18.0	8.1	4-8.5	8	8	2	126	Corning, Cowanesque & Antrim.	N.Y.&P.	1,900,000	*	.....	.....	1,900,000	450,000	.....	.....	71.0	155,112	58,967	657,991	426,919	127,754	—	100	....
Dec. 31, 1879	82.2	42.8	19.4	4-9	21	25	5	243	Cumberland Valley	Md. & Penn.	1,887,466	*	58,299	616,649	1,777,850	352,300	47,257	585,007	125.0	283,472	323,045	376,172	503,597	264,900	10	50	....
Sept. 30, 1879	23.8	10.0	5.0	4-8.5	6	8	3	83	Danbury and Norwalk	Connecticut	1,138,680	*	9,531	13,841	600,000	500,000	—	61,552	33.8	98,806	205,349	60,550	164,236	45,318	2	50	....
June 30, 1879	128.4	32.3	6.1	4-8.5	8	7	4	100	Davenport and Northwestern.....	Iowa.	5,130,000	*	326,184	19,229	3,420,000	1,710,000	365,886	20 189	160.7	207,359	63,550	72,584	189,212	df. 4,924	—	100	....
Mar. 31, 1880	142.0	—	28.8	4-9	25	15	1	709	Dayton and Michigan (C., H. & D.).	Ohio.	6,115,913	776,534	12,145	758	3,612,824	2,728,800	707,135	—	142.6	.....	.....	.....	1,040,862	411,434	1[illegible]	50	....
Oct. 31, 1879	83.8	16.7	10.1	4-8.5	—	—	—	—	Delaware [illegible] (P.W.& B.).....	Delaware.	1,836,844	*	370,014	50,141	1,456,720	751,000	56,280	—	100.5	325,012	.....	.....	448,363	134,508	6	50	....
Dec. 31, 1879	115.0	92.5	18.7	4-8.5	155	41	22	18538	Delaware, Lack. and Western.....	Penn.	29,426,682	*	2,269,620	6,667,301	26,200,000	5,887,100	2,608,137	3,658,337	207.5	3,994,740	500,709	5,283,442	5,371,297	3,146,033	—	50	....
Dec. 31, 1879	19.9	—	4.6	4-8.5	3	3	2	80	Delaware Western.....	Del. & Pa.	269,584	*	16,114	4,507	248,400	—	19,153	24,652	19.9	26,840	28,457	87,622	63,339	9,546	2	100	....
Dec. 31, 1879	250.6	88.9	24.0	3-0	40	19	11	9 7	Denver and Rio Grande	Col.	18,672,500	*	.....	.....	11,250,000	7,422,500	.....	.....	339.5	.....	.....	.....	1,167,466	.....	—	100	....
June 30, 1879	83.9	—	6.1	4-8.5	9	5	2	143	Des Moines and Fort Dodge.....	Ia.	4,021,100	*	.....	.....	1,843,100	2,178,000	.....	.....	87.2	131,288	42,524	91,409	205 131	76,273	—	100	....
Dec. 31, 1879	109.8	38.6	13.1	4-8.5	14	13	3	312	Detroit and Bay City.....	Michigan.	4,388,269	*	41,048	6,177	1,325,750	2,330,000	1,379,076	L. 599,330	148.0	358,[illegible]81	218,854	190,271	472,078	189,177	—	100	....
Dec. 31, 1879	189 0	2.6	32.4	4-8.5	36	28	16	474	Detroit, Grand Haven & Milw.....	Mich.	6,700,000	*	383,265	152,065	1,500,000	5,200,000	336,919	148,412	191.6	754,746	434,216	444,903	1,112,463	368,079	—	100	....
Dec. 31, 1879	156.6	61.8	32.7	4-8.5	28	15	8	799	Detroit, Lansing & Northern.....	Mich.	6,852,904	545,288	174,304	322,878	4,328,997	3,166,000	244,526	152,846	201.2	662,965	434,102	417,768	1,108,933	449,146	—	100	....
Sept. 30, 1879	90.6	—	11.9	4-9	12	8	2	90	Dunkirk, All. Valley & Pitts.	N.Y. & Pa.	4,562,654	262,725	4,843	4,251	1,300,000	3,200,000	221,016	103,458	90.6	428,780	114,860	254,164	283,134	deficit.	—	100	....
Dec. 31, 1879	20.0	—	5.6	3-0	6	12	2	177	East Broad Top.....	Pennsylvania.	1,062,391	*	98,407	.....	549,248	600,000	102,550	.....	30.0	75,607	23,663	169,692	97,739	42,325	—	50	....
Nov. 30, 1879	7.5	3.1	4.2	4-8.5	—	—	—	—	East Mahanoy (P. & R.).....	Pa.	392,550	*	600	1,317	393,550	—	1,197	120	10.7	.....	.....	.....	[Rental	25,679	6	50	....
Jun. 30, 1880	242.0	30.0	27.0	5-0	35	27	12	617	East Tenn., Va. & Ga. [illegible].....	Tenn. & Ga.	9,186,090	*	805,863	329,385	1,967,074	4,186,000	576,041	3,592,223	272.0	986,689	.....	377,413	1,212,887	449,415	3	100	....
Sept. 30, 1879	41.4	76.6	80.2	4-8.5	94	142	37	1,365	Eastern.....	Massachusetts.	7,000,000	800,100	1,306,410	582,661	4,997,600	13,589,238	1,466,681	Loss.	118.0	2,067,322	4,534,748	849,712	2,485,978	994,785	—	100	....
Dec. 31, 1879	81.0	3.4	26.2	4-9	29	5	4	1,319	Erie and Pittsburg (Penn. Co.).....	Pa.	3,180,937	1,895,725	256,679	6,152	1,998,400	3,322,000	52,987	L. 32,893	84.4	550,425	127,670	728,233	588,153	175,096	7	50	....
Aug. 31, 1880	109.0	29.0	21.0	4-8.5	26	12	5	800	Evansville and Terre Haute.....	Indiana.	2,616,868	709,858	108,567	236,401	1,120,566	1,150,000	123,190	1,277,878	138.0	511,623	189,734	452,864	742,383	213,255	5	50	....
Jun. 30, 1879	48.3	—	7.0	4-9	7	4	2	311	Evansville, Terre Haute & Chi..Ind.& Ill.		1,649,600	*	15,159	7,722	458,861	1,100,000	113,821	—	48.3	.....	.....	.....	242,896	94,236	—	100	....
Sept. 30, 1879	12.2	—	0.6	4-8.5	—	—	—	—	Fall River	Massachusetts.	445,664	—	247	8,983	200,000	200,000	74,105	L. 19,211	12.2	32,638	32,150	21,147	30,082	7,307	—	100	....
Sept. 30, 1880	143.0	42.6	104.4	4-8.5	81	110	25	2,638	Fitchburg	Massachusetts	6,117,398	*	1,713,191	71,606	4,500,000	1,600,000	1,310,306	591,788	244.4	1,884,771	2,466,603	1,546,950	2,464,599	739,034	6	100	....
Dec. 31, 1879	253.4	39.7	69.1	4-8.5	46	32	11	853	*Flint and Pere Marquette*.....	Mich	7,415,831	1,494,459	1,850,856	235,107	3,298,200	7,844,005	2,165,958	—	307.5	861,032	552,753	495,817	1,161,201	405,289	—	100	....
Sept. 30, 1879	10.0	—	1.0	4-8.5	5	4	1	10	Fonda, Johnstown & Gloversville...	N. Y.	458,689	76,516	.....	.....	300,000	300,000	25,500	6,539	10.0	57,604	107,305	45,700	104,023	45,792	—	100	....
Jun. 30, 1879	22.5	—	1.2	4-8.5	2	5	—	17	Fredericton.....	New Brunswick	675,000	*	.....	.....	319,280	140,000	310,000	.....	22.5	44,564	28,594	9,349	24,548	7,250	—	100	....
Dec. 31, 1879	215.0	—	20.0	4-8.5	24	17	8	480	Galv., Harrisb. & St. Antonio [illegible].....	Tex.	9,695,982	813,942	2,190,468	577,306	6,450,000	5,300,000	763,484	764,216	215.0	447,108	71,226	156,183	1,390,670	818,767	—	100	....
Dec. 31, 1879	50.0	—	8.5	4-8.5	17	9	6	253	Galv., Houston and Henderson [illegible].....	Tex.	3,510,419	*	20,705	52,909	1,000,000	1,500,000	159,764	924,269	50.0	150,115	61,195	205,220	536,847	225,560	—	100	....
Sept. 30, 1879	14.1	2.8	7.7	4-8.5	—	—	—	—	Geneva & Lyons (N.Y.C.&H.R.)...	N.Y.	322,225	—	.....	.....	15,000	307,225	.....	—	14.1	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	75.0	—	14.7	4-8.5	18	7	5	219	Geneva, Ithaca & Sayre.....	N. Y.	1,760,294	157,332	.....	.....	1,475,000	600,000	194,908	—	75.0	401,244	101,243	514,858	302,572	deficit.	—	100	....
Mar. 31, 1880	171.0	60.0	26.0	5-0	40	31	11	744	Georgia (& Banking).....	Ga.	4,200,000	*	52,440	2,569,825	4,200,000	1,581,000	33,523	1,007,744	307.0	1,017,797	.....	.....	1,169,524	403,075	6	100	....
Dec. 31, 1879	57.6	0.9	3.8	4-8.5	4	4	1	98	Grand Haven.....	Michigan.	960,000	*	24,153	4,633	800,000	160,000	50,852	—	58.4	92,872	58,233	28,801	61,692	df. 6,320	—	100	....
Dec. 31, 1879	332.1	—	80.7	4-9	40	23	11	1,101	*Grand Rap. and Ind.* (Pa.Co.)	Mich. & Ind	11,092,085	*	60,008	337,206	2,800,000	8,000,000	2,338,686	—	332.1	1,050,080	550,883	418,665	1,345,134	432,645	—	100	....
Jun. 30, 1879	856.0	534.2	224.1	4-8.5	434	274	84	8,173	Grand Trunk [illegible]	Canada.	152,416,400	*	.....	.....	118,503,936	22,158,980	13,658,340	—	1,380.2	8,452,609	1,975,519	2,371,225	8,784,520	2,068,610	—	100	....
July 31, 1879	249.4	283.2	238.3	4-8.5	216	165	38	4,661	Great Western [illegible]	Canada.	48,383,395	*	1,746,465	1,250,000	45,605,080	5,764,000	.....	—	823.0	3,338,095	1,227,925	1,789,211	3,765,330	1,216,055	—	100	....
Sept. 30, 1879	209.3	9.5	13.0	4-8.5	18	12	4	530	Green Bay and Minnesota.....	Wisconsin.	12,354,421	*	.....	.....	7,995,900	3,979,860	1,710,616	—	218.8	328,318	60,744	115,903	348,690	144,133	—	100	....
Dec. 31, 1879	206.4	85.9	46.4	4-8.5	78	30	16	1,529	*Hannibal and St. Joseph* [illegible]	Missouri.	12,712,746	863,077	.....	.....	14,251,724	8,623,000	.....	.....	292.8	1,352,218	282,379	622,553	1,997,405	773,984	—	100	....
Sept. 30, 1879	80.0	—	1.0	4-8.5	2	4	2	18	Hanover Branch.....	Mass.	194,826	60,563	—	5,749	123,950	30,000	141	107,047	8.0	22,840	73,960	17,260	27,877	12,915	—	100	....
Dec. 31, 1879	33.0	—	2.5	4-8.5	5	6	2	75	Han. Junc., Han. & Gettysb.....	Penn.	387,810	91,322	.....	.....	116,850	200,600	16,000	.....	30.0	76,350	36,231	57,485	52,880	15,978	—	50	....
Dec. 31, 1879	25.1	2.0	1.0	4-8.5	1	1	—	6	Harrisburg and Potomac.....	Pa.	827,987	5,766	.....	.....	379,165	507,200	.....	.....	27.1	20,084	6,501	35,780	11,294	1,573	—	100	....
Jun. 30, 1879	75.7	—	3.8	3-0	2	1	1	55	Havana, Rantoul and Eastern..Ind. & Ill.		563,957	*	1,726	8,858	245,881	75,000	225,953	27,706	75.7	70,450	10,320	51,121	64,167	20,832	—	100	....
Dec. 31, 1879	16.0	— —	0.5	4-8.5	1	1	1	5	Henderson and Overton.....	Texas.	170,500	*	.....	.....	93,000	93,000	.....	.....	16.0	11,950	6,875	20,000	33,450	13,450	4	100	....
Sept. 30, 1879	74.0	—	7.0	4-8.5	20	22	10	440	Housatonic	Connecticut.	2,605,921	*	245,609	98,652	2,000,000	550,000	228,038	172,144	126.5	501,526	252,740	225,087	599,660	170,280	8pf	100	....
Apr. 30, 1879	341 0	169.0	35.0	4-8.5	66	38	20	1,270	Houston and Texas Central [illegible]	Texas.	21,370,021	1,581,342	6,864,922	353,802	7,722,900	14,586,500	3,089,096	5,521,091	553.0	1,499,243	244,559	457,840	3,031,632	1,323,906	—	100	....
Dec. 31, 1879	63.0	—	5.0	3-0	5	2	—	120	Houston, E. & West Texas.....	Texas.	947,400	*	53,500	.....	500,000	150,000	24,906	.....	63.0	40,069	12,630	31,300	94,716	69,622	—	100	....
Dec. 31, 1879	45.0	16.8	16.0	4-8.5	18	4	3	52	Huntingdon and Broad Top Mt.....	Penn.	4,376,091	*	.....	.....	2,106,500	2,404,600	132,500	.....	61.6	176,425	46,260	283,398	253,640	124,435	—	50	....
Jun. 30, 1879	15.0	3.0	5.1	4-8.5	5	3	1	297	Illinois and St. Louis.....	Illinois	1,574,077	*	94,688	13,708	1,360,100	200,000	121,487	887	18.0	67,560	.....	253,663	170,002	45,429	2[illegible]	100	....
Dec. 31, 1879	705.5	—	146.5	4-8.5	212	119	56	5,186	*Illinois Central*	Illinois.	35,756,782	*	7,175,952	862,765	29,000,000	12,100,000	117,229	2,577,869	1,286.7	4,459,672	1,807,744	2,324,485	5,711,282	2,684,582	6	100	....
Jun. 30, 1879	176.7	—	9.7	4-8.5	12	5	4	350	Illinois Midland	Ind. & Illinois.	6,599,572	*	729,993	19,926	2,000,000	4,175,000	1,220,015	L. 45,523	175.7	282,087	.....	.....	249,299	9,892	—	100	....
Dec. 31, 1879	71.8	—	43.5	4-8.5	56	39	14	1,942	Indianapolis and St. Louis (Pa. Co.).	Ind.	4,364,389	*	166,405	268,061	600,000	3,500,000	2,649,048	Loss.	266.6	1,634,678	250,605	672,477	1,501,459	498,731	—	100	....
Dec. 31, 1879	116.6	—	5 3	4-9	18	8	4	240	Indianapolis & Vin. (Pa. Co.)..	Ind. & Ill.	4,665,449	*	28,675	8,931	1,402,000	3,150,000	150,956	—	110.6	273,664	85,011	160,746	301,371	66,348	—	100	....
Dec. 31, 1879	202.3	—	21.0	4-8.5	40	23	12	1,052	Ind., Bloomington & Western..	Ind. & Ill.	10,800,000	*	.....	.....	3,300,000	7,500,000	.....	.....	212.3	.....	[Estimated.....		1,179,533	360,168	—	100	....
Aug. 31, 1880	52.5	—	15.2	4-9	6	4	4	250	Ind., Decatur & Springfield....	Ind. & Ill.	4,885,127	*	39,566	109,933	500,000	4,389,000	101,307	64,120	152.5	.....	89,62[illegible]	149,634	339,850	142,685	—	100	....
Dec. 31, 1879	417.9	102 3	35.0	4-8.5	40	29	9	788	International & Great Northern [illegible]....	Tex.	16,963,628	1,479,394	46,180	.....	5,500,000	9,448,000	378,327	3,162,876	529.8	816,225	113,317	254,188	1,776,863	597,396	—	100	....
Dec. 31, 1879	110.3	75.6	34.7	4-9	44	33	12	636	Jeffersonv., Madison & Ind...	Ky. & Ind.	6,508,712	*	201,202	82,574	2,000,000	5,000,000	92,540	L. 290 050	185.9	1,057,355	648,332	1,759,949	1,246,334	492,863	7	100	....
Dec. 31, 1879	159,9	—	30.0	4-8.5	26	60	19	849	Kan. City, Ft. Scott and Gulf....	Kansas.	10,377,019	*	292,744	314,276	6,750,000	4,000,000	239,360	L. 5,321	190.6	612,574	155,726	494,57[illegible]	895,864	332,811	—	100	....
Dec. 31, 1879	145.3	41.4	14.8	4-8.5	19	148	8	215	Kan. City, Lawrence & Southern....	Kan.	5,636,252	259,041	45,841	58,468	2,940,000	2,940,000	40,518	89,086	184.7	292,318	78 093	167,472	402,050	36,391	—	100	....
Dec. 31, 1879	198.8	55.0	37.0	4-8.5	36	22	1	863	Kansas City, St. Joseph & Co. Bl.	Mo.& Ia.	9,260,385	1,269,280	232,32[illegible]	769,077	2,796 356	7,949,474	319,643	425,587	253.8	922,508	287,726	870,856	1,768,154	702,490	—	100	....
Apr. 30, 1880	148.5	—	12.0	5-0	19	19	7	846	Kentucky Central.....	Ky.	5,225,000	*	881,339	108,488	5,000,000	1,025,000	39,748	150,078	148.5	507.863	.....	.....	608,029	222,514	1	100	....
Sept. 30, 1879	7.6	—	4.3	4-8.5	6	3	—	138	Lake Champlain and Moriah.....	N. Y.	294,119	59 088	30,057	18,057	200,000	3,000	—	198,322	7.6	12,405	191	196,981	87,731	43,380	10	100	....
Feb. 29, 1880	383.0	9.2	25.5	4-8.5	31	23	8	1,466	Lake Erie and Western.....	Ill. & Ohio.	12,963,607	797,495	255,978	127,57[illegible]	7,000,000	6,800,000	312,575	32,078	362.2	[Year ending Dec. 31, 1879.			775,564	197,506	—	100	....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865. / " A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank.*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis, Ind	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank.*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,825

100s.

Baltimore, Md	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

Canada Southern Railway.

At a meeting of the directors of the Canada Southern Railway Company, held in this city on the 21st ult., the following report of the operations of the road for the year ending December 31, 1880 (December being partly estimated) was presented :

	1879.	1880.
Gross earnings	$2,995,365 68	$3,717,277 54
Operating expenses & taxes	2,448,090 41	2,393 051 20
Net earnings	$547,275 27	$1,324,226 34
Receipts from other sources	3,479 61	13,034 87
Total receipts	$550 754 88	$1,337,261 21
Interest on bonds	391,452 50	420,000 00
Balance	$159,302 38	$917,261 21
Equals, per share of stock	$1 06	$6 12
Percentage of earnings	81.73	64.38

Application of above balance of..... $917,261 21

Construction expenditures :

New side-tracks	$38,870 37	
New buildings and permamanent replacement of bridges, etc	45,101 41	
New water-stations, reservoirs, &c	20,894 46	
New tools, machinery for shops, &c	14,986 31	
Lands at St. Thomas, Detroit, Toledo, &c., for side-tracks, water privileges, &c	24,106 20	
Settlements of old claims, town of Niagara's lien upon Erie and Niagara Railway, &c	45,712 89	
Applied to reduction of "Bills & Accounts payable," as they appeared on balance sheet of Dec. 1879, being principally for account of new equipment	315,256 60	
		504,928 24
Remainder applicable to stock		$412,332 97
Two and one-half per cent dividend on capital stock of $15,000,000 is.		375,000 00
Surplus		$37,332 79

The above statement compared with the year 1879, shows the following results :

		Per cent.
Increase in gross earnings	$721,911 86	24.10
Decrease in operating exp	55,039 81	2 25
Increase in net earnings	776,951 07	141.97

The road and property have been maintained in good and efficient condition during the year. The renewals of track alone have been as follows : 173,860 ties ; 65 86 miles laid ; 650 tons steel rails laid, $139,000.

Included in operating expenses, in addition to ordinary maintenance and repairs, are the following items : rebuilding old ferryboat, $50,000 ; new passenger and baggage cars, $18,000 ; renewing freight and passenger equipment, $65,000.

By the ownership of the 1,100 additional freight cars purchased in 1879, the expense of car mileage to this company has been reduced about $127,000.

After payment of operating expenses, interest on bonds and a dividend of 2½ per cent on the capital stock there will remain to the credit of income account a balance of about $425,000 representing assets mainly in the shape of materials and supplies on hand, including about 3,000 tons of steel rails fully paid for.

The above mentioned expenditures for construction and equipment and for renewals and repairs have very materially bettered the condition of the property, and were necessary to enable the company to successfully handle its largely growing business. The effect is seen in the actual decrease in operating expenses as well as in the increase in gross earnings.

State Legislatures.

The following table shows when the Legislature of each State in the Union will next convene, the length of the sessions if limited and whether the sessions thereof are held annually or biennially :

States.	Session.	Limit of session.	Next Legislature meets.
Arkansas	Biennial	60 days	Jan. 10, 1881
Alabama	Biennial	50 days	Nov. 7, 1882
California	Biennial	60 days	Jan. 5, 1882
Colorado	Biennial	40 days	Jan. 5, 1881
Connecticut	Annual	None	Jan. 7, 1881
Delaware	Biennial	None	Jan. 4, 1881
Florida	Biennial	60 days	Jan. 4, 1881
Georgia	Biennial	40 days	Nov. 3, 1882
Illinois	Biennial	None	Jan. 5, 1881
Indiana	Biennial	60 days	Jan. 6, 1881
Iowa	Biennial	None	Jan. 12, 1882
Kansas	Biennial	50 days	Jan. 11, 1881
Kentucky	Biennial	60 days	Dec. 31, 1881
Louisiana	Biennial	90 days	Jan. 12, 1882
Maine	Biennial	None	Jan. 5, 1881
Maryland	Biennial	90 days	Jan. 4, 1882
Massachusetts	Annual	None	Jan. 5, 1881
Michigan	Biennial	None	Jan. 5, 1881
Minnesota	Biennial	60 days	Jan. 4, 1881
Mississippi	Biennial	None	Jan. 6, 1882
Missouri	Biennial	70 days	Jan. 5, 1881
Nebraska	Biennial	40 days	Jan. 4, 1881
Nevada	Biennial	60 days	Jan. 2, 1881
New Hampshire	Biennial	None	Jan. 1, 1881
New Jersey	Annual	None	Jan. 11, 1881
New York	Annual	None	Jan. 6, 1881
North Carolina	Biennial	60 days	Jan. 5, 1881
Ohio	Biennial	None	Jan. 5, 1882
Oregon	Biennial	40 days	Jan. 13, 1882
Pennsylvania	Biennial	None	Jan. 4, 1881
Rhode Island	Annual	None	Jan. 18, 1881
South Carolina	Annual	None	Nov. 23, 1881
Tennessee	Biennial	75 days	Jan. 3, 1881
Texas	Biennial	60 days	Jan. 3, 1881
Vermont	Biennial	None	Oct. 3, 1882
Virginia	Biennial	90 days	Dec. 18, 1881
West Virginia	Biennial	45 days	Jan. 12, 1881
Wisconsin	Annual	None	Jan. 12, 1881

Banks Liable for Special Deposits.

The following decision was rendered in the United States Supreme Court at Washington on the 20th ult. :

No. 125—Josiah D. Whitney, plaintiff in error, vs. The First National Bank of Brattleboro', Vt., in error to the Supreme Court of Vermont. This was a suit brought to recover the value of certain United States bonds left by Mr. Whitney with the bank as a special deposit and stolen from the bank by burglars. The State Supreme Court held that the bank could not be held liable for its negligence in keeping or refusing to return special deposits, because the liability grew out of a contract which the bank had no right to make. The judgment of the Supreme Court of Vermont, however, is here reversed, upon the authority of a National Bank vs. George A. Ham (100 U. S., 699), and the cause remanded, with instructions to reverse the judgment of the County Court and award a venire de novo. The opinion was by Chief Justice Waite.

The Baltimore Steam Packet Company, John M. Robinson, president, has contracted with the Harlan and Hollingsworth Company, of Wilmington, Del., for the construction of a new freight steamer. The new vessel will be a propeller of 900 tons burthen, hull and waist of iron, 205 feet long, 31 feet 6 inches beam, will be named the Gaston, and will be provided with a compound engine and surface condenser and all the modern improvements, and is expected to be on the route by the 1st of July.

New York Central and Hudson River R. R.

The following is the official statement of the operations of the New York Central and Hudson River Railroad Company for the fiscal year ending Sept. 30, 1880, and also the comparative figures for the previous year :

Gross earnings :	1879.	1880.
From passengers	$5,953,101 94	$6,611,159 51
From freight	18,270,250 88	22,199,965 94
From miscellaneo's	4,173,231 28	4,364,787 78
Total earnings	$28,396,583 60	$33,175,913 23
Expenses	16,123,072 88	17,849,894 88
Net earnings	$12,273 510 77	$15,826,018 85
Interest & rentals	4,679,024 81	7,745,158 50
State taxes on earnings, one month		11,640 84
Profit	$7,594,485 96	$10,569,219 51
Dividend, 8 per ct.	7,139,528 00	7,141,512 95
Surplus	$454,957 96	$3,427,706 56
Profit, per share	$8 49	$11 82
Expenses, per cent	56 77	53 80

There has been expended from the surplus for construction during the year as follows :

Grading for new tracks, Buffalo and East Buffalo,	$35,925 87
For new bridges	52,342 89
For superstructure for new tracks, Buffalo and East Buffalo, and new sidings	73,093 45
For depot freight house and yard improvements at Buffalo, East Buffalo and Sixty-fifth street, New York City	314,946 59
For 37 additional locomotives	252,050 00
For 2,909 new cars	1,467,165 50
For land purchased at Buffalo, Syracuse and Sixty-fifth street, New York City	1,085,915 08
Total	$3,281,439 38

Included in operating expenses is the cost of 6,335 tons of steel rails.

	1879.	1880.
Earnings per ton mile on freight	$0.78	$0 87
Expenses per ton mile on freight	0.54	0 54
Profit per ton mile on freight	$0.24	$0.33
Earnings per passenger mile on passengers	2.05	1.99
Expenses per passenger mile on passengers	1.20	1.23
Profit per passenger mile on passengers	$0.85	$0.74
Earnings per train mile on freight	1.52	1.92
Expenses per train mile on freight	1.05	1.18
Profit per train mile on freight	$0.47	$0.74
Earnings per train mile on passengers	1.23	1.30
Expenses per train mile on passengers	0.72	0.82
Profit per train mile on passengers	$0.51	$0.48
Average number tons freight hauled per train	194	218
Average number miles one ton freight hauled	248	238
Average number passengers hauled per train	60	65
Average number miles one passenger hauled	35	32

J. P. CHAMBERS, General Auditor

Personal.

—Col. Samuel R. Johnson has been appointed master of road of the Baltimore and Ohio Railroad, with headquarters at Baltimore.

—General McClellan resigns the presidency of the New York Underground Railroad Co., intending to go abroad next April with his family on an extended European trip.

—Miss Stone, of Chataqua, sister of General Stone, who has charge of the work of improving the Heli Gate channel, is to be married in this city next week to Governor-elect Porter, of Indiana.

—Hon. S. S. Cox is gradually recovering from his recent severe attack of pneumonia, but some doubt is expressed as to his being able to attend to his duties at Washington this winter.

—General Grant is said to be much interested in the inter-oceanic ship canal question, and it is announced that an article on that subject indicted by him will appear in the North American Review for February.

—Mr. George P. Johnson has recently been appointed paymaster of the Fitchburg Railroad Company; Mr. Thomas Whittemore, who formerly performed the duties of paymaster, devoting all his time now to the increasing business of his position in the president's office.

—The financial transactions of Mr. James C. Flood through the Stock Exchange during the past five years are said to amount to $300,000,000. Mr. Flood is described as an exact and punctual man of business, with qualities and habits placing him among the exemplary class of citizens.

—Among the prominent railroad men stopping in New York this week have been Mr. Robert Garrett, 3d vice-president of the Baltimore and Ohio Railroad Company, Mr. Dan'l Robinson, president of the Troy and Boston Railroad Co. and Gen. Jas S. Negley, of Pittsburg, Pa.

—Hon. Thos. Allen is both a western and New England man having a beautiful place in Pittsfield among the Berkshire Hills, and a western home and business headquarters in St. Louis. His profits from his connection with the Iron Mountain Railroad, recently purchased by Mr. Jay Gould, are said to amount to $3,000,000.

The New Enlarged Welland Canal.

If it is true that Oswego vessel owners are selling out, they are doubtless preparing to build the larger class of craft that the new enlarged Welland Canal will admit of. It is stated that the new canal will be ready by the middle of next summer, or, in any event, in time for the opening of navigation in 1882. When this new canal is finally completed, all the present canal size craft will be thrown on the market for sale, or will be compelled to seek short routes, as they certainly cannot compete with the larger craft on the long through route. Another important feature in the opening of this new canal will make itself felt at Buffalo unless the Erie Canal is made free—will make itself felt even then. Our large vessels can "go around" Buffalo. They can go directly to Kingston. The St. Lawrence River cannot be got through, as many people suppose, "to the ocean" by these large vessels, except in ballast, and indeed it does not seem to be the policy of the Canadians to furnish a through deep-water route from the lakes to the Atlantic. If such a route was furnished, grain and all sorts of freight would simply pass through Canada without paying terminal and other profitable charges. What the Canadians want is to make Kingston what Buffalo is to-day, and the completion of the new canal will, without doubt, go far toward that end. —[Chicago Inter-Ocean.

Interest and Dividends.

—The Hannibal and St. Joseph Railroad Company have declared a dividend of 3½ per cent upon the preferred stock, payable Tuesday, February 1, 1881, at the office of the company, No. 78 Broadway.

—The Lake Shore and Michigan Southern Railway Company have declared a dividend of 4 per cent, payable February 1, 1881, at the Treasurer's office, Grand Central Depot, New York. Hereafter dividends will be paid quarterly—on the first days of February, May, August and November—in each year.

—The Michigan Central Railroad Company have declared a dividend of 4 per cent, payable February 1, 1881. This company will also pay quarterly dividends in future.

—The Canada Southern Railway Company have declared a dividend of 2½ per cent, payable Feb. 1.

—The Naugatuck Railroad has declared a semi-annual dividend of 5 per cent. It is wholly free from debt.

—The Boston and Albany Railroad has declared a quarterly dividend of $2 per share, payable Dec. 31.

—The Norwich and Worcester Railroad Company will pay a dividend of $5 per share on the 10th inst.

—The Winnissimmet Railroad Company pay a dividend of 8 per cent on the 5th inst.

—The Fort Wayne and Jackson Railroad Company has declared a dividend of 4 per cent on the preferred capital stock, payable on demand.

—The semi-annual dividend of $3 50 per share on the stock of the Concord and Portsmouth Railroad Company will be paid Dec. 30.

—The Attleboro' Branch Railroad Co. has declared a dividend of 3½ per cent, payable Jan. 1.

—The Metropolitan Railroad Company (Boston) has declared a dividend of 4 per cent, payable Jan. 1.

—A dividend of 4 per cent will be paid on the capital stock of the New York and Harlem Railroad Co. on the 3d inst.

—The directors of the Lehigh Valley Railroad Company have declared a quarterly dividend of one per cent payable in January.

—The directors of the Georgia Railroad Company have declared a semi-annual dividend of 3½ per cent, payable in January.

—A dividend of 4 per cent will be paid on the capital stock of the Paterson and Hudson River and Paterson and Ramapo Railroad Companies on the 4th inst. at the office of the Rogers Locomotive and Machine Works, 44 Exchange Place, N. Y.

The St. Louis Republican says: "Operations will immediately be begun on the New Orleans and Pacific Road. The track-laying from both ends will begin by January 1. General Dodge also says that the track-laying on the Southeast extension of Missouri, Kansas and Texas Road from Greenville to Minola, will begin within thirty days, and trains will be run to Minola by May 1, 1881, at the latest. The track on the Texas Pacific Extension is being laid at the rate of a mile a day, and has almost reached the Taylor County line. The grade is now completed 300 miles west of Fort Worth."

—Plans are being considered for extending the Chicago, Milwaukee and St. Paul Railroad from Grand Rapids to Council Bluffs.

Philadelphia Stock Exchange.

Closing Prices for the week ending Dec. 28.

	W. 22.	Th. 23.	F. 24	Sa. 25.	M. 27.	Tu. 28.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	....	36	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	50½	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	50½	....	....	....	50½	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	125
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	8½	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	37½	37½	37½	....	37½	37½
6s, 1884	....	....	....	....	....	108
Gold Loan	109½	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	114	....	....	....	....	5
Lehigh Valley	57½	57½	57	....	57½	57½
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg.	....	....	....	....	....	....
2d mort. 7s	131½	131½	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	117	....	....	....	....	....
Little Schuylkill	53½	54	....	....	54	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	56	....	56	....	56	56
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	120½
Gen'l mort. 7s, coup.	....	....	....	....	....	....
Gen'l Mort. 7s, reg.	....	....	....	....	....	....
Northern Central	45½	45	45	....	45½	45½
6s	99½	100	100	....	100	100
Northern Pacific	33½	33½	....	....	34½	34
Preferred	64	64	64½	....	65½	66
Pennsylvania R. R.	62½	62½	63½	....	64½	64½
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg.	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	109	....	....	....	....	....
do. 5s, new	116½	....	117	....	117	117
do. 4s	....	....	....	....	....	....
Phila. and Reading	26½	26½	26½	....	25½	25½
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	124	125	....	....	....	125
Consol. mortgage reg.	....	....	....	....	....	....
Gen'l mortgage 6s	86½	chp 86½	87	....	85½	87
Philadelphia and Erie	20½	20½	20½	....	20½	20½
1st mortgage, 6s	101½	....	101½	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	123	123
Pittsb., Titusv. & Buff.	18½	18½	19	....	19½	19½
7s	91½	96	95	....	98½	98
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	....	....	78½	....
United Co. of N. Jersey	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	19½	....
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Dec. 28.

	W. 22	Th 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	110	....	....	....	....	....
Central Ohio ($50)	....	49	....	....	49	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	122	122½	....	....	....	....
2d mortgage, 7s	88	89	....	....	91	93½
3d mortgage, 8s	48	48½	48½	....	48½	50
Northern Central ($50)	46½	....	....	....	46½	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	116
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	128½	....
Virginia 6s, Consol	76½	75½	76½	....	76½	77½
Consol. Coupons	....	....	....	....	....	....
10-40 bonds	51½	51½	51½	....	51½	52
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M., do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	107½	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 29.

	Th.23	F.24	Sat.25	M 27.	Tu.28.	W.29.
Adams Express	120½	....	120½	....	120	
Albany and Susq.	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	109	....	....	....	....	
American Express	63½	....	64½	....	64½	
Atlantic & Pacific Tel	....	....	34	32	32	
Burl., C.R. & Nor.	76	75½	....	76½	75½	74½
1st mortgage 5s	99	100½	....	....	100½	100
Canada Southern	70½	77½	....	78	78	77½
1st mortgage guar.	104½	....	104½	....	104	104½
Central of N. Jersey	81½	81½	....	8:½	82½	83
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	114½	....	....	116	....	
7s, convertible, ass.	....	....	....	....	....	
7s, Income	94	....	94½	95	91½	
Adjustment	....	....	113	112½	....	
Central Pacific	87½	90	....	94½	93½	93½
6s, gold	117	....	....	117½	118	
1st M. (San Joaquin)	....	....	....	....	....	
1st M. (Cal. and Or.)	....	....	....	....	....	
Land grant 6s	....	....	....	....	....	
Chesapeake and Ohio	23½	24½	....	24½	24½	24½
Chicago and Alton	158	158	....	15?½	....	156
Preferred	....	....	....	....	....	158
1st mortgage	125	....	....	....	....	....
Sinking Fund	....	....	....	....	115	....
Chic., Burl. & Quincy	177	181	....	181½	179	179
7s Consol, 1903	....	....	....	131½	....	....
Chic., Mil. and St. Paul	112½	113	....	113½	113½	114
Preferred	123	122½	....	122	123½	123½
1st mortgage, 8s	....	....	....	....	....	....
1d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	127	128	....	....	....	....
1st M. (La Crosse div.	....	124½	....	....	....	....
1st M. (I. and M. div.	....	....	....	....	125½	....
1st M. (I. and D. ext	....	123½	....	....	....	....
1st M. (H. & D. div.	119½	120	....	....	....	120
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	....	....	....	126	125½	....
Chic. & Northwestern	126	125½	....	125	125	124½
Preferred	139½	140½	....	141	141	140½
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	111	....
Consolidated 7s	135	....	....	....	135	....
Consol. Gold bonds.	128½	129	....	....	....	....
Do. reg.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	125½	138½	....	140	139½	140
6s, 1917, c.	....	....	....	....	....	....
Clev., Col., C. and Ind.	89	91½	....	93½	94	95½
1st mortgage	....	....	....	127	126	....
Clev. & Pittsburg guar	127	....	....	....	126½	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chl., & Ind Cent	21	21½	....	21½	21½	21
1st mortgage	....	108½	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	91	91	....	91½	91½	91½
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	106½	106½	....	106½	107½	108½
1d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	125	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	126	....
2d mort. 6s, ext	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mort. 6s, ext	107½	....	....	....	....	107½
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	130	130	....	....	130	....
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	108	....	....	....	....	108
Hannibal & St. Joseph	49½	50½	....	50½	49	48½
Preferred	103½	104	....	104	103	103½
8s, Convertible	111	....	....	112½	111½	....
Houston & Tex. Cent.	73	72	....	73	77	72
1st Mortgage	113	....	....	....	....	113
Illinois Central	125½	126½	....	126½	126½	126½
Lake Shore & Mich So.	132	134½	....	135½	136½	137½
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	87½	87	....	87½	87½	87½
7s Consolidated	....	121	....	....	....	....
Manhattan	37	37	....	36½	34½	34½
Metropolitan Elevated	114½	112	....	....	110	106
1st Mortgage	105½	106½	....	106½	106½	105½
Michigan Central	122½	123½	....	126½	127½	127½
7s, 1902	....	....	....	....	....	129
M. S. and N. I. 1st, S. F.	109½	....	....	....	....	....
Morris and Essex	120½	122½	....	122½	122½	....
1st mortgage	....	....	....	125	....	....
2d mortgage	117	....	....	117½	117½	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	125½
N. Y. Cent. & Hud. Riv	146½	148½	....	149½	150½	152½
6s, Sinking fund, 1883	104½	—	....	104½	....	104½
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	134½	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	124	124	....	123	125	123
1st mortgage	117½	....	....	118½	119½	....
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s mortgage	134	....	....	....	....	....
1st mortgage, reg.	132½	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 29.

	Th.23	F.24	Sat.25	M 27.	Tu.28.	W.29.
N.Y., Lake Erie & W.	48½	49½	....	50½	50½	50½
Preferred	82½	87½	....	90½	90½	90½
2d Consolidated	101½	102½	....	102½	102½	102
New 2d 5s fund	97	97½	....	98	97½	....
N.Y., N. Haven & Hart	....	....	....	....	....	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	33½	33½	....	33½	34½	33½
Preferred	64½	64½	....	64½	65½	66½
Ohio and Mississippi	37½	38½	....	38	38½	37½
Preferred	97	....	....	95	93½	95
2d mortgage	122	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	52½	51½	....	51½	49½	50
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	109	....	....
2d mortgage	....	....	....	....	116	....
Panama	....	....	....	....	210	210
Philadelphia & Reading	54½	52½	....	51½	53	53
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	....	....	....	....	140	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	124	125	....	125	....	....
Quicksilver Mining Co.	....	....	....	14	....	....
Preferred	....	52	....	53	53	52
St. Louis & San Fran.	44½	42	....	....	45	45
Preferred	60	60	....	62½	63	63½
1st Preferred	94½	96	....	96	97½	98
St. L., Alton and T. H.	....	39	....	41½	41	40
Preferred	....	112	....	112	111	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	100	....	....	....	....
Income bonds	....	....	....	99	98½	....
St. L., Iron Mt. & S. As.	54½	55	....	54	54½	55
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	108½	109½	....	111½	112½	113
1st mortgage	....	117½	....	117½	....	....
Land Grant 7s	....	....	....	....	114½	....
Sinking Fund 8s	122	122	....	....	122½	122½
United States Express	52½	52½	....	....	....	53½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	108½	108½	....
7s, Consolidated	....	....	....	....	112½	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	44	45	....	45½	45	45½
Preferred	84½	87½	....	86½	87½	83½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	115	....	....	114½	117	115½
Western Pacific bonds	....	....	....	....	....	114
Western Union Tel	81	81½	....	78½	78½	80½
7s, S. F. conv., 1900	....	....	....	....	116½	116½

Boston Stock Exchange.

Closing Prices for the week ending Dec. 29.

	Th 23	F 24.	Sat.25.	M 27.	Tu.28.	W 29.
Atch., Top. and San. Fe.	143½	144½	....	146½	149	140½
1st mortgage	....	122	....	....	....	122½
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	162	....	....	....	163	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	113	113½	....	113	....	....
Boston and Maine	....	146½	....	....	145	146
Boston and Providence	152	153	....	....	153	....
Boston, Hart. & Erie 7s	47½	49	....	49½	49½	49
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	111½	....	....	....	....	....
4s	176	181	....	88	88	88
Chi., Burl. and Quincy	....	....	....	181½	178	179½
7s	19½	19½	....	19½	19	18½
Cin., Sand. and Clev.	....	96	....	....	96	96
Concord ($50)	....	....	....	....	....	....
Connecticut River	36½	37	....	38½	38½	37½
Eastern	100½	100½	....	....	....	....
New 4½ Bonds	....	142	....	143½	144½	....
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	123½	....	....	....	....
N. Y. & New England	47	47½	....	47½	47	47
7s	113½	113½	....	....	113½	113½
Northern, N. H.	....	105	....	104	106	....
Norwich & Worcester	....	....	....	....	145	....
Ogden & Lake Champ	....	....	....	....	23	....
Preferred	....	....	....	80	80	....
Old Colony	125½	....	....	127	127	127
Ph., Wil. & Balt. ($50)	....	71½	....	....	71½	72
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	117½	119½	....	117½	....	118
Pullman Palace Car	124½	....	....	126	127½	130
Union Pacific	107	109	....	113½	113½	112½
8s	113½	....	....	....	....	....
Land Grant 7s	....	....	....	112½	....	112½
Sinking Fund 8s	118½	....	....	....	120	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	125½	....	....	....	....	....
Worcester and Nashua	64½	....	....	62½	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	260	260	....	....	260	....
Quincy	50½	40	....	40½	41½	43½

New York Stock Exchange.

Closing Prices for the week ending Dec. 29.

	Th.23.	F.24.	Sat.25	M.27.	Tu.28.	W.29.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	....	....	112½	112½	....	
U. S. 4s, 1907, coup.	....	....	113½	113½	113½	
U. S. 4½s, 1891, reg.	....	....	....	....	111½	
U. S. 4½s, 1891, coup.	....	....	....	101½	....	
U. S. 5s, 1881, reg.	....	....	....	....	....	
U. S. 5s, 1881, coup.	....	....	101½	....	101½	
U. S. 6s, 1881, reg.	....	....	....	....	....	
U. S. 6s, 1881, coup.	....	....	104½	....	....	
U. S. 6s, 1880, reg.	....	....	....	....	104½	
U. S. 6s, 1880, coup.	....	....	....	....	....	
Dt. of Col. 3-65s, reg.	....	....	....	....	....	
Dt. of Col. 3-65s, coup.	....	....	103½	....		

London Stock Exchange.

	—Closing Prices— Dec. 3.	Dec. 10
Baltimore and Ohio (sterling)	115 —117	117 —119
Central of New Jersey $100 shares	78 — 82	78 — 82
Do. Cons. Mort. Oct. '79 coupon	116	116 —118
Do. Adjustment bonds	112 —114	112 —115
Do. Income bonds	94 — 98	94 — 98
Det., Gd. Haven & Mil. Equip. bds.	112 —114	113 —115
Do. Con. M. 5 p.c. till '84 after 6 p.c	108 —110	108 —110
Illinois Central $100 shares	124½ —125½	126 —127
Lehigh Valley Consol. mortgage	116 —118	116 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	139 —141
Do. $100 shares	148 —150	149 —151
Do. Mort. bonds (sterling)	121 —123	121 —123
N. Y., Lake Erie & West., $100 shs	47½ — 48½	48 — 48½
Do. 6 p. c. pref. $100 shares	83 — 84	81 — 83
Do 1st Con. Mort. Bonds (Erie)	128 —130	129 —131
Mort. Funded Coupon bonds	126 —128	127 —129
Do. do. 2d do.	101 —103	101 —103
Do. 2d Consol. Mort. bonds	101 —103	97 — 99
Do. Gold Income Bonds	85 — 90	85 — 90
N. Y., Penn. & Ohio 1st mor. bds.	55 — 56	56 — 57
Do. Prior Lien Bonds (sterling)	104 —106	104 —106
Pennsylvania, $50 shares	64½ — 65½	64 — 65
Do. Con. Sink. Fund Mort.	121 —123	118 —120½
Philadelphia & Reading $50 shares	26½ — 27½	26½ — 26
General Consol. Mortgage	112 —114	112 —114
Do. Improvement Mortgage	93 —102	102 —103
Do. Gen. Mort. '74, ex-deferd. cou.	89 — 91	88 — 90
Do. Scrip for the 6 dct. ½ coupons	87 — 90	87 — 90
Pittsbg, Ft W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	119 —121	119 —121
Do 1st pref. stock	74 — 78	76 — 80
Union Pacific Land Grant 1st mort.	115 —117	115 —117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, December 30, 1880.

The ruling rate for call loans is 6 per cent. Time loans are 6 to 4 per cent. Prime mercantile paper is 5@6 per cent.

The posted rates for prime bankers' sterling are now 4.81½ and 4.84½. The actual rates are 4.80¾@4.81 and 4.83¼@4.84. Cable transfers are 4.84@½. Prime commercial bills are 4.79@½.

The gross earnings of the Philadelphia and Erie Railroad for the month of November, 1880, were $324,965 86, the expenses $189,112 05, and the earnings $135,853 81. The net earnings for the eleven months of 1880 were $1,255,971 25, against $845,081 82, an increase of $410,889 43.

A suit is now being tried before United States Judge Woods at Atlanta, involving the validity of the bill creating the Georgia Railroad commission, which has recently ordered a general reduction of freight and passenger fares over the railroads in that State. The suit is brought by a foreign stockholder in one of the roads. The most eminent counsel in Georgia appear in the case, and Gen. Robert Toombs, the author of the bill, in part represents the State. The progress of the case is watched with much interest.

Track laying was commenced on the 20th inst. on a railroad which is to connect Norfolk, Va., and Elizabeth City, N. C., and it is to be pushed to early completion. The distance is 45 miles, and the money to build the road was raised in the North, with the exception of $25,000 subscribed by Elizabeth City. Arrangements are

being made with steamboat companies and sailing crafts from all the adjacent waters (being rivers and sounds) to make Elizabeth City their point, and connect with the railroad, and perishable articles will have from 24 to 36 hours advantage from it.

The closing quotations on Thursday were: Adams Express, 120@121; American Express, 63½@64; American District Telegraph, 61@63; American Union Telegraph, 70½@70⅞; Canada Southern, 75@75¼; Central of New Jersey 83⅝@83¾; Central Pacific, 93⅛@93¾; Chicago and Northwestern, 126⅞@127; do. pref., 141@141½; Chicago, Burlington and Quincy, 179⅝@180; Chicago, Milwaukee and St. Paul, 114⅛@114⅜; do. pref., 124@124½; Chicago, Rock Island and Pacific, 138⅛@139⅛; Columbus, Chicago and Indiana Central, 21@21⅛; Cleveland, Columbus, Cincinnati and Indianapolis, 95¾@96; Hannibal and St. Joseph 48⅝@48⅞; do. pref., 104@104⅛; Illinois Central, 126¼@126¾; Lake Erie and Western, 41¾@42⅛; Lake Shore and Michigan Southern, 135⅝@135⅞; Michigan Central, 125⅜@125½; Metropolitan Elevated, 107@108; New York Elevated, 121¼@121¾; New York, Lake Erie and Western, 50⅛@50⅜; do. pref., 90¾@91; New York, Ontario and Western, 30¼@30½; Ohio and Miss., 38⅛@38⅜; do. pref., 100@—; Pacific Mail, 50¾@50⅞; St. Louis, Iron Mountain and Southern, 54¾@55; Union Pacific, 112⅛@112⅝; United States Express, 52@58⅛; Wells Fargo Express, 117@118; Western Union Telegraph, 81⅝@81¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Topeka and Santa Fe, 148; Am. Dock and Imp. Co. 7s, ass., 124; Boston and New York Air Line, 47½; Boston, Hartford and Erie 1st, 49; Belleville and Southern Illinois 1st, 115; Chicago, St. Louis and New Orleans, 41½; Chesapeake and Ohio 1st pref., 35; do. 2d pref., 25¾; do. 1st, Series B, 81; do. cur. int., 50⅛; Chicago, St. Paul, Minn. and Omaha, 49⅝; do. pref., 101; do. consol., 106; Central Iowa, 37; do. 1st, 114; Chicago, Milwaukee and St. Paul, S. W. div. 6s, 110½; do. Southern Minn. div., 110½; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass., sup., 106¾; do. Inc., 56¾; Chicago, St. Paul and Minn. L. G. 120½; do. inc., 121; Chicago, Burlington and Quincy 8s, 112½; Denver and Rio Grande, 83⅝; do. 1st, 115; do. 1st consol., 116½; Dubuque and Sioux City, 82; Denver, South Park and Pacific 1st, 110¾; do. 1st consol., 116¾; Delaware and Hudson 1st, Penn. div., 122; Hannibal and Central Missouri 1st, 110; Hudson River 2d S. F., 110; Houston and Texas Central 2d, M. L., 115; do. 1st, Western div. 112¾; do. Inc. and Ind., 97; Ind. Bloom. and Western, 43½; do. Inc., 69; do. 1st, 80; do. 2d, 70; International and Gt. Northern, 50; do. 1st, 107; do. 2d inc., 88; Indianapolis, Decatur and Springfield 1st, 105½; do. 2d, 60; Keokuk and Des Moines, 14; do. pref., 41; do. 1st, 103; Kansas Pacific, 1st consol., 104¾; do. inc. No. 16, 102; do. 7s, Leavenworth Branch, 140; do. 6s, Denver Div. ass., 103½; Lake Erie and Western, 41⅛; do. inc., 68; Louisville, New Albany and Chicago 58¾; Louisville and Nashville 2d, 105¼; do, Gen'l mort., 6s, 102¼; do. consol., 121; Lehigh and Wilkesbarre income, 75½; do. 1st consol. ass., 105⅛; Laf., Bloom. and Muncie inc., 73¾; Manhattan Beach, 35; Mobile and Ohio, 22½; do. 1st deben., 88; do. 2d deben., 53; do. 3d deben., 40; do. 1st mort., 106; Missouri, Kansas and Texas, 44⅞; do. consol. ass., 112⅛; do. 2d, 77; Marietta and Cincinnati 1st pref., 9½; Minneapolis and St. Louis 1st, 110; Michigan Central 8s, 115; Missouri Pacific 1st consol., 105; Nashville, Chattanooga and St. Louis, 75; do. 1st, 6s, 120; New York, Ontario and Western, 30⅞; New York, Pennsylvania and Ohio inc., 61½; New York, Lake Erie and Western Inc., 91; Ohio Central, 24; do. inc., 59⅞; do. 1st, 106; Oregon Railway and Nav., 126; do. 1st, 108⅝; Ohio and Mississippi 1st, Springfield div., 116; Peoria, Decatur and Evansville, 27¾; do. 1st, 107; do. inc., 75; Quincy and Toledo 1st, 108; Rome, Watertown and Ogdensburg, 80; do. 1st consol., 80¾; Syracuse, Binghamton and New York 1st, 120; St. Paul and Sioux City 1st, 109⅞; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 103¾; do. Clarinda Branch, 99; St. Paul and Duluth, 36; do. pref., 73; St. Paul, Minn. and Man., 88; do, 1st, 111¾; St. Louis and San Francisco, Class A, 100; do. B, 89⅞; do. C, 86½; Southern Pacific of California, 1st, 103; South Pacific of Mo. 1st, 106¼; St. Louis and Iron Mt., 1st pref. inc., 91¾; do. 2d pref. inc., 76; do. Cairo and Fulton 1st, 114½; do. Arkansas Branch 1st, 108¼; Texas and Pacific, 43½; do. inc. L. G., 75½; do. Rio Grande div., 98¼; Texas and St. Louis 1st, 94; Union Pacific Collateral Trust, 107; Wabash Gen'l mort., 6s, 96¾; Alabama, Class A, 75; do. C, 88½; Arkansas 7s, L. R. & F. S. R. R., 13; do. 6s, Fund Act, 24; do. 7s, M. & L. R. R. R., 23; Louisiana 7s, consol., 53; North Carolina consol. 4s, 83½; do. 6s, new issued Chatham R. R., 75⅝; do. S. T., 3d Class, 8; South Carolina 6s, non-fund, 6; Tennessee 6s, old, 50; do. new, 49⅝; Virginia 6s, old, 35½; do. 6s, consol., ex mat. coup., 77¾; American Union Tel., 72; Am. Dist. Tel., 62; Canton Co., 52; Sutro Tunnel, 1¾; Colorado Coal and Iron, 33; do. 1st 6s, 91½; New Central Coal, 28⅞; Maryland Coal, 24; Pennsylvania Coal, 215; New York and Straitsville, 66⅛; Central Mining, 4⅜; Caribou, 2¼; Excelsior, 6½; Homestake, 29¾; Little Pittsburg, 2; La Plata, 9; Standard, 23¼; Starmont, 8.

Philadelphia.—Am. S. S. Co. 6s, 111; Belvidere Delaware 3d mort., 106¼; Cincinnati 7.30s, Av. bonds, 126; Chesapeake and Delaware Canal 6s, 85; Central Transp., 49½; Erie and Western Transp. 6s, 102¾; Nesquehoning Valley, 56; Philadelphia and Reading C. & I. mort. 7s, 60; People's Pass. R. R. 7s, 105; Philadelphia, Germantown and Norristown R. R., 103½; Philadelphia and Reading R. R. scrip, 61; Pittsburg, Titusville and Buffalo pref, 25; St. Paul and Duluth, 40; do. pref., 79¼; Shamokin, Hazleton and Wilkesbarre 5s, 90; Steubenville and Indiana 6s, A. & O., 104¾; do. J. & J., 106¼; Texas and Pacific consol. mort. 6s, 99¼; Union and Titusville 7s, 102; West Jersey and Atlantic 6s, 105; Warren and Franklin 7s, 114. The latest quotations are: City 6s, 110@111; do. free of tax, 128@130; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 109@—; do. 5s, new loan, 116@117; do. 4s, new, 108½@111; Philadelphia and Reading, 26½@26⅝; do. consol. mort. 7s, coup. 124¾@125½; do. reg., 124@—; do. mort. 6s, 117@—; do. 7s, 1893, 119@122; United New Jersey R. R. and Canal, 180@180½; Pittsburg, Titusville and Buffalo R. R., 19¼@19¾; do. 7s, 98@99½; Camden and Amboy mort. 6s, 1889, 114@—; Pennsylvania R. R., 64⅝@64¾; do. 1st mort., 102½@102¾; do. gen'l mort., coupon, 125@125½; do. reg., 124@—; do. consol. mort. 6s, reg., 116@—; Little Schuylkill R. R., 54@55; Morris Canal, 60@61; do. pref., 164@167; Schuylkill Nav., —@5; do. pref., 9¾@10½; do. 6s, 1882, 76¾@88; do. 1872, 103@105; Elmira and Williamsport pref., 52@—; do. 6s, 111¾@114; do. 5s, 89@—; Lehigh Coal and Navigation, 37¾@37⅞; do. 6s, 1884, 108@111½; do. R. R. loan, 115@117; do. Gold Loan, 109@109¾; do. consol. 7s, 114½@115¼; Northern Pacific, 33¾@34; do. pref., 65½@66½; North Pennsylvania, 55⅞@56⅛; do. 6s, 108@110; do. 7s, 119@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 20¾@21; do. 6s, 102½@—; do. 7s, 121@—; Minehill, 58@58¾; Catawissa, 13½@14; do. pref., 50½@50¼; do. new pref., 47½@48½; do. 7s, 1900, 114@—; Lehigh Valley 57@57½; do. 6s, coupon, 121@123; do. reg., 121@122; do. 2d mort. 7s, 131¾@—; do. consol. mort., 113¾@117¼; Fifth and Sixth streets (horse), 125@—; Second and Third, 107@115; Thirteenth and Fifteenth, 70@73; Spruce and Pine, 55@57; Green and Coates, 99@103; Chestnut and Walnut, 85@90; Hestonville, 19@20; Germantown, 70@—; Union, 110@115; Lombard and South, 12½@18; West Philadelphia, 79@—; People's, 16@18½; Continental, 101@—.

Boston.—Atchison, Topeka and Santa Fe 7s, Dutch Stamp, 120; do. 5s, 1909, 93⅞; Boston, Clinton and Fitchburg, 23½; Boston Land, 7⅞; Boston Water Power, 9⅞; Brookline Land, 4⅜; Burlington and Missouri River in Nebraska 6s, non-exempt, 104; Boston, Revere Beach and Lynn, 105; Chicago and West Michigan, 78; Connecticut and Passumpsic Rivers R. R., 88½; do. 7s, 117; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 104; do. Wisconsin Valley div. 6s, 101; Cincinnati, Sandusky and Cleveland 7s, 106; Cheshire pref., 60½; Central R. R. of Iowa, 36; Detroit, Lansing and Northern 7s, 1907, 114⅜; Eastern (N. H.) R. R., 85; Flint and Pere Marquette 25⅛; do. pref, 82; Framingham and Lowell 5s, 1891, 90⅜; Iowa Falls and Sioux City, 64; Kansas City, Lawrence and Southern, 91; do. 4s, 101; Kansas City St. Joseph and Council Bluffs, 121; do. 1st 7s, 121; Kansas City, Fort Scott and Gulf, 74; do. pref., 125; Little Rock and Ft. Smith, 64; do. 7s, 110¾; Louisiana and Missouri River R. R., 12½; Marquette, Houghton and Ontonagon pref., 72½; do. 6s, 99; Manhattan Beach 7s, 95; Monadnock R. R., 45; Nodaway 7s, 108; New Mexico and Southern Pacific 7s, 1909, 116; Ogdensburg and Lake Champlain income, 6s, 37½; do. 1st consol. 6s, 90¾; Pullman Palace Car 7s, 1892, 114½; Portsmouth, Gt. Falls, and Conway, 20; Quincy, Alton and St. Louis 6s, 92; Rutland, 6; do. pref., 29½; do. 6s, 99½; do. 5s, 1898 80 Republi-

can Valley def., 98 ; do. 6s, 103½ ; Summit Branch, 21⅛ ; Southern Kansas and Western 7s, 111 ; Toledo, Delphos and Burlington, 9¾ ; Vermont Central 8s, 1902, inc. and ext., 70@75 ; do. 7s, 1886, consol., 9 ; Wisconsin Central, 18⅛ ; do. pref., 35 ; do. 2d series, 57½ ; do. pref. 6s, 100 ; Allouez Mining Co., 5 ; Atlantic, 18 ; Aztec, 1⅜ ; Brunswick Antimony, 20 ; Blue Hill, 3⅞ ; Central, 42 ; Catalpa, 2¼ ; Copper Falls, 15¼ ; Franklin, 17 ; Harshaw, 5 ; Huron, 5¾ ; Mesnard, 1⅞ ; National, 2⅜ ; Osceola, 39 ; Pewabic, 23¼ ; Phœnix, 4 ; Ridge, 7 ; Sullivan, 6 ; St. Clair, 3 ; Silver Islet, 35 ; Star, 2 ; Washington, 37½c.

Baltimore.—Baltimore City 6s, exempt, 122 ; do. 6s, 1900, new, 123 ; do. 5s, 1900, 116¼ ; do. 5s, 1894, 116 ; do. 5s, 1916, 117⅛ ; Cincinnati 7.30s, 1888, 120 ; Maryland Defense 6s, 106 ; Northern Central 5s, 100 ; Parkersburg Branch, 10 ; Virginia consol. coupons, July, 1881, 89 ; Virginia Black Scrip, 8 ; Virginia 10-40 coupons, 91 ; Wilmington, Columbia and Augusta, 6s, 106. The latest quotations are : Central Ohio, 48@49½ ; Baltimore and Ohio, —@184 ; do. 6s, 1885, 109@110 ; Northern Central, 45¼@— ; do. 6s, 1900, gold, 113@— ; do. 6s, 1904, gold, 114⅛@— ; do. 5s, 1926, 99⅛@100 ; Marietta and Cincinnati 1st mort., 1892, —@122 ; do. 2d mort. 7s, 92½@93½ ; do. 3d mort. 8s, 49⅞@50½ ; Pittsburg and Connellsville 7s, 123@— ; Orange and Alexandria 1st 6s, 115@— ; do. 2d 6s, 119@— ; do. 3d 8s, 95@— ; do. 4th, 57@60 ; Orange, Alex. and Manassas 7s, 98½@— ; Virginia consol. 6s, 77⅜@77⅝ ; Virginia 10-40 bonds, 51¼@52 ; Virginia consols coupons, —@91 ; City 6s, 1886, —@118 ; do. 6s, 1890, 116@— ; do. 6s, exempt —@122 ; do. 5s, 1894, 115@116 ; do. 5s, 1916 117½@— ; do. 5s, 1900, —@116¼ ; Wilmington, Columbia and Augusta 6s, 104⅝@105 ; Richmond and Danville R. R., 86½@88 ; Western Maryland 6s, 1st guar., 117@— ; do. 2d pref., 107@110 ; do. 2d guar., 117@122 ; do. 3d guar., 120@— ; do. Washington Co., guar., 110@— ; City Pass. R. R., —@40 ; Union Canal endorsed by Canton Co., 115@— ; Virginia and Tennessee 2d 6s, 105@— ; do. 8s, 122@—.

Assignment of Registered Bonds.

Judge Lawrence, First Comptroller of the Treasury, has rendered a decision in regard to the assignment of registered government bonds, in which he holds :

First, that the owner of government registered bonds inscribed in a fictitious name, may, by such name, assign them to a bona fide purchaser ; second, the government as a matter of strict right, is under no obligation to pay the holder of bonds fraudulently caused by him to be registered (inscribed) in a fictitious name ; third, bonds inscribed in a given name are presumed to be owned by some person of that name, and purchasers under one assuming to be owner in a fictitious name must, to secure a transfer of registry or payment, first make clear proof of his ownership; second, of the good faith of the transaction ; third, by bond indemnify the United States against loss or expense, and to pay any lawful claimant ; and fourth, furnish such other evidence and do such acts as may, under the circumstance, be practicable and reasonable ; fifth, if bonds be inscribed in the name of one person, but purchased with the money of another, as between them a trust may arise, unless it be rebutted by relationship or other fact. In such cases questions may arise as to power of courts of equity to give relief ; fifth, the government is not bound, even on notice of latent equities in bonds to protect them, but may deal with the party holding in regular form the legal title ; sixth there may be cases in which bonds may so far disclose the character of a trust as to make it the duty of the government not to permit transfers in violation of it.

The Iron Steamboat Company.

The company recently organized in this city for the purpose of constructing iron steamboats especially adapted for carrying passengers with speed and safety, has its plans well underway and has already given out contracts for building several steamboats. The new Iron Steamboat Company has among its originators and stockholders many solid capitalists and practical men connected with prominent banking houses and transportation and building companies, among whom are Mr. Rufus Hatch, Mr. John Roach, Mr. Samuel Carpenter, General Eastern Passenger Agent of the Pennsylvania Railroad, and Mr. J. B. Houston, President of the Pacific Mail Steamship Co. The company propose to have ready for the opening of the next summer season a fleet of iron steamboats constructed in the most substantial manner, of great speed, non combustible and with numerous water tight compartments and other improvements for securing the highest conditions for safety obtainable. Arrangements have been made by which a large amount of the steamboat traffic between New York and adjacent seaside resorts will come to the boats of this company of necessity, while plans are being perfected with leading railroad companies insuring to the company a large excursion business. The first efforts being made are to secure locally for coast, sound and river service a fleet of vessels with which some of the horrors of last years excursion season would be impossibilities.

Extending beyond this the company have in view the construction of steamships of similar character for ocean traffic if suitable encouragement is offered by our Government, and it is but natural that such encouragement should be given since the needs of our shipping interests have been so clearly defined and are attracting so much careful consideration. Subscription for a limited amount of the capital stock of the company, not exceeding $2,000,000, will be received until Jan. 12, in shares of $100 each, and the investment promises to a very popular one, especially as it has for its basis considerations for the travelling public as well as some enterprising business plans. Enterprises looking to public safety and convenience as well as to making money have strong elements of popularity in them. The company have now seven iron steamboats under contract to be finished by the first of next June. They are to be built by Messrs. John Roach & Son of Chester, Pa. and Messrs. Cramp & Sons of Philadelphia. Their capacity is to be for about 2,000 passengers, with a speed of twenty miles an hour.

A dispatch dated Cincinnati, December 28, says that negotiations are pending and will probably soon be completed for the purchase by several Cincinnati capitalists, (among whom are Charles W. West and M. E. Ingalls,) of the Kentucky Central Railroad. The plan is to build a road to connect the Kentucky Central with the Knoxville and Ohio Railroad, and by combinations with existing roads to make a through line from the Northwest to the seaboard. It will be independent of the Louisville and Nashville Railroad.

Hannibal and St. Joseph Railroad Co.

The Hannibal and St. Joseph Railroad Company has issued the following brief statement of its business for the year ending December 31, 1880—December being partly estimated :

Gross earnings		$2,574,349
Operating expenses	$1,327,872	
Construction and equipment.	139,464	
		1,467,336
Net earnings		$1,107,013
Fixed charges	$654,640	
Dividend 3 per ct. Aug. 2, 1880	152,490	
		807,130
		$299,883
Dividend 3⅛ per cent		177,905
		$121,978
Proceeds from free lands		63,505
Balance		$185,483

New York, Lake Erie and Western R R.

The following is a statement of the gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of October, 1879 and 1880—being the first month of the current fiscal year :

	1879.	1880.
Gross earnings	$1,713,697 67	$1,899,910 12
Working expenses	997,975 14	1,013,405 41
Net earnings	$715,722 53	$886 504 71

—showing an increase in gross earnings of $186,-212 45, in expenses of $15,430 27, and in net earnings of $170,782 18.

Northern Central Railway.

The following is a comparative statement of the gross earnings, operating expenses and net earnings of the Northern Central Railway Company for the month of November, 1879 and 1880 :

	1880.	1879.
Gross earnings	$159,053 68	$377,816 48
Operating expenses	802,450 79	226,273 45
Net earnings	$156,602 89	$151,043 03

For the eleven months ended November 30, 1879 and 1880, the earnings, expenses, etc., were :

	1880.	1879.
Gross earnings	$4,556,076 81	$3 693,849 84
Operating expenses.	2,984,864 09	2,637,132 09
Net earnings	$1,571 212 72	$1,056,217 75

The managers of the Chesapeake and Ohio Railway announce that during the first six months in 1881 the direct connection to Louisville via Lexington and Big Sandy Railroad will be completed ; also the connection to Columbus, Toledo and the Northwest via the Scioto Valley Railroad ; also the extension down the peninsula to Newport News, while other connections of great advantage are in process of arrangement.

The St. Paul and Duluth Railroad has been consolidated with the Chicago, St. Paul, Minneapolis and Omaha Railroad. President Ilsley of the former road has resigned, and is succeeded by H. H. Porter, who is likewise President of the Chicago, St. Paul, Minneapolis and Omaha Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Nov.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. '80 5
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	Dec. '80 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'78 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. '80 4
Boston and Providence..100	4,000,000	M. & N.	Nov. '80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.....50	377,400	quarterly	Apl.'80 3½
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J & D.	June '80 3
Catawissa*.....50	1,169,500	October.	Oct.'80 1½
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref.....50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,880,400	F.M.A.N	Nov.'80 1
" pref.100	789,600	F. & A	Aug. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June '80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*.....50	2,425,000	J. & J.	July '80 3
" pref.....50	400,000	J. & J	July '80 3
Central Pacific.....100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,965,400	M. & S.	Sept. 80 3½
" " pref...100	2,425,400	M. & S.	Sept '80 3½
Chicago, Burl. & Quincy.100	31,004,458	M. & S.	Dec. '80 2
Chi., Clin., Dub. & Minn....	6,166,000	A. & O.	Apl. '79 12
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western.100	14,988,257	J. & D	Dec. '80 3
" pref.100	21,525,353	quarterly	Dec. '80 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Feb. '81 1½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*... 50	1,785,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord.....50	1,500,000	M. & N.	Nov. '80 5
Concord and Ports.*.....100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A	Aug.'80 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Jun. '80 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 80 2
Delaware*.....50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*....100	1,584,400	quarterly	Nov.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref 10	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*..... 50	1,309,200	J. & J.	July '80 3
East Mahanoy*.....50	392,950	J. & J.	July '80 3
East Tenn., Va. & Ga...100	1,968,374	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 2½
Eel River.....100	3,000,000	— & —	Dec. '80 1
Elmira, Jef. & Canand*.100	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	800,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Oct. '80 2
Illinois Central.....100	20,000,000	M. & S.	Sept.'80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Nov. 80 1½
Io. So. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,500,000	J. & D.	Dec. '80 1
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	49,466,500	F. & A.	Feb. '81 4
" " (guar.).100	533,500	F. & A.	Feb. '81 5
Lawrence*.....50	450,000	quarterly	Oct. '80 2
Lehigh Valley.....50	27,332,555	quarterly	Jan. '81 1
" pref. 50	106,300	quarterly	Jan. '81 2½
Little Miami*.....50	5,871,450	quarterly	Dec. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	July 10 3½
Louisv., Cin. and Lex... 50	31,623,488	J. & J.	July '80 3
Louisville & Nashville...100	9,052,950	Nov. 188	0, 100 stk.
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence 100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	6,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Jan. '81 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '81 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Missouri Pacific.....100	2,416,000	quarterly	Jan. 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,675,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 1½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Jan. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	... .	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.. ..
" " pref...100	8,149,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Nov. '80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov. '80 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455,0.0	quarterly	Nov. 80 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 1½
Panama.....100	7 000,000	quarterly	Nov. '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. 80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Oct. '80 1½
" Special Imp.100	5,504,300	quarterly	Oct. '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia....100	.....	Annual.	Nov.'80 8
Providence & Worces..100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*....100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'78 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*....100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '80 3
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (NY)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 00c	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	232,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan.'79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 50	600,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Oct. '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '75 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,898,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12.000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3,000 000	J. & D.	June'80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Nov.'80 $5
Central Mining Co.....100	... .	Annual.	Feb '80 $5
Consolidation (Md.) Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2,500,000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '81 5
Morgona Coal Co.....100	300,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Oct. 80 3
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov.'80 3
Pullman Palace Car 100	5,990,200	F.M.A.N	Nov.'80 2
Quicksilver, common ...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,780,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L.Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Nov.'80 1
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	Jan. '81 1½

The Erie Railway and McHenry Case.

The recent decision in London in the Erie Railway and McHenry case is of great interest to railroad men and negotiators, having important bearings upon the question and nature of commission and agency and the relations between negotiator and principals. We give many of the important facts in the case and points in the decision, as published in Herapath's Railway Journal, of Dec. 11th:

This appeal case has been decided during the week. The Master of the Rolls gave judgment against Mr. M'Henry, and in favor of the claims of Mr. Jewett as receiver of the Erie Railway, and this judgment has been confirmed by the Court of Appeal. The claim against Mr. M'Henry is stated to amount on the balance to about £400,000. He appealed against the decision of the Master of the Rolls. On the 6th inst. Lord Justice James delivered judgment in the appeal case, and said he was of opinion that the appeal ought to be dismissed.

The first question, he said, was as to the liability of the Erie Company to make good the losses which M'Henry had sustained in relation to the purchase of shares in the Cleveland, Columbus, Cincinnati, and Indianapolis Railway Company. His Lordship was of opinion that the defendant had totally failed to show any ground whatever in point of law for imposing any such liability on the Erie Company. In the first place, it must be assumed, in the absence of any evidence to the contrary, that the law with regard to such a body as a railway company was the same in New York as in this country, and that a company incorporated for the purpose of making a particular railway were not authorized or empowered to take shares in another railway constructed at some distance from, but immediately connected with, their own railway. If the Erie Company had even authorized this to be done under their own seal, it would have been ultra vires. There was, moreover, some evidence to show that the company had no such power. But, independently of this, it appeared to his Lordship, in point of fact, that there was nothing like any authorization or adoption of these transactions by the Erie Company.

M'Henry was not the agent or servant of that company; he was the great speculator. The Erie Company were not his masters; they were only one of the pawns which he was moving on his great chessboard. He was really the proprietor of the Atlantic and Great Western Railway, and it was very important to him to get a lease taken of that line by the Erie Company in order to make it a valuable instead of a comparatively valueless line. The Board of the Erie Company said that it was not worth their while to take a lease of the Atlantic and Great Western Line unless they could get the Cleveland line with it.

M'Henry was really not acting as an agent of the Erie Company; he was a great person who was dealing with them. He was a principal. But it was quite consistent with this that he should in the course of the transactions procure money for them, and to that extent be their agent, and be liable to account to them.

When did he change his position of a principal for that of a financial agent of the Company? He himself, in his correspondence, decided that he was in any sense a paid servant or agent of the Company. No person in the world had a greater interest in the Erie Company at the time when the transactions took place, for, if their credit failed, what would have been the value of a lease taken by them? This seemed to account for everything which M'Henry did. There was no express bargain that he should receive any commission, any salary or remuneration for what he was doing.

From what was a bargain for commission to be implied? M'Henry had entirely failed to show that he had ever filled a character which could entitle him to any commission. Anything like the bringing out of a loan was always a matter of special arrangement, and of that there was no trace to be found. This disposed of the main question of commission.

With regard to the claim for commission in respect of an indemnity which he gave to the Credit Foncier, his Lordship was not aware of any law or practice according to which a man was entitled to a remuneration for giving a guarantee; and there was no evidence that there was any trade or business of giving guarantees for which any commission was charged. But the money to free which from an attachment he gave the guarantee was really the money of his own Company, the Atlantic and Great Western—in other words, his own money, which he wanted to set free.

On the whole, his Lordship was of opinion that the Court could not dissent from the opinion of the official referee, which had been subsequently affirmed by the Master of the Rolls. Lord Justice Cotton and Justice Lush delivered judgments to the same effect.

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OFFICES OF
MAY & KING, No. 33 Broad-st.
JAMESON, SMITH & COTTING, No. 12 Wall-st.
SCOTT & LEAVITT, No. 24 Broad-st.

WE ARE AUTHORIZED TO RECEIVE SUBSCRIPTIONS for a limited amount (not exceeding $2,000,000) of the capital stock of the

Iron Steamboat Company,

in shares of one hundred dollars each.

This Company is building, and will have in readiness for the coming Summer season, a large fleet of Iron Steam-boats, especially adapted for the requirements of passengers; of great speed, constructed in the most substantial manner, non-combustible, and with numerous water-tight compartments, which will render them incapable of sinking. Contrasted with the ordinary wooden steam-boats, they cannot fail to command, at highly remunerative rates, the patronage of the great majority of the traveling public.

The Company has entered into contracts extending over a term of years, under which it has acquired the exclusive right to convey passengers from New York and its vicinity to the Iron Pier at Coney Island, and a similar exclusive right to convey passengers to Coney Island in connection with one of the leading railroads to that place. In view of the vast number of people who visit this famous Summer resort, it is evident that a line of steam-boats possessing these exclusive privileges, constructed in such manner as to command the highest degree of public confidence, and furnished in response to an urgent public demand, must at once prove very profitable.

The contracts already entered into will insure to this company from the outset a business limited only by its capacity, and arrangements are in course of completion with the Erie and Pennsylvania Railroad Companies under which it will acquire, in addition, a large and profitable excursion business. The Company will extend its operations as rapidly as exclusive and profitable connections can be consummated.

During the Winter months it is the intention of the Company to utilize its boats in Southern waters, so far as they can be profitably employed.

The Company is organized under the Laws of New Jersey, and subscribers to the stock will incur no liability beyond the obligation to pay the amount of their subscriptions.

We recommend this investment as one promising large returns, and well worthy the attention and confidence of the most careful investors.

Each subscriber will receive for every $1,000 of stock allotted and paid for First Mortgage Bonds of the Company (bearing interest at 6 per cent) to the amount of $250.

The terms of the subscription are as follows:

Ten per cent. on allotment,
Ten per cent. Feb. 2, 1881,
Ten per cent. March 2, 1881,
Ten per cent. April 2, 1881,
Ten per cent. May 2, 1881,

and the remainder in installments of not exceeding 10 per cent. on 20 days' notice previously given. Receipts will be given for each payment, and the Bonds and Certificates of stock will be issued upon the payment of the final installment.

Subscriptions will be received at the offices of either of the undersigned from Dec. 28 inst. until Jan. 12, 1881.

MAY & KING, No. 33 Broad st.
JAMESON, SMITH & COTTING, No. 12 Wall-st.
SCOTT & LEAVITT, No. 24 Broad-st.

NEW-YORK, Dec. 22, 1880.

The undersigned, who are stockholders in and Directors of the Iron Steam-boat Company, fully concur in the above statement, and cordially recommend this stock to persons seeking a safe and profitable investment:

GEO. S. SCOTT, of Scott & Leavitt.
LEWIS MAY, of May & King.
JAMES D. SMITH, of Jameson, Smith & Cotting.
C. J. OSBORN, of C. J. Osborn & Co.
WM. J. HUTCHINSON, of Kennedy, Hutchinson & Co.
JOHN ROACH, of John Roach & Son.
C. E. QUINCEY, of Wm. Heath & Co.
W. E. CONNOR.
SAMUEL CARPENTER, of Pennsylvania R. R.
RUFUS HATCH.
CHRIS. MEYER.
J. B. HOUSTON, President Pacific Mail S. S. Co.
A. R. WHITNEY.
N. G. MILLER, Bridgeport, Conn.
EDWARD WIGHT.
CHAS. H. CRAMP, of Cramp & Sons, Philadelph

HANNIBAL AND ST. JOSEPH RAILROAD COMPANY,
No. 78 BROADWAY, NEW YORK, Dec. 28, 1880.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of THREE AND ONE-HALF PER CENT upon its preferred stock, payable TUESDAY, Feb. 1, 1881, at this office. The transfer-books of the preferred stock will be closed at 3 o'clock P. M. on Jan. 10, and reopen Feb. 3, 1881.

JOHN A. HILTON, Secretary.

OFFICE OF THE CENTRAL PACIFIC RAILROAD CO.,
No. 9 NASSAU-ST., NEW YORK, Dec. 23, 1880.

THE COUPONS OF THE FIRST MORTGAGE bonds of the CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY and the CALIFORNIA AND OREGON RAILWAY COMPANY, due January 1, 1881, will be paid at the office of FISK & HATCH, No. 5 Nassau-st.

Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, Dec. 21, 1880.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of FOUR PER CENT upon its capital stock, payable on the FIRST day of FEBRUARY next at this office.

The Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 30th inst., and will be reopened on the morning of Saturday, the 5th day of February next.

E. D. WORCESTER, Treasurer.

HANNIBAL AND ST. JOSEPH RAILROAD COMPANY,
78 BROADWAY, NEW YORK, Dec. 28, 1880.

COUPONS DUE JANUARY 1, 1881, ON $3,000,000 of Missouri State 6 per cent bonds, known as "The Hannibal and St. Joseph Issue," and $1,200,000 bonds of the Hannibal and St. Joseph Railroad (Cameron Branch), will be paid on and after the 3d day of January, 1881, at the Bank of North America, No. 44 Wall-st., New York.

JOHN A. HILTON, Secretary.

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The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending December 18, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	102,837	323,080	538,391
Schuylkill Canal	.....	.....	38,041
Lehigh Valley	67,115	240 020	307,885
Del., Lack. & Western.	58,186	3,425,858	3,739 650
Shamokin Valley	16,739	894,109	886,749
Central New Jersey..	73,971	3,681,629	3,998,839
United New R. R. of Jersey	27,274	1,138,305	946,506
Pennsylvania Coal ..	16,832	1,093,053	1,355,229
Delaware and Hudson	48,851	2,958,177	3,321,523
Huntingdon & Broad Top Mt.....	5,575	403,556	301,411
Penn. and New York.	22,328	62,660	53,333
Clearfield, Pa.....	40,039	1,681,911	1,578,382

The Schuylkill Canal is closed for the season. The total tonnage of anthracite coal from all the regions for the week ending December 18, as reported by the several carrying companies, amounted to 371,467 tons, against 510,845 tons in the corresponding week last year, a decrease of 139,378 tons. The total amount of anthracite mined for the year is 22,958,893 tons, against 25,812,568 tons for the same period last year, a decrease of 2,853,675 tons. The quantity of bituminous coal sent to market for the week amounted to 89 033 tons against 51,255 tons in corresponding week last year, an increase of 34,778 tons. The total amount of bituminous mined for the year is 4 263,795 tons against 3,558,661 tons for the corresponding period last year, an increase of 705,134 tons. The total tonnage all kinds of coal for the week is 460,500 tons, against 565,100 tons in corresponding week last year, a decrease of 104,600 tons, and the total tonnage for the coal year is 27,222,688 tons against 29,371,229 tons to same date last year, a decrease of 2,148,551 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of December was 168,700 tons, of which 127,311 tons were coal and 41,399 tons coke. The total tonnage for the year thus far has been 6,787,551 tons of which 5,119,867 tons were coal and 1,668,184 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Dec. 18 were 36,255 tons, and for the year 2,027,274 tons—an increase of 382,165 tons as compared with the corresponding period of last year. The coal was carried as follows : Baltimore and Ohio Railroad —week 33,677 tons, year, 1,219,184 tons ; increase over 1879, 222,570 tons. Chesapeake and Ohio Canal—week, 118 tons ; year 601,534 tons ; increase over 1879, 102,482 tons. Pennsylvania Railroad—week 2,460 tons ; year, 206,576 tons ; increase over 1879, 57,113 tons. The Chesapeake and Ohio canal has been closed for the season.—Phil. Ledger, Dec. 27.

At a meeting of the stockholders of the Hartford and Connecticut Valley Railroad Company, held in Hartford, Conn., on the 14th ult., the directors were authorized to apply to the Legislature of Connecticut and Massachusetts for permission to extend the road on the west side of the Connecticut River to Holyoke. The cost of the new road will be about $800,000. The Valley road is to turn its bonds into stock ; and to raise means for building the new road, the idea is to issue about $400,000 of the additional stock, and bond the entire road from Saybrook to Holyoke for the remaining half of the cost. No action was taken on the proposal to rescind the vote with regard to the conversion of the first mortgage bonds of the Connecticut Valley Railroad Company into stock of this Company. The directors have the matter under consideration.

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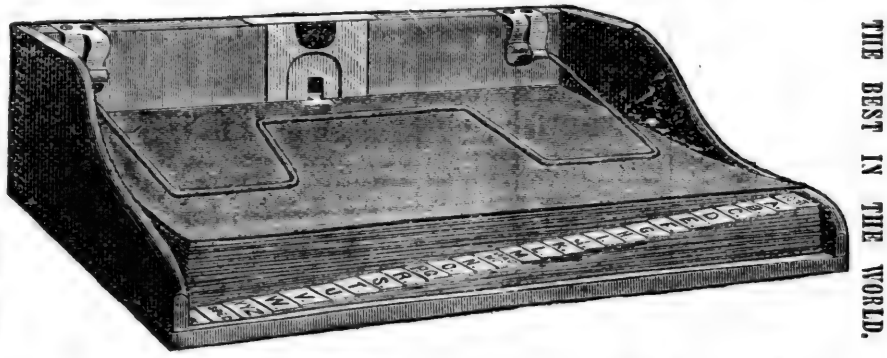
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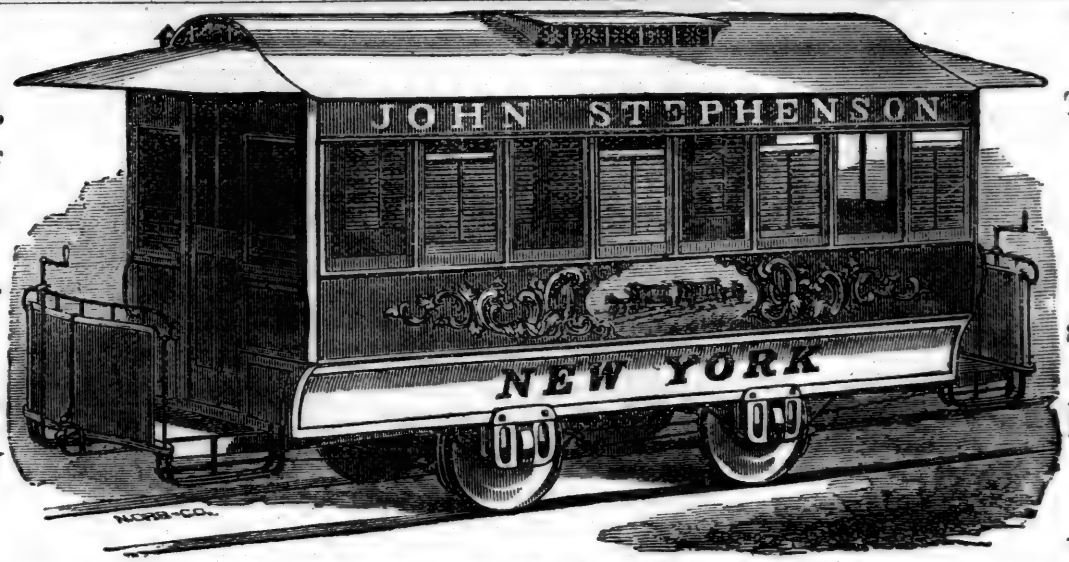
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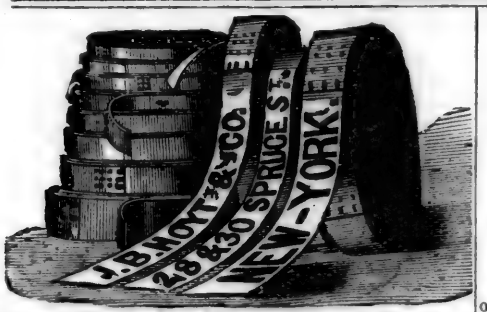
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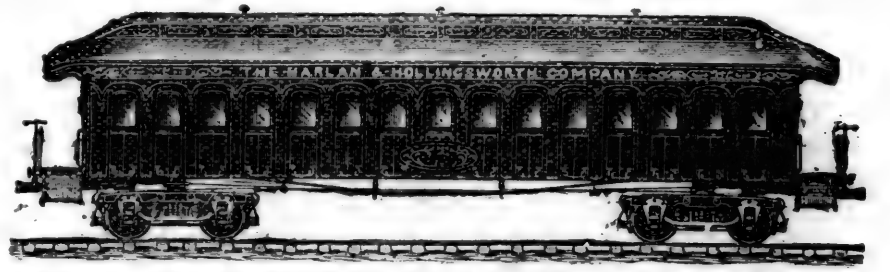
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SECOND QUARTO SERIES, VOL. XXXVII., No. 2.] NEW YORK, JANUARY 8, 1881. [WHOLE No. 2,333, VOL. LIV.

Hon. Samuel Sloan.

The men who have won for themselves positions of leadership in our important industries and have become prominently identified with the development of the resources of our country, have much in their careers of great interest to the reading as well as to the commercial public; and sketches of their lives, whether they contain much or little of the marvelous as they appear in type, are among the attractive features of modern journalism. The *Hour* has appreciated this feature and turned it most cleverly to account in its weekly pen and cartoon portraits of prominent men of the time. Hon. Samuel Sloan, the widely known railroad man and leader in the coal transportation and coal mining interests, was recently the subject of one of these sprightly sketches, of which we publish the larger part.

"Mr. Sloan was born in the north of Ireland, that borderland where Scotch shrewdness and Irish quickness have amalgamated. His parents, dissatisfied with their prospects in the little town of Lisburn, a few miles distant from Belfast, came to America when their now famous son had reached the immature age of two years. This was in 1819—for young Samuel was born on Christmas Day in 1817—but years before, when the troubles of 1798 were convulsing Ireland, several members of the Sloan family had emigrated to Kentucky, where they were distinguished for their intense love of liberty and republican institu tions. After a fair education at the first public school in New York, young Sloan was sent to the Grammar School of Columbia College. There he studied until his fifteenth year, when the sudden death of his father, William Sloan, obliged him to turn his attention to some practical method of helping his widowed mother, who was left poorly off and with a large family. At that time one of the largest and most respectable importing houses in New York was that of McBride & Company. For almost half a century James McBride, the founder of the house, had been engaged in the Irish and English trade and had acquired an enviable reputation for the integrity of his character and the honorable nature of his business transactions. It was in his counting-house that Mr. Sloan made his entry into business, and he remained there as a clerk until 1845, when his great business ability secured him a junior partnership in the firm under the name of George McBride, Jr., & Co. This firm was dissolved in 1857, but, two years previous, Mr. Sloan had retired from business. His principal reason for thus retiring was his election as a President of the Hudson River Railroad in 1855, and the necessity for applying his entire energies to the interests of that company. When he accepted the Presidency the stock was selling at seventeen dollars a share, and when, in 1867, he, and the directors associated with him, resigned, the stock was being eagerly bought at one hundred and forty dollars a share and paying a handsome dividend, notwithstanding the competition of the Harlem Road and the strong ill-will shown by the management of the New York Central Railway towards the Hudson River Road. His services as President of the road were so thoroughly appreciated that in 1864 the Board of Directors presented him with a magnificent silver service of plate worth $7,500.

"During these busy years, Mr. Sloan, although averse to entering political life, was mixed up in several important movements. In 1852 he was elected Supervisor of Kings County, and in the following year he was appointed one of the commissioners to draw up a charter for the consolidation of Brooklyn and Bushwick. It is needless to say that he discharged the duties of his office with entire satisfaction to his constituents. In 1852 he was persuaded to become a candidate for nomination in the Democratic Congressional Convention of his district, but, in spite of the favorable feeling of a majority of the delegates, he was defeated by two votes. In 1857 the Democrats of the Second Senatorial District urged him so strongly to oppose the Hon. Abijah Mann, Jr., who enjoyed a high reputation in a strong Republican district, that Mr. Sloan was induced to enter political life once more. He was elected State Senator by a large majority, and distinguished himself during his term by his sound common sense and thorough knowledge of business.

"Mr. Sloan's first connection with the Delaware, Lackawanna and Western Railway, of which he is now the able President, was in 1864, when he was elected a Director. When he accepted the Presidency in 1869, the Delaware, Lackawanna and Western had no outlet or connection, except by way of the New Jersey Central at the junction. Since then Mr. Sloan has not been idle, and by leasing the Morris and Essex Railroad from Washington, N. J., to New York City, the great coal road acquired a through connection with tide water. Several other important connections have been made—notably the acquisition of a controlling interest in the Syracuse and Binghampton Road and the leases of the Oswego and Syracuse and the Utica, Chenango and Susquehanna Railroads. His great capacity for railroad management has always made Mr. Sloan an acquisition on the boards of railroads. Many other roads—of some of which he is now president—in whose management he is and has been actively interested, are the Michigan Central, the International and Great Northern of Texas, the Rome, Watertown and Ogdensburgh, the Marquette, Houghton and Ontonagon, and the Fort Wayne and Jackson Roads. Outside of railroad enterprises, Mr. Sloan is in great demand as a director for banks and trust companies. He has been for many years upon the board of the United States and the Farmers Loan and Trust Companies, the City Bank, the Bank of the Metropolis, and he is the founder and is still a director of the Mechanics' Bank of Brooklyn and of the Mechanics' Insurance Company.

"Mr. Sloan married in the Spring of 1844 Miss Margaret Elmendorf, a member of one of the most prominent families of Somerset County, New Jersey. He is the father of eight children and four little ones call him grandfather. He is a member of the Dutch Reformed Church, and has always been actively connected with the various benevolent institutions of this city. Among other institutions in which he is interested is the Long Island College Hospital. This admirable institution owes its

organization as well as the beautiful property on which it is situated to Mr. Sloan's fostering care. He was the first President of this hospital, where the school or clinic practice which is now generally adopted was first introduced in this country."

Financial Law.

Negotiable Instrument—Payment of Debt by Check—Loss of Check—Certified Check—Payment on F rged Indorsement—Right and Liabilities of Parties.

Where a party pays his own debt by a check to the order of his creditor or of a party nominated by his creditor, he can be called upon to pay it again in case the creditor loses or is defrauded of the check and it is paid to the finder or fraudulent holder on a forged indorsement. And the case is not varied by the circumstance that the check was certified after delivery and before payment, it not being shown that such certification was procured by the creditor to whom the check was given or by the payee of the check. If the check had been lost and the finder had procured it to be certified and forged the indorsement, the certification would not be binding upon the bank nor affect the rights of the parties after it had been surrendered. It is only in case the true owner of the check has received the certification that recourse can be had upon it against the certifying bank notwithstanding the subsequent loss of the check and the payment upon the forged indorsement. In this case where plaintiff received a check to the order of H. from the defendants on the M. bank, and this check was certified by the M. bank and afterward paid upon a forged indorsement, the amount of the check having been charged by defendant against plaintiff and by them settled, held, that defendant was liable to plaintiffs for the amount of the check, it not appearing that the certification was obtained by plaintiffs or their agent, or that the claim of defendants upon the M. bank for the check had been barred by the statute of limitation. It is well settled that a bank paying upon a forged indorsement must bear the loss and cannot charge to a depositor. Judgment affirmed. Thompson et al. v. Bank of British North America, appellants. Opinion by Rapallo, J.

[Decided Sept. 21, 1880]

N. Y. Court of Appeals.

Public Policy—Money Paid by Third Person to Creditor to Induce Him to Join in Compromise not Recoverable.

Plaintiff, to induce defendants to unite with other creditors of the firm of N. & B., in the composition of its debts, gave to them his negotiable note for a portion of the debt due defendants, beyond the amount to be paid by the composition agreement. Defendants signed the agreement, transferred the note to a bona fide holder, and plaintiff having been compelled to pay it brought this action to recover the amount paid. The complaint alleged that plaintiff was a brother-in-law of N., a member of the firm named, had an affection for him and was solicitous to aid him, and that defendants, knowing of these facts, took an unfair advantage and extorted the giving of the note. Held, that the action was not maintainable. The composition agreement is an agreement between creditors; and a secret agreement by which a friend of the debtor undertakes to pay one creditor more than his pro rata share to induce him to join in the composition, is as much a fraud upon the other creditors as if the agreement was directly between the debtor and such creditor. If the defendants were plaintiffs seeking to enforce the note, it is clear that they could not recover. Cockshott v. Bennett, 2 Term Rep. 763; Leicester v. Rose, 4 East, 372. But if plaintiff has voluntarily paid the note he could not, according to the general principle applicable to executed contracts, void for illegality, have maintained an action to recover back the money paid. Nellis v. Clark, 4 Hill, 424. It was claimed that the general rule did not apply to money paid by the debtor or in his behalf, in pursuance of a secret agreement exacted by the creditor, in fraud of the composition, and the cases of Smith v. Bromley, 2 Doug. 696; Smith v. Cuff, 6 M. & S. 160, and Atkinson v. Denby, 7 H. & N. 934 were relied upon to sustain this claim. But these cases go no further than to hold that the debtor himself, or a near relative, who, out of compassion for him, pays the money upon the exaction of the creditor as a condition of his signing the composition, may be regarded as having paid under duress and as not equally criminal with the creditor. They cannot be upheld on the ground simply that such payment was against public policy. It was conceded by Lord-Mansfield, in Smith v. Bromley, that where both parties are equally criminal against the general laws of public policy the rule is potior est conditio defendentis. Lord Kenyon said, in Howson v. Hancock, 8 Term Rep. 575: "There is no case where money has been actually paid by one of two parties to the other upon an illegal contract, both being particeps criminis, where an action has been maintained to recover it back." It is said in Cro. Jac. 187, that "a man shall not avoid his deed by duress of a stranger." This rule was applied in Robinson v. Gould, 11 Cush. 57, where a surety sought to plead the duress of his principal. The rule has been modified so as to allow a father to plead the duress of his child, or a husband the duress of his wife, or a child that of his parent. Wayne v. Sands, 1 Freeman, 161; Bayley v. Clare, 2 Browne, 276; 1 Rolle's Abr. 687; Jacobs' L. Dict., "Duress." Plaintiff, in the case at bar, was in pari delicto with defendants, being only remotely related by marriage to the debtor. Plaintiff cannot complain that defendants negotiated the note so as to shut out the equities, as the words of negotiability therein show that its negotiation was contemplated when it was given. Judgment affirmed. Solinger, appellant, v. Earle. Opinion by Andrews, J.

[Decided Nov. 9, 1880.]

Indorsement—When Holder of Negotiable Instrument cannot Recover from Accommodation Indorser.

Weller & Son made a negotiable note payable to Callahan. Callahan indorsed his name on the back of the note and returned it to them, and they presented it at a bank and had it discounted for their own benefit. Held that the bank could not recover against Callahan. The law will not presume that he indorsed it for accommodation, but will presume that it was paid. Long v. Bank, 1 Litt. 290; Beebe v. Real Estate Bank, 4 Ark. 546; Bank v. Hammett, 50 N. Y. 158. The cases holding the indorser liable were so held upon facts being established, distinctly showing the indorsement was made for the accommodation of the person by whom it was delivered to the holder. Woolfork v. Bank, 10 Bush, 504; Young v. Harris, 14 B. Monr. 556; Rogers v. Paston, 1 Metc. 648. Kentucky Court of Appeals, October 12, 1880. Callahan v. First National Bank of Louisville. Opinion by Cofer, C. J.

When the Indorser of a Note after Maturity is not Liable.

The indorsement of a note after maturity is in effect the drawing of a new bill, payable on demand; and to hold the indorser, demand and notice of non-payment are essential. Stuart v. Redfield, 13 Kans. 550. After the indorsement of a note after maturity, J., the indorser, held the note in his care and custody for B., the indorsee, and at her instance, from March 1, 1874, to January 11, 1875, for safe keeping in a bank of which J. was the president and cashier. The indorsee took actual possession of the note on January 11, 1875, and brought an action thereon against the maker. Failing to collect all the judgment from the maker, or the mortgaged property, on May 11, 1878, an action was brought against J., as indorser. No other demand was made than the institution of the suit on January 11, 1875, no notice of non-payment was given, and such notice was not waived. Held, that the indorser was not liable. Braine v. Spaulding, 52 Penn. St. 247 distinguished. Kansas Supreme Court, July term, 1880. Shelby v. Judd. Opinion by Horton, C. J.

A very fine new locomotive from the Brooks Locomotive Works, Dunkirk, N. Y., has been put on the Columbus and Toledo Railroad. The same works are now building fourteen engines for the Ohio Central Railroad and have already furnished that road nine engines. They also have a large order for the Lake Erie and Western Railroad. It is stated that all the roads are in great want of power, and that no shops are kept more busy at present than the Locomotive works.

John King, Jr., receiver of the Ohio and Mississippi Railway Co., has filed his report for November with the United States Court, which shows: Cash on hand November 1, $521,861 33; receipts, $561,093 18; disbursements, $871,425 41; cash on hand December 1, $211,019 10.

—The Louisville and Nashville Railroad Company has declared a semi-annual dividend of 3 per cent, payable at the office of the company, 52 Wall street, N. Y., on and after the 1st of February. The transfer books will be closed on the 22d of January and reopened on the 3d of February.

—The Camden and Ruslington County Railroad Co. has declared a semi-annual dividend of 3 per cent., payable at the office of the Pennsylvania Railroad Co. on and after the 3d of January.

—The Housatonic Railroad Co. has declared a dividend of $2 per share on the preferred stock, payable at the office of the company in Bridgeport, Conn., on the 15th inst.

—The Portland (Me.) Horse Railroad Co. has declared an annual dividend of 5 per cent, payable on demand.

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New York, Saturday, January 8, 1881.

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ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

THE office of the AMERICAN RAILROAD JOURNAL is removed this week from 31 Park Row to 23 Liberty Street.

INVESTORS at home and abroad are seeking American railroad bonds and shares with an unabated eagerness; in fact, with an eagerness which increases as the year opens. The decrease in the interest of $600,000,000 United States bonds, perhaps, to three or three and one-half per cent has undoubtedly a strong influence on the market, but a stronger influence is found in the unprecedented prosperity of the last year with railroads, and the promising prospects ahead.

THE South Carolina railroads make an encouraging showing as to increase in business and earnings. The recent report of Railroad Commissioner Bonham states that there are seventeen railroads in operation in the State, with a total length, exclusive of sidings, of 1,407½ miles. The total expense for running these for 1880 was $3,585,766; the total income was $4,943,074; net earnings, $1,357,307. 'Last year the total expense was $3,098,346; gross income, $4,008,802; net earnings, $910,546; thus showing not only an increase or business amounting to nearly 25 per cent, but an increase of profit of nearly 50 per cent.

MR. THOMAS BAYLEY POTTER, a member of the British Parliament, has written a letter to an Ohio stock dealer concerning the importation of cattle into England, in which he says he is confident there is no intention on the part of Lord Spencer to check the importation of American cattle on protectionist grounds. He expresses his belief that the matter now rests upon the precautions taken to secure the health of the animals and to exempt them from risk of disease in transit to the coast, and says that he will be glad if due care and attention to these matters should justify him in giving to the British consumers the advantages of a cheap and healthy supply of so necessary a commodity.

THE YEAR just begun promises to be one of the most active periods of railroad construction our country has ever known. This is readily apparent when the number of projects started last year is considered, and when it is remembered that so many of them are already provided with capital and well under way. The prosperity of the country, our Governmental relations, the general good feeling, and all the conditions, point most clearly to the opening of spring as the commencement of a very busy season among railroad builders and projectors. In 1880, $175,000,000 was used in constructing railroads in this country, or $30,000 per mile for 5,839 miles of new railroad built last year. It would not be surprising to see these figures raised fifty per cent in 1881.

AN ILLUSTRATION of railroads and railroad tariffs regulating themselves in natural ways, is forcibly shown in the fact that within seven years two of our leading trunk lines have reduced their freight charges voluntarily about one-half. In 1873 the Erie Railway and the New York Central and Hudson River Railroad were receiving on an average about one cent and a half for carrying a ton of freight a mile. A gradual reduction from this rate was made year by year without any legislative demand, until, in 1879, it reached the low average of a little less than four-fifths of a cent per ton a mile. In 1880, with railroads having more than they could handle, and shippers in a mood to pay considerably advanced rates, if necessary, the average rate of these two lines was less than nine-tenths of a cent.

Personal.

—General Charles B. Stuart, a widely-known civil engineer, died at Cleveland, Ohio, Tuesday.

—Judge John Moses has been appointed Secretary of the Illinois Railroad Commission.

—Mr. George F. Brown has been appointed general superintendent of the Pullman Palace Car Company.

—President Billings, of the Northern Pacific Railroad Co., is stopping at the Brevoort House.

—Mr. Charles Hamilton succeeds Mr. L. M. Johnson as general superintendent of the Cairo and St. Louis Railroad.

—Mr. James A. Milholland is the recently-appointed general manager of the Georges Creek and Cumberland Railroad.

—Mr. Cornelius J. Vanderbilt celebrated his fiftieth birthday during the holidays with a dinner given to a number of friends.

—President Hagerty, in behalf of the Citizens' Railroad Co., of Baltimore, gave a New Year's dinner to all the employes of that company.

—Mr. Charles F. Mayer has been re-elected president, and Mr. Charles W. Keim secretary of the Cumberland and Pennsylvania Railroad Company.

—Mr. M. W. H. Caniff has been appointed superintendent of the Lansing division of the Lake Shore and Michigan Southern Railroad.

—Mr. J. C. Flood gave $6,000 to various charitable societies in San Francisco on Christmas Day. Protestants, Catholics and Hebrews shared alike.

—Mr. C. B. Parke has been appointed Secretary to Mr. C. H. Hudson, general manager of the trans-Ohio Division of the Baltimore and Ohio Railroad. Mr. Parke was formerly connected with the Pullman Palace Car Co.

—Mr. T. J. Anderson, upon resigning the position of general agent at Kansas City, of the Atchison, Topeka and Santa Fe Railroad, to take his seat in the legislature, received a very complimentary letter from the officers of the company.

—Messrs. Wm. T. Dixon, Eugene Levering, John E. Hurst, W. H. Baldwin and D. J. Joley have been appointed on the part of the Merchants and Manufacturers' Association of Baltimore to urge on Congress an appropriation for the Maryland and Delaware ship canal.

—Among the appointments on the Baltimore and Ohio Railroad taking effect January 1st were Mr. S. R.

Johnson as master of road of the main stem, Mr Joseph L. Kirk assistant auditor, at Camden Station, and Mr. W. B. Harrison as master mechanic at Newark.

—The death of Mr. Frederick Probst, of the well-known banking house of Frederick Probst & Co., left Mr. Henry Volckman the surviving member of the firm. He has taken Mr. Adolph Victor into partnership, and the business will be continued under the old firm name.

—Miss Betsey Roath, who died last week at Greeneville, Conn., at the age of one hundred years and four months, had never stepped upon a steam car, though she had three nephews who were conductors and three who were engineers, and she had lived for forty years, near the track of the Norwich and Worcester Railroad.

—Mr. Wm. P. Granger, a prominent Massachusetts civil engineer, has received the appointment of engineer to the Hoosac Tunnel Dock and Elevator Co., Boston. Mr. Granger has been conspicuously identified with several important railroad enterprises, including the Troy and Greenfield Railroad and Hoosac Tunnel, the Boston, Hoosac Tunnel and Western Railway, and the Massachusetts Central Railroad.

—Dr. T. S. Lambert is the inventor of a new track intended to be laid in crowded city streets to facilitate wagon travel by turning the wheels into wide-grooved rails, about half an inch deep, with edges flush with the pavement. The Groove Track Pavement Co. has been organized, with Mr. Jos. B. Brown as president, and permission has been asked of the Board of Aldermen of this city to lay a section on Broadway.

Organization.

—Messrs. Jay Gould, Russell Sage, Sidney Dillon and Frederick L. Ames, of Boston, are the newly-elected directors of the St. Louis, Iron Mountain and Southern Railroad Company.

—The following changes were announced among the officers of the Indianapolis and St. Louis Railroad, Jan. 1st: C. C. Gale, superintendent, vice E. B. McClure, resigned; H. W. Gays, general freight agent, vice J. Noyes, resigned; A. J. Smith, general passenger agent, vice B. M. Kendrick, resigned.

—The incorporators of the new Baltimore, Cincinnati and Western Railroad Company are Messrs. W. S. Carroll, Tellfair C. Marriott, Allen Bowie Davis, Edward D. McConkey, of Maryland, and William H. Schoenberger and Thomas L. Young, of Ohio. Governor Thomas L. Young is Chairman, and E. D. McConkey Secretary of the incorporators and stockholders.

—A meeting of the directors of the Long Island Railroad Company was held Dec. 31st, and the following members of the board were elected, in place of eight directors, resigned: Messrs. Austin Corbin, D. C. Corbin, B. S. Henning, William Bond, Demas Barnes, John P. Townsend, Alfred Sully, and Henry W. Maxwell. Mr. Austin Corbin was elected president, and Mr. B. S. Henning vice-president.

—A consolidation has been effected between the Evansville Local Trade, the Lake Erie, Evansville and Southwestern, reorganized, and the Cincinnati, Rockport and Southwestern Railroad companies under the name of the Evansville, Rockport and Eastern Railway Company. The new line embraces seventy-three miles of completed road, and connects Evansville with Rockport, Jasper, Huntingburg and intermediate towns.

—J. M. Culp is now general freight agent, and A. Broaddus, assistant general freight agent of the Louisville and Nashville R.R. B. F. Blue succeeds Broaddus as general freight agent of the St. Louis division. The duties of J. W. Thomas, general superintendent of the Nashville, Chattanooga and St. Louis Railway, requiring all his time, he has resigned the general superintendency of the Henderson and St. Louis divisions of the Louisville and Nashville Railroad. James Montgomery has been appointed superintendent in full charge of the above divisions.

—The passenger organization of the Union Pacific Railroad Company is as follows since January 1st:—J. W. Morse, general passenger agent, Omaha; D. W. Hitchcock, general western agent, San Francisco; M. T. Dennis, New England agent, Boston; F. Knowland, general eastern agent, New York; A. A. Knowles, Joseph S. Smith, traveling agents, Boston; G. W. Keelan, traveling agent, New York, H. D. Price, traveling agent, Montreal; F. M. Funk, traveling agent, Philadelphia; D. E. Burley, traveling agent, Baltimore; D. C. Blackman, traveling agent, Buffalo; J. S. Hodsdon, gen'l agent, Chicago; W. P. Cooley an D. B. Quinlan, traveling agents, Chicago; J. P. Griswold, traveling agent, Detroit; N. C. Treat, traveling agent, Quincy; D. Welsh, general agent, Cincinnati; James F. Aglar, general agent, and Thomas H. Workman, traveling agent, St. Louis; N. Haight, traveling agent, Louisville, Ky.; M. H. Judd, traveling agent, Omaha and Council Bluffs; A. O. Griswold, general agent, Cleveland, O.; J. H. Martin, traveling agent, Indianapolis; R. J. Shapley, traveling agent, Harrisburg, Pa.; J. B. Reese, Thos. A. Shaw, traveling agents, Kansas City; George Ady, general agent, Denver; D. E. Cornell, general agent passenger and ticket department, Kansas City; Jos. Hanson, general agent, St. Joseph; F. R. McConnell, general agent, Salt Lake; T. H. Russell, passenger agent, Deadwood, Dakota.

Construction.

—Two through passenger trains on the Ohio and West Virginia Railroad began running between Columbus and Pomeroy, Jan. 1st.

—As soon as the weather permits, it is planned to lay a second track on the Lake Shore and Michigan Southern Railroad, between Laporte and Chicago.

—A union depot and hotel has been completed at Logan, Ohio, by the Columbus and Hocking Valley Railroad Co.

—Work on the grading of the first eighteen miles, from San Diego, of the California Southern Railroad, was commenced December 20th.

—It is proposed to build another bridge across the Missouri at Omaha, to be used for railroad trains and foot passengers.

—It is said that the Texas, Santa Fe and Northern Railroad Company will push work at once upon the San Juan division to hasten a connection with the Denver and Rio Grande.

—Two engineers, three officers of the staff and a physician, have been ordered by the Mexican Government to accompany Captain Eads on his surveying tour over the Isthmus of Tehuantepec.

—Messrs. Houston & Neal have the contract for building the first seven miles of the Cincinnati Northern Railroad from Cincinnati to Lebanon, Ohio The road is to be continued to Dayton.

—Ground was broken at Reno, Nevada, Dec. 22, for the Nevada and Oregon Railroad, Governor Woods the vice-president, says the contracts are made and work will be pushed at once.

—Plans are under way for building a railroad from Elkton, Cecil Co., Md., to Middleton, Del., a distance of a little over 12 miles. The road is designed expressly for the interests of Baltimore, the Eastern shore, and the lower counties of Delaware.

—The Baltimore and Cumberland Valley Railroad, which is to be extended to Shippensburg, will very likely be further extended to Newville, Cumberland Co., Pa., and to Doubling Gap Springs, a summer resort which, with railroad facilities, would be expected to draw a liberal Eastern and Southern patronage.

—It is expected that the contracts for the construction of the Baltimore, Cincinnati and Western Railroad will be closed this month, and work begun in February. The road is to be 571 miles in length, crossing the Ohio river above Ironton, in the southeastern part of Ohio, and making a direct line to Portsmouth, on the Ohio river.

—It is said that the iron viaduct which the New Haven and Northampton Railroad Company propose to erect across South River in Conway, for the extension of the road, is the largest viaduct by far in New England. It is to be 550 feet long. The whole depth, from the top of the iron work to the bottom of the piers, is 146 feet, of which 120 feet is of iron. The iron is already shipped, and workmen will soon be erecting it.

—It is more than likely that Rochester and Fulton county, Indiana, will have an east and west railroad before the close of this year. The project has been talked of for twenty-five years. In fact, four or five lines have been run through the county during that time, but none seemed so promising as this one. This line is the Chicago branch of the New York, Pennsylvania and Ohio Railroad. It leaves the old line at a point somewhere east of Kenton, O. The engineers left Indianapolis for Chicago last Friday to locate the line.—[Pittsburgh Chronicle.

—The New Sharon, Coal Valley and Eastern Railroad, Iowa, project has its affairs now in promising shape, and it is expected that work on the construction of the road will be pushed in the spring. The road is to run southeast from New Sharon, in Milwaukee county, across Skunk River, a few miles below Indianapolis, thence to Delta, Xoka, Fairfield, Salem, to the Mississippi River at Keokuk. Northwest from New Sharon it will run to Lynville, cross the Chicago and Rock Island at Newton, the Chicago and Northwestern at Colo, thence into Dakota. It will run through valuable coal fields in Iowa, and into the regions of Dakota, where the coal supply of this section is now much needed. The officers of the company are: President, David Morgan, New Sharon; vice president, O. G. Drew; secretary, E. C. Ogg; Treasurer, S. L. Cook.

—The St. Louis and Texas Narrow Guage Railroad, being built from Texarkana to Waco, Texas, will probably be extended from the former point to Cairo., Ill., where it will connect with a narrow guage railroad to St. Louis. Other plans connected with this narrow guage system will include the extension of the road from Waco to the Rio Grande, to connect with the Palmer-Sullivan system, which is to be constructed to the City of Mexico, under concessions lately obtained by General Palmer, of the Denver and Rio Grande Railroad, from the Mexican Government. It is also in contemplation to ultimately build a narrow guage railroad from St. Louis or Cairo to New York, and thus have a continuous narrow gauge line from the latter place to the City of Mexico. The line between Cairo and Texarkana is expected to be finished in the course of the year, as the work of construction will be pushed from both ends.

—The St. Albans Rolling Mill, after running the whole of the past year for the manufacture of steel rails from English Bessemer steel blooms, is shut down for necessary repairs preparatory to resuming operations again.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880	473,500	444,600	668,000	692,000	677,800	747,000	657,500	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,363	97,377	111,924	100,132	116,950	110,179	107,990	123,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	.....	.....
Central Pacific:													
1878	1,110,988	980,529	1,229,593	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,760,000	1,885,000	1,957,000	2,145,000	2,154,000	.....	.....
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,361	327,370	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	429,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	680,952	.....	.....
Chicago and Northwestern:													
1878	1,077,891	1,064,857	1,095,884	1,255,887	1,471,545	1,069,142	1,166,271	1,266,460	1,450,302	1,573,422	1,407,240	1,080,838	14,999,840
1879	1,008,321	889,693	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	.....	.....
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113 503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	.....	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	523,487	676,368	823,723	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,805	1,290,740	1,100 245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	.....	.....
Clev., Col., Cin. & Ind.:													
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,426	3,758,968
1880	392,632	375,619	302,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	.....	.....
Hannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,661	163,484	212,896	209,068	240,359	204,116	.....	.....
Illinois Central:													
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,356	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,357	797,232	860,124	720,571	.....	.....
Lake Shore & Mich South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,352	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458 183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1878	217,029	181,118	236,546	206,736	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	.....	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,204	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	.....
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1878	1,304,018	1,121.412	1,147.208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381.391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,.81	1,252,218	1,644,563	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1,899,910	.....	.....	.....
Northern Central:													
1879	265,003	273 607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	377,316	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	.....	.....
Philadelphia and Reading:													
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,668	1,325 780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468 195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724,713	656 832	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,290	365,300	442,000	543,555	661,400	678,200	626,725	.....	.....
Toledo, Peoria and Warsaw:													
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,344	1,243,959
1879	94,907	77,624	91,556	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	127,228	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	864,057	.....	.....
1880	760,147	762,558	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	.....	.....

Manufacturing.

—A novelty in the way of a state-room car is being constructed by the Chicago, Burlington and Quincy Company at the Aurora shops, costing $15,000.

—The Central Vermont car and machine shops, which usually have run on short time during the winter season, have been crowded with work and running full time this season.

—Mr. J. A. Locke, agent for Reed's sectional covering for boilers, has admitted his son to partnership. The firm name is J. A. Locke & Son, and their new place of business is 40 Courtland street, this city.

—The last of sixty-four Class I engines is building at the Pennsylvania locomotive shops at Altoona. It is expected that a number of the Class K engines will be built early this year similar to the engine recently constructed, accredited with remarkable speed, having driving wheels five feet six inches in diameter.

—The first passenger cars ever built in this country for a Spanish railroad are now being constructed by the Harlan and Hollingsworth Co. They are of the same general style as American cars. Spanish engineers who were at the Centennial Exhibition have since sent to this country several orders for railroad equipment, including tools of American manufacture.

—Springfield, Mass., has received another important addition to its many manufacturing enterprises in the Seeger Manufacturing Co.'s Works, recently started. This company manufacture a great variety of screws of large size, under an improved method, which greatly reduces the cost of manufacture, enabling the company to place their goods upon the market at low prices. Mr. Edward Seeger, who has been connected with the Third National Bank of Springfield for the past twelve years, is the treasurer of the company.

—The Iron Age estimates the increase in the production of steel rails for this year at about 25 per cent, or 550,000 net tons, and locates its estimate among the different mills as follows: Edgar Thomson, 110,000; Cambria, 100,000; North Chicago, 85,000; Joliet, 85,000; Bethlehem, 85,000; Pennsylvania, 90,000; Scranton, 75,000; Troy, 70,000; Cleveland, 60,000; Union, 50,000; Vulcan, 40,000.

—The Consolidation Coal Co. of Maryland has declared a dividend of 2½ per cent.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,268,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,191	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. §(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	653,383	1,218,236	553,268	7	100	....
Oct. 31, 1879	242.0	17.5	62.0	4-9	75	37	8	1,930	Allegheny Valley§.....Pennsylvania.	21,568,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,556	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,169,633	.....	32,247	.....	1,656,432	1,500,000	12,989	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,850	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,050,693	996.9	2,794,120	514,301	802,121	6,381,442	3,454,987	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	153,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,766	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,308,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,497	2,229,842	4,135,296	618,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	.....	.....	.....	6,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	33,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio§..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,378	395,378	.....	428.0	1,312,118	130,466	308,002	1,686,320	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	.....	1,250	33	131,700	.....	.....	389	4.0	.....	.....	.....	9,255	9,255	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio §.....Md. & W. Va.	29,543,315	12,203,068	46,223,039	835,939	19,792,666	29,386,875	1,421,260	38,204,657	547.1	3,679,346	.....	.....	8,884,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch§.....Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	286,047	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,690	186,023	—	100	....
Jun. 30, 1879	262.0	—	39.1	4-8.5	87	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,043,015	136,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,341,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	.....	.....	.....	650,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6	50	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1879	201.6	48.0	136.9	4-8.5	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	29,068,415	*	1,170,317	708, 93	20,000,000	7,000,000	1,455,702	2,491,224	249.6	4,889,772	5,199,160	2,738,096	6,427,463	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	46	65	22	680	Boston and Lowell.....Mass.	5,781,306	441,934	932,767	402,141	3,250,000	3,493,100	252,947	551,703	75.1	1,045,101	2,451,750	819,843	1,210,872	404,490	1	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,317	*	4,801	36,391	3,250,000	977,000	79,493	83,021	50.0	163,202	79,176	107,589	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	*	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1879	36.5	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,962	24,876	44,377	871,001	554,300	260,719	L. 79,229	52.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	38	30	17	593	Boston, Concord and Montreal.....N. H.	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	586,694	165.8	789,349	247,312	192,877	678,123	200,872	6pf	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	.....	1,633,957	45,060	39.0	634,307	49,800	....	12,197	deficit.	—	100	....
Sept. 30, 1879	8 8	—	2.4	3-0	5	23	—	23	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,853	2,783	349,200	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,995	6	100	....
Sept. 30, 1879	2.5	—	0.3	3-0	1	2	—	5	Boston, Winthrop & Pt. Shirley.....Mass.	38,870	1,800	.....	.....	19,450	18,000	3,443	Loss. 223	2.5	20,817	67,950	.....	122,163	80,725	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia	110,600	*	.....	.....	110,500	.....	.....	.....	21.0	12,600	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	875,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,595	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	286	Buffalo and Southwestern.....New York.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,548,500	1,401,765	248,391	120.5	617,728	207 239	1,063,256	954,683	380,355	—	100	....
Jan. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,962	*	.....	.....	540,700	850,000	.....	.....	35.0	44,622	23,291	32,994	39,775	4,432	—	100	....
May 31, 1880	46.4	—	2.7	5-0	3	2	1	58	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,606	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,306	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410 260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,595,000	2,500,000	.....	.....	146.5	305,452	.....	.....	231,520	21,228	—	100	....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	167	Cairo and Vincennes.....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	84.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,906	275,094	12,000,000	6,850,000	1,530,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	568,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3pf	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central.....Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern.....Canada.	23,717,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,389	589,110	.....	18	13,21§	34.6	76,090	21,672	73,578	57,929	2,559	6	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,703	.....	3,190,490	1,537,936	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18563	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	52,766,60	6,341,209	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*§.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,276,500	93,192,285	306,605	16,382,538	1,218.1	7,203,691	6,942,307	1,875,343	17,163,163	6,945,300	—	100	....
Dec. 31, 1879	168.0	27.4	37.0	4-8.5	109	67	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,687	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	(44,941	105,122	195.0	366,525	62,384	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	.....	57,142	26,037	648,763	500,000	986	.....	22.8	67,547	130,743	167,571	84,660	30,696	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Ch raw and Darlington.....S. C.	680.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,581	—	100	....
Sept. 30, 1879	423.0	9.3	53.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	183,248	23,762,136	22,526,216	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire.....N. H. & Mass.	2,395,229	322,266	141,111	185,166	2,153,300	831,000	25,703	33,808	53 6	549,076	125,188	418,700	503,049	141,236	1	100	....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,993	579,373	840.4	3,609 638	843,429	2,634,177	5,756,677	2,706,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,186,343	*	202,408	172,924	333,054	3,714,329	259,340	204,956	182 0	1,600,088	146,219	749,340	1,020,794	389,445	—	100	..
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,373	195,911	—	100	....
Dec. 31, 1879	170.0	75.6	23.6	4-8.5	29	15	12	715	Chicago & West Michigan.....Mich.	6,238,201	429,640	33,923	119,443	5,151,440	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,288	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	13066	Chicago & Northwestern. Ill. Wis. & Mich.	73,965,795	*	8,318,765	2,811,506	35,513,610	37,685,000	11,448 446	5,988,060	1,627.5	12,769,565	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,22 .440	*	.....	.....	4,112,500	2,961,000	158,940	.....	164.5	.....	.....	143,571	270,585	45,477	—	100	....
ept. 30, 1879	30.3	—	1.5	3-0	2	2	—	73	Chi ago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	28,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11039	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,866	1,857.3	8,600,517	2,076,184	4,686,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,240.193	233,825	780,016	115 027	5,151,440	953,000	255,820	45,100	208.1	380,734	71,007	101,862	491,076	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,803	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,633,744	41,349,600	1,591,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65.

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,009 *to* 19,088
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,895

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2. 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,009 *to* 19,088
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,-504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B,
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

Kentucky Central Railroad.

The control of the Kentucky Central Railroad has passed into new hands, who propose to extend it so as to connect with the Chesapeake and Ohio Railway at Winchester, Ky., then south to Caseyville, Tenn, where it will meet the Knoxville and Ohio Railroad, already completed, giving this city a direct connection with the important railroad lines centering in Knoxville, and opening up trade with a rich country which has long sought such facilities, and upon which we have cast longing eyes for many years. Other connections and combinations are among the probabilities, including a trunk line to the Southern seaboard. It is understood that sufficient capital is at the command of the new owners of the Kentucky Central to carry out the project.

It is suggested that this new line to the South will antagonize the Cincinnati Southern Railroad, but there is little ground for such apprehensions. The two lines run parallel to each other, it is true, for some distance, but not near enough to interfere with local trade, and there will be through business enough for both. Trade grows as the facilities increase, and there is room for a third Southern Railroad, in the direction of Nashville.—[Cincinnati Price Current, Dec. 30.

Fitchburg Railroad.

The receipts of this road for the years ending September 30, 1879, and 1880, have been as follows:

	1879.	1880.
From passengers	$663,289 84	$749,169 66
" freight.....	1,205,953 76	1,496,459 11
" express	40,400 22	82,878 95
" mails	23,561 19	27,611 93
" rent of roads..	99,500 00	79,500 00
" rent of property	57,196 78	68,823 03
" prem. on bonds	.....	10,000 00
" mileage of cars	71 73	156 29
	$2,079,973 52	$2,464,598 97
Expenditures:		
Repairs of road.....	$135,987 07	$148,740 86
" bridges ...	24,120 75	23,867 45
" locomotives	87,997 24	90,259 62
" cars	120,899 40	141,764 91
" structures.	73,141 82	117,397 80
Renewal of rails	41,837 83	78,093 54
Fuel for locomotives.	202,624 48	217,951 89
Oil and waste.....	19,999 61	18,840 62
Loss and damage....	4,549 23	24,964 64
Taxes, insurance, etc.	103 517 25	150,875 68
Telegraph expenses..	8,577 06	16,572 43
Rent of roads.....	242,256 00	240 212 00
Interest on bonds, etc.	99,462 08	115,216 69
Water supply.....	8 222 36	15,814 74
New ties.....	27,451 31	31 623 10
All other expenses...	599,594 97	648,769 81
	$1,800,033 47	$2,080,963 78
Net earnings....	$279,740 05	$383,635 19

The company have 81 locomotives, 83 tenders, 90 passenger, 25 mail and baggage, 1,677 eight wheel and 191 four wheel box freight, 631 eight wheel and 10 four wheel platform, 126 gravel and coal, and 20 saloon cars, and 9 snow plows.

Number of miles run by passenger trains, 741,134; by freight trains, 811,085; by switching and other trains, 825,552—total, 1,884,771.

Length of main road operated, 143 miles. Length of double track road, belonging to the company, 50.68 miles; length of Watertown Branch Railroad, belonging to the company, 6.60 miles; length of Lancaster and Sterling Branch Railroad, belonging to the company, 12.42 miles; length of Peterboro' and Shirley Railroad, belonging to the company, 23.62 miles; length of side and other tracks, belonging to the company, 58.75 miles—total length of tracks, belonging to the company, 197.75 miles. Length of Vermont and Massachusetts Railroad and branches, leased for 999 years, 58.80 miles; length of double track on Vermont and Massachusetts Railroad, 10.39 miles; length af side tracks on Vermont and Massachusetts Railroad, 25.35 miles; total length of tracks operated, 292.29 miles.

Total number of passengers carried, 2,461,603; do. carried one mile, 89,752,302. Number of tons carried, 1,546,950; do. carried one mile, 96,534,772. The report says:

The condition of the roadbed and track has been greatly improved since our last report, and will require large additions in the coming year to meet the demands of the increasing traffic.

Reference has been made in former reports to the constantly increasing Tunnel traffic, and to the corresponding provisions for the same. Hitherto we have been restricted in developing the facilities for the accommodation of this business, on account of the uncertainty of our arrangements with the State for operating the Tunnel road. Now, however, the policy of the State has been settled; and since the execution of a seven years' contract with the Commonwealth, we can more securely make outlays for improvements of an extensive and permanent character. The traffic has so increased as to test the capacity of the road to its utmost; and the assurance that we have of its permanency and additional increase demands the greatest haste practicable in developing our terminal facilities for both local and export business, in completing the double track to Greenfield, our western terminus, in increasing our motive and carrying capacity, and in improving and enlarging every facility necessary to do the business with despatch and economy.

Additional accommodations for our export business will be provided by the Hoosac Tunnel Dock and Elevator Company, which was incorporated April 29, 1879, and authorized to take the property at the terminus of our tracks below Charles river Bridge, or so much of it as they should deem advisable, from Tudor's Wharf to the Navy Yard, "and construct and maintain docks, wharves, elevators, warehouses, and other buildings and structures suitable for terminal facilities for the reception, storing, delivering, and forwarding of freight." This company is already organized, and it will very soon take possession of a portion of the property, and immediately begin work thereon.

At the last annual meeting you authorized your directors to subscribe for and take such portion of said company's stock as they should deem advisable. In accordance with the authority granted, the directors have taken $192,000 of the stock.

In November, 1879, we purchased Hittenger's Wharf, the first wharf east of Tudor's, for $113,701 86. This is a part of the property described in the charter of the Dock and Elevator Company, and they will undoubtedly soon avail themselves of their right to take or purchase it.

To provide more room for the constantly increasing freight business consigned to Boston, we have begun the construction of a four hundred foot extension of No. 1 freight house; have purchased of the Massachusetts General Hospital about twenty-five acres of land and flats in Somerville, and filled in a portion thereof; have largely extended the tracks in the Miller's river and Somerville freight yards; have been authorized to build a sea-wall 2 700 feet in length, and fill in certain flats south of the Miller's river freight yard; and have nearly completed the purchase of certain additional property adjacent to said yard, which, with the pieces before mentioned, will double our terminal facilities.

Additional tracks have been laid at Cambridge, Belmont, Concord, Maynard, Littleton, Ayer, Fitchburg, West Fitchburg, Baldwinville, Athol, Orange, Miller's Falls, Lake Pleasant, East Deerfield, and Turner's Falls, making, with the tracks laid in the yards before mentioned, an aggregate length of 10.6 miles.

Passenger-sheds have been built at Union Square, Somerville and Concord Junction.

The accommodations for cattle at Union Market have been increased, and a new freight house built there.

At Belmont a new passenger depot has been built, the old one removed, and changed into a dwelling-house, the grounds greatly improved, and Common street grade crossing discontinued, and its travel turned into Concord Avenue, the next crossing east.

The Weston Depot has been rebuilt.

The accommodations at Lake Walden picnic grounds have been materially increased.

The alignement of the road has been improved at South Acton by the removal of a reverse curve; and at several points between that place and Ayer the tracks have been raised, and the grades equalized.

At Maynard the construction of a new passenger depot has been begun; between Maynard and Rockbottom three pile bridges have been rebuilt; and the grades on the Lancaster and Sterling Branch have been improved.

At Littleton a new depot has been built, and the old depot removed and changed into a dwelling house.

The pile bridge over the Nashua River on the Peterborough and Shirley Branch has been rebuilt.

The old wooden stringers which crossed the canal at two points in Townsend Harbor have been replaced with substantial iron girders; and a new granite quarry, for the company's use, has been opened at Pratt's Station.

At Ayer a new tank-house has been built to contain two large tanks of forty thousand gallons' capacity.

At Diamond Rock, in Lunenburg, we have replaced the old wooden trusses with iron girders.

At Leominster we have finished the improvements to the passenger depot and its approaches, and greatly improved the roadbed and its tracks at this point.

At Fitchburg an extension of ten pits to the engine house has been built, and tracks laid into the Rollstone lumber yard and at the works of the Putnam Machine Company.

At West Fitchburg, to accommodate the local business, a coal shed of about eight hundred tons' capacity has been built, and the approaches thereto graded.

At Westminster the location of the freight tracks has been changed.

At Gardner the work of grading for the second track between there and Ashburnham has been begun.

At Athol the freight yard has been re-arrangad and enlarged, and the extension of the stone arch in the yard completed.

Considerable grading for the second track has been done between Athol and Pequoig.

At Orange a new passenger and a new freight depot have been built, the grounds around the former graded, and the freight yard re-arranged and enlarged.

Between Orange and Athol about three miles of the second track have been graded and built, a portion of the second ledge east of Orange removed for said track, two highway overhead bridges rebuilt, and a new pier put in and the abutments rebuilt for a new iron bridge in place of the first truss bridge west of Athol.

At Lake Pleasant a large water-tank and pumping-engine have been put in to supply the picnic grounds with water, a substantial foot-bridge over the railroad built, and the accommodations there otherwise increased.

At East Deerfield a new and extensive freight yard has been opened; a sixty foot iron turn-table put in; and we have also built there an engine house for eight pits, a freight transfer house, and two single and one double tenement house.

At Turner's Falls a new turn-table has been

put in; and, to reach it better, the tracks have been re-located.

At Cheapside, in Greenfield, the old wooden stringers over the highway have been replaced with iron girders.

The company have laid during the year, exclusive of construction, 1 952 tons of teel rails, 956 tons of iron rails, and 91,034 new sleepers.

Real estate has been purchased at Boston, Somerville, Belmont, Deerfield, and Montague.

During the year one switching and four consolidation freight locomotives have been purchased, one passenger engine built, one old locomotive sold, and eight new passenger cars and six hundred and eighty-five new freight cars added to our equipment, making our expenditures for additions to equipment $497,288 29.

There has been an increase in gross earnings from all sources of $384,625 45, or eighteen per cent; in operating expenses, inclusive of rents of roads, interest, and taxes, of $280,730 81, or fifteen per cent; and of net earnings, of $103,895 14, or thirty-seven per cent.

There has been an increase in interest paid of $15,754 61; a decrease in rents of road paid of $2,044 00; a decrease of income received from rent of roads of $20,000, and an increase of premiums received of $10,000 00.

There has been an increase in passengers carried of 234,598, or ten per cent; in total number tons freight carried, of 238,661, or seventeen per cent; and in total train mileage, of 121,516 or six per cent; and of the operating expenses including taxes, per total mile run, from eighty-three to ninety-one cents.

The passengers carried over the Troy and Greenfield Railroad have increased from 83,152 in 1879 to 114,664 in 1880; and the tolls paid the Commonwealth for passengers, expresses, and mails, have increased from $37,184 57 in 1879 to $46,154 69 in 1880.

The freight over the same road has increased from 624 083 tons in 1879 to 751,451 in 1880; and the tolls paid therefor have increased from $100,448 71 in 1879 to $131,782 95 in 1880.

The total tolls paid the Commonwealth on freight and passenger business have increased from $137,633 28 in 1879 to $177,937 64 in 1880, or $40,304 36.

The Vermont and Massachusetts Railroad Company, in its lease to us, and upon the written request of this company, covenanted and agreed to sell and convey to whomsoever may be designated in said request, provided such sale can lawfully be made, that portion of its railroad which lies between "Grout's Corner," now "Miller's Falls," and Brattleborough, Vt., and known as the Brattleborough Branch, which branch has never been operated by the Fitchburg Railroad Company. It was under lease to the Rutland Railroad Company, and formed a part of the New York line of the Central Vermont Railroad. In the struggle of the various roads competing for this business, there was a constant liability that the value of the most profitable portion of the same would be seriously impaired by the construction of a parallel road. Under these circumstances your directors, after obtaining the requisite legal authority, and in conformity with the vote passed at the last annual meeting, sold on May 1, 1880, said branch, with the real estate appertaining thereto, to the New London Northern Railroad Company for $630,500, which sum, by the terms of the lease of the Vermont and Massachusetts Railroad, has been applied to the payment for additions and improvements made by this company on that road.

In our last annual report we left the discussion of tolls on the State's road, with the agreement with the Commonwealth to determine by arbitration what rebate, if any, from the existing tolls, would enable this company to operate the Troy and Greenfield Railroad at cost.

The arbitrators appointed under said agreement were the Hon. Waldo Colburn, S. M. Felton, Esq., and E. B. Phillips, Esq., who met in January last, and, after a long and patient hearing of the parties, made their award, allowing the Fitchburg Railroad Company 52.491 per cent of the gross receipts of the Troy and Greenfield Railroad as the operating cost for the nine months ending December, 1879, and thereafter until one month's notice by either party, or until action in the matter by the Legislature.

By chap. 261, Laws of 1880, the Manager of the Troy and Greenfield Railroad by direction of the governor and council, was authorized to contract with any railroad corporation or corporations for the operation of said railroad for a term not exceeding seven years.

Under said Act the contract annexed to this report was made with this company.

The assetts and liabilities of the corporation, Sept. 30, 1880, were as follows:

ASSETS.

Cash and cash funds		$52 905 34
Real estate		305,478 91
Stock materials		423,134 01
Improvements Vt. and Mass. R. R.		70,286 44
Sinking fund		170,000 34
Construction accounts in excess of capital stock		1,617,397 91
Debit balances		18,600 61
		$2,657,803 56

LIABILITIES.

Funded debt	$1,500,000 00	
Notes payable	406,500 00	
Due connecting roads,	44,978 02	
Unclaimed dividends..	8,761 50	
Coupon No. 2, (due Oct. 1, 1880)	12 500 00	
Coupon No. 6, (due Oct. 1, 1880)	15 000 00	
Coupon No. 13, (due Oct. 1, 1880)	17,500 00	
Suspense account	35 643 01	
Renewal fund	25,187 77	
		2,066,015 30
		$591,788 26

By reference to the above statement it will be seen that the expenditures on account of construction exceed the amount of capital stock by $1,617,397 91: this, together with the sum of $70,286 44, represent the amount respectively expended in additions and improvements on the Fitchburg and Vermont and Massachusetts Railroads, and are not available assets until stock is issued to cover the amount expended in excess of the present capital, but stand as an investment until capitalized.

TRIAL BALANCE, September 30, 1880.

Construction account		$6,117,397 91
Cash and cash funds		52,905 34
Real estate		305 478 91
Stock materials		423,134 01
Improvements Vermont and Massachusetts Railroad		814,577 53
Sinking fund		170,000 34
Debit balances		18,600 61
		a7,902,094 65
Capital stock		$4,500,000 00
Bonds		1,500,000 00
Notes payable		406,500 00
Unclaimed dividends		8,761 50
Interest unpaid		45,000 00
Vouchers and accounts		105,763 80
Vermont and Massachusetts R.R. Co.		744,291 09
Profit and loss		591,788 26
		$7,902,094 65

President.—WM. B. STEARNS.

Directors.—Wm. B. Stearns, Boston; Rodney Wallace, Fitchburg; C. U. Cotting, Brookline; Seth Bemis, Newton: Robert Codman, Boston.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

Philadelphia Stock Exchange.

Closing Prices for the week ending Jan. 4.

	W.29.	Th.30.	F.31.	Sa .1.	M.3.	Tu.4.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	114¼	....	....	....	115	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	50¼	....	50¼	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	....	12¼	12¼	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	38¼	38¼	38¼	....	38¼	38¼
6s, 1884	....	....	....	....	....	108
Gold Loan	110¼	110¼	....	....	....	....
Railroad Loan	....	....	....	....	116	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	115	115	115	....	....	....
Lehigh Valley	57	57¼	57¼	....	58	57¼
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	122	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	116¾	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	54	....	....	....	54	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	56	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	45¼	45¼	46	....	45¼	45
6s	....	....	....	....	....	....
Northern Pacific	34	34	34¼	....	34	34¼
Preferred	66¼	65¾	66¾	....	66	67
Pennsylvania R. R.	64¼	66¼	66¼	....	66¼	66¼
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	117
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	109	....	....	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	26¼	26¼	25¾	....	26¼	27¼
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	124¼	....
Consol. mortgage reg	....	....	....	....	....	124¼
Gen'l mortgage 6s	86¼	chp 87	86¼	....	86¼	86¼
Philadelphia and Erie	20¾	21¼	20¾	....	....	20¾
1st mortgage, 6s	....	....	....	....	....	101¾
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	....	123	....	....	123	....
Pittsb., Titusv. & Fud.	19¼	19¾	19¼	....	19	19
7s	99	98	....	....	....	97
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	77	....	....	....	77¾
United Co. of N. Jersey	177¾	178	....	....	....	....
Hestonville, (Horse)	....	....	....	....	19¾	....
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Jan. 4.

	W.29	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	109¾	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	122	....	121	....	....	121
2d mortgage, 7s	91	92	9'¼	....	....	91
3d mortgage, 6s	49¼	49¼	49¾	....	48¾	48
Northern Central ($50)	50	45¾	45¾	....	....	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	114	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	53	....	....	....	....	....
O., Alex. & Manassas 7s	98	....	....	....	....	98
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	76¾	77¼	77	....	74¾	74¾
Consol. Coupons	....	89¼	89¼	....	89¾	90
10-40 bonds	51	51¼	....	....	50¾	50¾
Deferred Certificates	....	....	....	....	....	16¾
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	113	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	107¾	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 5.

	Th.30	F.31	Sat.1	M.3.	Tu.4	W.5.
Adams Express	121	122	....	123	....	120
Albany and Susq.	....	....	....	....	....	120
1st mortgage	135½	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	64	64½	....	64	63	69
Atlantic & Pacific Tel.	35	33	....	....	....	35
Buri., C. R. & Nor.	75	75	....	....	73	....
1st mortgage 6s	....	....	....	....	....	....
Canada Southern	75x	74	....	71½	73	72½
1st mortgage guar.	104½	....	....	103x	102½	103½
Central of N. Jersey	85½	84½	....	88	85½	84½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	116½	116	....	....	....	116½
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	95	97	....	97½	98½	99
Adjustment	109½	....	....	....	....	....
Central Pacific	93½	92½	....	89½x	91½	91½
6s, gold	....	....	....	....	....	114x
1st M. (San Joaquin)	107	....	....	....	....	....
1st M. (Cal. and Or.)	105½	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	24½	24½	....	24	23	23½
Chicago and Alton	155½	153	....	155	150	155
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	115	....	....	....	....	....
Chic., Burl. & Quincy	180	179½	....	179½	178½	180½
7s Consol, 1903	....	....	....	128x	129	....
Chic., Mil. and St. Paul	114½	....	....	110½	111½	110½
Preferred	124	124	....	....	122	122½
1st mortgage, 8s	....	....	....	....	....	136
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	125	....	....
1st M. (La Crosse div.	125	....	....	128	....	....
1st M. (I. and M. div.	127	....	....	124	....	....
1st M. (I. and D. ext	....	....	....	....	....	....
1st M. (H. & D. div.	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	127	....	124x	123½	....	....
Chic. & Northwestern	126½	127½	....	123½	126½	125½
Preferred	140½	141	....	140	....	....
1st mortgage	....	....	....	112	....	....
Sinking Fund 6s	111	....	....	....	....	....
Consolidated 7s	....	135½	....	....	....	....
Consol. Gold bonds.	127½	127½	....	127	126½	126½
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	139½x	138½	....	138	136½	136½
6s, 1917, c.	....	....	....	....	126½	125
Clev., Col., C. and Ind.	95½	96	....	96½	95	95½
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	129½	....	....	....	134
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	21	21½	....	20	19½	20½
1st mortgage	109	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	92½	92½	....	91½	91½	91½
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	116	....	....	....	....	....
Del., Lack. & Western	109½	109½	....	103	109½	108½x
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	108½
3d mortgage	....	....	....	....	110	110
4th mort. 5s, ext.	....	....	....	107½	107½	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	130½	....	....	131	130½	130½
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	108½	108½	....	109	....	109
Hannibal & St. Joseph	48½	48½	....	46	46½	47
Preferred	104½	103½	....	102	103½	103½
8s, Convertible	113½	....	....	....	....	111½
Houston & Tex. Cent.	73½	73	....	71	70	70
1st Mortgage	113½	....	....	....	....	....
Illinois Central	126½	127½	....	126½	125½	126
Lake Shore & Mich So.	135½x	134½	....	130½	130½	130½
Consol. 7s	133	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	88	89	....	90½	89½	93
7s Consolidated	....	....	....	....	....	....
Manhattan	34½	35	....	33½	31	34½
Metropolitan Elevated	107	107	....	107½	108½	108
1st Mortgage	106	106½	....	103½x	102½	103
Michigan Central	125x	125	....	121½	122½	122
7s, 1902	....	....	....	....	....	128½
Mil. S. and N. I. 1st, S. F.	109½	....	....	....	....	....
Morris and Essex	122½	121½	....	121½	121	121½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	125
N. Y. Cent. & Hud. Riv	154½	154½	....	149½	151	150½
6s, Sinking fund, 1883	105	—	....	....	....	104½
6s, Sinking fund, 1887	....	....	....	....	110	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	124	....	124	124	124	125
1st mortgage	120	....	....	116½x	....	115
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s mortgage	138	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 5.

	Th.30	F.31	Sat.1	M.3.	Tu.4.	W.5.
N. Y., Lake Erie & W.	50½	50½	....	48½	49½	47½
Preferred	91	90½	....	89½	90½	91
2d Consolidated	102	....	....	101½	102	101
New 2d 5s fund	....	....	....	....	....	....
N. Y., N. Haven & Hart	175	....	....	179	....	179½
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	33½	34	....	33½	34	33½
Preferred	66½	66½	....	66½	67	66
Ohio and Mississippi	38½	38½	....	37	37½	37½
Preferred	100	....	....	....	100	93
2d mortgage	....	122	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	50½	51	....	47½	48½	48½
Pacific R. R. of Mo.	....	....	....	....	....	110
1st mortgage	....	....	....	....	....	113
2d mortgage	....	117½	....	....	....	....
Panama	212	....	....	....	....	....
Philadelphia & Reading	52½	51½	....	52	54½	55½
Pitts., Ft. W. & Chi.	129	....	—	....	....	124
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	123
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	135	146	....	143	141	142½
Quicksilver Mining Co.	....	....	....	....	....	....
Preferred	....	....	....	....	....	53
St. Louis & San Fran.	44½	45	....	44½	45	45
Preferred	62	63½	....	62½	61½	62½
1st Preferred	100	99	....	99½	98½	98½
St. L., Alton and T. H.	40½	....	....	....	42½	43½
Preferred	111	....	....	....	115	115
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	110
Income bonds	100	....	....	....	....	....
St. L., Iron Mt. & S. As.	54½	54½	....	52½	54½	53½
1st mortgage	....	....	....	....	....	120
2d mortgage	110	....	....	110½	....	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	110½	110½
Union Pacific	113½	113½	....	107½	110½	114½
1st mortgage	....	118	....	115	114½	114½
Land Grant 7s	114	....	....	....	....	....
Sinking Fund 8s	122	....	....	....	122	....
United States Express	....	53	....	53	52	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	108½	....	....	....	....	....
7s, Consolidated	111	111	....	....	....	....
St. Louis Division	....	....	....	....	....	111½
Wabash, St. L. & Pac.	45½	45½	....	44	44½	43½
Preferred	86½	86½	....	85½	85	84
New Mort. 7s	107	107	....	....	....	107½
Wells-Fargo Express	116	118	....	....	113½	113
Western Pacific bonds	112½	....	....	111x	....	....
Western Union Tel	81½	81½	....	82½	85½	85
7s, S. F. conv., 1900	....	116½	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Jan. 5.

	Th.30	F 31.	Sat.1.	M 3.	Tu.4.	W.5.
Atch., Top. and San. Fe.	151½	152½	....	153½	151½	151½
1st mortgage	123	—	....	....	....	122½
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	119½	....	....
Boston and Albany	....	164	....	164	163½	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	111x	....	....	108	107	101
Boston and Maine	146	....	....	....	....	146
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	50	51½	....	53	52	52½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	88	88½	....	112	113	....
4s	....	....	....	89	....	89
Chi., Burl. and Quincy	180	180½	....	180½	178½	180½
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	18½	18½	....	19	18½	18½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	38½	38	....	38½	38½	38½
New 4½ Bonds	104½	104½	....	105	103½	103½
Fitchburg	145	144½	....	....	144½	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	121½	....	....	....	....
N. Y. & New England	....	51	....	53	51	51½
7s	....	111	....	114½	114½	114½
Northern, N. H.	92	95	....	92	91	92½
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	....	23½	....	23½	23	....
Preferred	....	....	....	80	81	....
Old Colony	....	....	....	126	126	125½
Ph., Wil. & Balt. ($50)	72	72	....	72	72½	....
Portl'd, Saco & Ports.	....	....	....	....	113	....
Pueblo & Ars. Val.	....	....	....	....	....	....
7s	117½	....	....	....	118	118
Pullman Palace Car	136	145½	....	148½	143	144
Union Pacific	....	112½	....	111	109½	110½
8s	....	....	....	....	113½	....
Land Grant 7s	....	....	....	112½	....	....
Sinking Fund 8s	119½	119½	....	....	119½	119½
Vermont and Canada	....	10½	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	62	62
Cambridge (Horse)	....	125	....	....	....	....
Metropolitan (")	....	....	....	....	....	70
Middlesex (")	....	....	....	....	....	....
Cal. & Reola Mining Co.	255	255	....	258½	257	258
Quincy	45½	45½	....	44	43	44½

New York Stock Exchange.

Closing Prices for the week ending Jan. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	112½	112½	....	112½	112½	....
U. S. 4s, 1907, coup.	113½	....	....	112½x	112½	113½
U. S. 4½s, 1891, reg.	....	....	....	....	....	111½
U. S. 4½s, 1891, coup.	112	....	112	....	....	....
U. S. 5s, 1881, reg.	....	....	100½x	....	....	....
U. S. 5s, 1881, coup.	101½	101½	....	101½	101½	101½
U. S. 6s, 1881, reg.	101½	....	....	....	101½	....
U. S. 6s, 1881, coup.	....	....	101½x	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	104½
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Dec. 17.	Dec. 23
Baltimore and Ohio (sterling)	117 — 119	117 — 119
Central of New Jersey $100 shares	78 — 82	78 — 82
Do. Cons. Mort. Oct. '79 coupon	114 — 115	115 — 117
Do. Adjustment bonds	112 — 114	112 — 115
Do. Income bonds	96 — 100	96 — 100
Det., Gd. Haven & Mil. Equip. bds.	111 — 113	113 — 116
Do. Con. M. 5 p.c. till '84 after 6 p.c.	108 — 110	109 — 111
Illinois Central $100 shares	125½ — 126½	128½ — 129½
Lehigh Valley Consol. mortgage	116 — 118	118 — 118
N. Y. Cent. & Hud. Riv. Mt. bonds	135 — 138	135 — 138
Do. $100 shares	149 — 151	150 — 152
Do. Mort. bonds (as)	122 — 124	123 — 125
N. Y., Lake Erie & West., $100 shs	48½ — 49½	50 — 50½
Do. 6 p. c. pref. $100 shares	81 — 83	84 — 86
Do 1st Con. Mort. Bonds (Erie)	130 — 132	131 — 133
Mort. Funded Coupon bonds	128 — 130	129 — 131
Do. do. 2d do.	102 — 104	102 — 104
Do. 2d Consol. Mort. bonds	97 — 99	97 — 99
Do Gold Income Bonds	85 — 90	85 — 90
N. Y., Penn. & Ohio 1st mor. bds.	58 — 59	62 — 63
Do. Prior Lien Bonds (sterling)	104 — 106	107 — 109
Pennsylvania, $50 shares	64 — 65	64½ — 65½
Do. Con. Sink. Fund Mort.	118 — 120	118 — 120
Philadelphia & Reading $50 shares	26½ — 27½	27 — 28
General Consol. Mortgage	112 — 114	112 — 114
Do. Improvement Mortgage	102 — 103	102½ — 103½
Do. Gen. Mort. '74, ex-defcd. con.	88 — 90	88 — 90
Do. Scrip for the 6 det. ¼ coupons.	86 — 89	87 — 88
Pittsbg, Ft W. & Chic. Equip bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	119 — 121	119 — 121
Do 1st pref. stock	76 — 80	76 — 80
Union Pacific Land Grant 1st mort.	114 — 116	114 — 116½

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, January 6, 1881.

Six per cent. has been the full rate for call loans, while a good part of the business was done at 5 per cent. Time loans are 4@5 per cent., and prime mercantile paper 5@5½ per cent. The closing quotations at the Stock Exchange for call loans was 4@5 per cent. The posted rates for prime bankers sterling are 98⅝ and 99⅛, respectively; the actual rates are 98⅛@9-16 and 99@1-16. Cable transfers are 98⅛@8-16.

By referring to the statement given in another column, it will be seen that the total debt of the United States, December 31, 1880, was $1,121,481,475 20, less cash in the Treasury $222,299,739 41, leaving net $1,899,181,735 99. The debt has been reduced $5,699,430 76 since the 1st December, and $42,900,559 35 since the 1st of July last, an average of $7,165,100 per month. Of the bonded debt $202,266,550 bears 6 per cent. interest, $469,651,050 bears 5 per cent, $250,000,000 bears 4½ per cent., $739,347 800 bears 4 per cent, and $14,000,000 bears 3 per cent. Interest has ceased upon $11,484,395 26, and $413,185,301 12, being in the form of legal tenders, certificates of deposit, etc., bears no interest. In addition there are $64,623,512 bonds issued to Pacific Railroad Companies, which bear 6 per cent interest, known as currency sixes. The available cash in the Treasury amounts to $148,503,615 41.

The payments made from the United States Treasury in December (exclusive of interest or principal of the public debt) were as follows:—Civil and miscellaneous, $5,470,959 98; war,

$3,491,911 37; navy, $1,719,104 46; Interior, Indians, $643,018 17, and do. pensions $4,750,070 —total, $16,075,063 98.

The closing quotations on Thursday were: Adams Express, 123@125; American Express, 62½@63; American District Telegraph, 55@56½; American Union Telegraph, 71½@72; Canada Southern, 72¼@72⅝; Central of New Jersey 85⅝@85⅞; Central Pacific, 91¾@92; Chicago and Northwestern, 124⅞@125⅛; do. pref., 140½@140¾; Chicago, Burlington and Quincy, 181¾@182; Chicago, Milwaukee and St. Paul, 110¾@111; do. pref., 122⅞@123; Chicago, Rock Island and Pacific, 136⅛@136⅞; Columbus, Chicago and Indiana Central, 21⅝@21⅞; Cleveland, Columbus, Cincinnati and Indianapolis, 95⅛@95¾; Hannibal and St. Joseph 46⅞@47⅛; do. pref., 102¾@103; Illinois Central, 125¼@125¾; Lake Erie and Western, 40@40½; Lake Shore and Michigan Southern, 130⅝@130¾; Michigan Central, 121¾@122; Metropolitan Elevated, 108@108½; New York Elevated, 124½@125; New York, Lake Erie and Western, 48½@48⅝; do. pref., 90⅛@91; New York, Ontario and Western, 30⅜@30⅝; Ohio and Miss., 37@37⅛; do. pref., 98@99; Pacific Mail, 49⅝@49¾; St. Louis, Iron Mountain and Southern, 53⅛@53⅜; Union Pacific, 110⅝@110⅞; United States Express, 51⅛@52; Wells Fargo Express, 112@114; Western Union Telegraph, 86⅞@87; Wabash, 44⅛@44¼; do. pref., 85⅛@85⅝.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. 1st consol., 111½; Boston, Hartford and Erie 1st, 52⅜; Chicago and Alton, inc., 121½; Chicago, St. Louis and New Orleans, 40½; Chesapeake and Ohio 2d pref., 25; do. 1st pref., 84¾; do. cur. int., 50; do. 1st, Series B, 80⅞; Chicago, St. Paul, Minn. and Omaha, 45½; do. pref., 97; do. consol., 106½; Central Iowa, 78; Col., Chi. and Ind. Cent. Inc. 59; do. 1st Trust Co. certif. ass., sup., 106; Chicago, Milwaukee and St. Paul 1st, S. M. div., 107; Chicago, Burlington and Quincy 8s, 106¼; Clev., Col., Cin. and Ind. consol., 118; Chicago and Eastern Illinois 1st, 106; Chicago, St. Paul and Minn. 1st, 109⅛; Dubuque and Sioux City, 83; Denver and Rio Grande, 87; do. 1st, 115½; do. 1st consol., 113¾; Frankfort and Kokomo, 20; do., 1st, 100½; Galveston, Harrisburg and San Antonio, 1st, 102¾; Houston and Texas Central 2d, M. L., 120; Ind., Bloom. and Western, 52; do. 1st, 81; do. 2d, 70⅞; do. Inc., 65; Indianapolis, Decatur and Springfield 2d, 60; International and Gt. Northern 1st, 107½; do. 2d inc., 87¼; Joliet and Chicago, 130; Keokuk and Des Moines pref., 41; Kansas Pacific, 1st consol., 104⅛; do. 6s, Denver Div. ass., 107; Lake Erie and Western, 40¾; do. inc., 69; Lake Shore div. bonds, 123½; Louisville and Nashville Gen'l mort., 6s, 104; do, 2s, 106; Lehigh and Wilkesbarre consol. ass., 105¼; Marietta and Cincinnati 1st pref., 9; Mobile and Ohio, 21½; do. 1st deben., 87½; do. 2d deben., 51½; do. 4th deben., 40; do. 1st mort., 107; Missouri, Kansas and Texas, 42½; do. consol. ass., 112½; do. 2d, 77; Minneapolis and St. Louis 1st, Iowa Ext., 109½; Missouri Pacific 1st consol., 105⅝; Nashville, Chattanooga and St. Louis, 69¾; do. 6s, 119; New York, Ontario and Western, 30; New York, Pennsylvania and Ohio inc., 63; New York, Lake Erie and Western Inc., 91; Ohio Central, 23⅝; do. Terminal Trust 6s, 100; do. 1st, 103½; do. inc., 59½; Oregon River and Nav., 136; do. 1st, 105½; Peoria, Decatur and Evansville, 28; do. inc., 72; do. Evansville div., 68; Rome, Watertown and Ogdensburg 1st consol., 80; St. Louis, Kansas City and Northern, Omaha div. 1st, 106½; Southern Pacific of California, 1st, 103; St. Paul and Duluth, 36; do. pref., 72; St. Louis and Iron Mt., 2d pref. inc., 76; do. Cairo, Ark. and Texas 1st, 108; do. Arkansas Branch 1st 109½; St. Louis and San Francisco 2d, Class B, 88⅞; do. C, 87½; St. Paul and Sioux City 1st, 110½; Texas and Pacific, 43½; do. income L. G., 75; do. Rio Grande div. 1st, 98; Wabash Gen'l mort., 6s, 97½; Alabama, Class C, 88; Louisiana 7s, consol., 54; North Carolina 6s, new, issued Chatham R. R., 7½; do. issued N. C. R. R., 8½; do. 4s, consol. 83½; Tennessee 6s, new, 49½; do. old, 49½; American Union Tel., 72; Am. Dist. Tel., 55; Sutro Tunnel, 1¼; Colorado Coal and Iron, 38½; do. 6s, 97; Consolidation Coal, 39; New Central Coal, 30; Caribou Mining, 2¼; Central, 4¾; Deadwood, 14; Homestake, 29¼; Little Pittsburg, 2; La Plata, 9; Standard, 22½; Starmont, 1⅞.

Philadelphia.—Am. S. S. Co. 6s, 111; Central Transp., 49½; Cincinnati 7.30s, J. and J., 125; Catawissa new pref., 48; Huntingdon and Broad Top Mt. consol. 7s, 69; Hestonville R. R. 6s, 105¾; Nesquehoning Valley R. R., 57; Philadelphia and Reading R. R. scrip, 55; do. consol. mort. gold 6s, 112½; Pennsylvania Canal 6s, 97; Pennsylvania Company 6s, 107½; Shamokin, Hazleton and Wilkesbarre 5s, 91; Texas and Pacific 1st mort. 6s, 108¼; do. consol. mort. 6s, 99½; Union and Titusville 7s, 100½; West Jersey and Atlantic 6s, 105. The latest quotations are: City 6s, 110@111; do. free of tax, 129@130; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106@—; do. 5s, new loan, 114@—; do. 4s, new, 108½@111; Philadelphia and Reading, 27⅜@27½; do. consol. mort. 7s, coup. 124@125; do. reg., 124@125; do. mort. 6s, 117@—; do. 7s, 1893, 120@122; United New Jersey R. R. and Canal, 178@180; Pittsburg, Titusville and Buffalo R.R., 18⅞@19⅛; do. 7s, 98@99½; Camden and Amboy mort. 6s, 1889, 114@114½; Pennsylvania R. R., 66¼@66⅜; do. gen'l mort., coupon, 124@125½; do. reg., 117@120; do. consol. mort. 6s, reg., 116@118; Little Schuylkill R. R., 54@59; Morris Canal, 60@61; do. pref., 164@167; Schuylkill Nav., —@5; do. pref., 9¾@10½; do. 6s, 1882, 77¾@78; do. 1872, 103@105; Elmira and Williamsport pref., 52@—; do. 6s, 111¾@114; do. 5s, 89@—; Lehigh Coal and Navigation, 38⅛@38¼; do. 6s, 1884, 109@110½; do. R. R. loan, 115@117; do. Gold Loan, 110@110½; do. consol. 7s, 114@115¼; Northern Pacific, 34⅛@34¼; do. pref., 66⅛@66¾; North Pennsylvania, 55⅞@56; do. 6s, 108@110; do. 7s, 119@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 20¼@20½; do. 6s, 101½@102; do. 7s, 116@—; Minehill, 58@58¾; Catawissa, 13½@14; do. pref., 50¼@50½; do. new pref., 47½@49; do. 7s, 1900, 114@—; Lehigh Valley 57⅝@58; do. 6s, coupon, 121@123; do. reg., 121@122; do. 2d mort. 7s, 131¾@—; do. consol. mort., 116½@117¼; Fifth and Sixth streets (horse), 125@—; Second and Third, 107@115; Thirteenth and Fifteenth, 70@73; Spruce and Pine, 56@57; Green and Coates, 99@103; Chestnut and Walnut, 85@90; Hestonville, 19@20; Germantown, 70@—; Union, 110@115; Lombard and South, 12½@18; West Philadelphia, 79@80; People's, 16@18¼; Continental, 101@—.

Baltimore.—Baltimore City 6s, 1884, 107½; do. 6s, 1890, 116½; do. 6s, 1900, 122; do. 6s exempt, 128; do. 5s, 1900, 116½; do. 5s, 1916, 120; Charlotte, Columbia and Augusta 2d, 100½; Chesapeake and Ohio Canal 6s, 65¼; Maryland Defense 6s, 108; do. 6s, 1885, 109; Norfolk Water 8s, 120; Virginia 10-40 coupons, 91⅝; Western North Carolina 7s, 103½; Western R. R. of Alabama 2ds, 116; Wilmington, Columbia and Augusta, 6s, 106. The latest quotations are: Central Ohio, —@49¼; Baltimore and Ohio, 180@184; do. 6s, 1885, 109⅝@—; Northern Central, 45¾@46¼; do. 6s, 1900, gold, 116@—; do. 6s, 1904, gold, 114@115; do. 5s, 1926, 99⅛@—; Marietta and Cincinnati 1st mort., 1892, 120⅞@122; do. 2d mort. 7s, 91@91½; do. 3d mort. 8s, 495⅝@497⅛; Pittsburg and Connellsville 7s, 123@—; Orange and Alexandria 2d 6s, 120@—; do. 3d 8s, 95@—; do. 4th, 57@59⅞; Orange, Alex. and Manassas 7s, 98@99½; Virginia consol. 6s, 74¾@75; Virginia 10-40 bonds, 50¾@50⅞; Virginia consols coupons, 89½@—; City 6s, 1893, —@119; do. 6s, 1890, 116½@—; do. 6s, exempt —@125; do. 5s, 1894, —@116; do. 5s, 1916, 119¾@120½; do. 5s, 1900, 116@116½; Wilmington, Columbia and Augusta 6s, 105¾@106; Richmond and Danville R. R., 86½@89; do. 6s, 1885, 102½@103½; Western Maryland 6s, 1st unendorsed, 113@113¼; do. 2d pref., 107½@110; do. Washington Co., guar., 112@—; Citizens Pass. R. R., —@20; Union Canal endorsed by Canton Co., 116@—; Virginia and Tennessee 2d 6s, 106@107; do. 8s, 120@—; Charlotte, Columbia and Augusta 1st 110¼@110⅝; do. 2d 100@100½.

Boston.—Atchison, Topeka and Santa Fe 1st guar., 117; do. 5s, 1909, 100; Boston Water Power, 12⅝; New Hampshire Land, 5¾; Brookline Land, 5; Boston Land, 9⅜; Boston, Clinton, Fitchburg and New Bedford pref., 115; Burlington and Missouri River in Nebraska 6s, non-exempt, 104½; Connotton Northern 7s, 80; Cheshire pref., 61½; Cedar Rapids and Missouri River R. R., 140; Chicago, Milwaukee and St. Paul, 6s, Wisconsin Valley div. 102; do. 6s, Dubuque div., 104½; Chicago and West Michigan, 70; Connecticut and Passumpsic Rivers R. R., 90; Chicago, Burlington and Quincy 4s, 93; Cincinnati, Sandusky and Cleveland 7s, 106; Detroit, Lansing and Northern, 82½; do. 7s, 1907, 114¾; Eastern (N. H.) R.R., 90; European and North American R. R., 60; Flint and Pere Marquette 23¼; do. pref., 81; Grand River Valley 8s, 1886, guar., 111; Iowa Falls and Sioux City, 64⅞; do. 7s, 1917, 113¼; Jackson, Lansing and Saginaw 8s, 1885, white, guar., 111; do. 8s, 1890, L. G., 112½; Kansas City St. Joseph and Council Bluffs 7s, 123; Kansas City, Fort

Scott and Gulf, 73⅛ ; do. pref., 130 ; do. 7s, 110 ; Kansas City, Lawrence and Southern, 4s, 102 ; Little Rock and Ft. Smith, 63 ; do. 7s, 1905, 110 ; Marquette, Houghton and Ontonagon, 34¾; do. pref., 74 ; do. 6s, 99 ; Manhattan Beach Imp. Co. 7s, 1909, 92¾ ; New Mexico and Southern Pacific 7s, 117 ; Nashua and Lowell, 140 ; Ogdensburg and Lake Champlain 1st consol. 6s, 89⅞ ; do. income, 6s, 36½ ; Omaha and Southwestern 8s, 1996, 125½ ; Ottawa, Oswego and Fox River Valley 8s, 1900, 127¾ ; Portsmouth, Gt. Falls, and Conway, 20½ ; do. 4½s. 96¾ ; Quincy, Alton and St. Louis 5s, 95 ; Rutland, 5¾ ; do. pref., 29½ ; do. 5s, 1998 79 ; do 6s. 100 ; Summit Branch, 21 ; Toledo, Delphos and Burlington, 9⅛ ; do. inc. 6s, Dayton div., 35 ; Vermont Central 7s, 1886, consol., 10¾ ; do. 8s, inc. and ext., 74⅞ ; Wisconsin Central, 18⅝ ; do. pref., 38 ; do. pref. 5s, 95; Allouez Mining Co., 5 ; Aztec, 1¾ ; Atlas, 50c. ; Brunswick Antimony, 21¾ ; Blue Hill, 4 ; Catalpa, 2⅜; Copper Falls, 16 ; Central, 42½ ; Franklin, 18⅛ ; Harshaw, 4⅞ ; Huron, 7 ; Mesnard, 1¾ ; National, 2¾ ; Osceola, 38⅛ ; Phœnix, 8⅝ ; Pewabic, 24¾ ; Ridge, 7 ; Star, 2⅝ ; St. Clair, 3¼ ; Silver Islet, 34 ; Waukeag, 3¼ ; Washington, 50c.

St. Louis and San Francisco Railway.

The following is a summary of the statement submitted to the Board of Directors at their meeting held in this city on the 29th ult :

Capital stock	$25,000,000 00	
Bonded indebtedness	17,850,000 00	
Main track mileage (392 miles laid with steel)	633 55 miles	
Bonded indebtedness per mile	28,175 00	
Available assets owned by the company (cash value)	4,365,715 99	
In addition to the above assets the company owns $9,779,540 (at par) of the capital stock of the Atlantic & Pacific Railroad Co., now issued, and one-half interest in all future issue of the stock of that company. (Total authorized issue, $100,000,000.)		
Bonded indebtedness, less value of assets, stated at $4,365,715 99	$13,484,284 01	
Or at the rate per mile of	21,284 00	
Gross earnings for 1880	$2,694,060 15	
Operating and general expenses and taxes (including $356,455 expended during the year for steel rails)	1,319,550 56	
Net earnings for the year	$1,374,509 59	
Interest charges for 1880	865,746 83	
Remaining	$508,762 76	
Improvements in 1880, $90,000 00		
Paid on account new equipment	102,758 80	192,758 39
Net results for the year	$316,004 46	
EQUIPMENT.		
Locomotives	59	
Passenger coaches, &c	37	
Freight cars and cabooses	2,123	

A New Compressed Air Motor.

Notwithstanding the numerous failures to introduce compressed air as a motive power, the ingenuity of inventors and the new advances made in that direction recently afford more than a reasonable promise than it will eventually be put to a practicable use, if not as a substitute for steam in ocean navigation or on long lines of railroad, at least for short branch roads and in lieu of horse or steam power on city railways. The best results yet attained have been those accomplished by Col. Beaumont, of the royal arsenal at Woolwich, England. His newly invented air engine has been employed for some time at the arsenal in question, and has been found capable of drawing a load of sixteen tons for a distance of sixteen miles without recharging the air cylinders. The engine which weighs ten tons, has a reservoir in which one hundred cubic feet of air can be compressed to one thousand points to the square inch, and the machinery and wheels work in perfect silence. The difficulties experienced by former inventors have been overcome in the Beaumont engine by placing three cylinders of graduated size on each side of the engine and by applying warmth to counteract the cold produced in the expansion of compressed air.—[Balt. Sun.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of December, were :

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool	$869,921	$588,518
" cotton	1,176,038	1,582,716
" silk	1,297,807	1,283,844
" flax	797,847	630,436
Miscellaneous dry goods	483,887	512,262
Total	$4,625,500	$4,597,771

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool	$378,961	$384,889
" cotton	396 281	236,541
" silk	185,004	307,313
" flax	293,012	280 042
Miscellaneous dry goods	129,709	200,298
Total	$1,287,967	$1,408,083
Add entered for consump.	4,625,500	4,597,771
Thrown upon market	$5,913,467	$6,005,854

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool	$275,712	$305,901
" cotton	365,180	530,733
" silk	290,775	368,124
" flax	316,398	291,059
Miscellaneous dry goods	145,897	242,151
Total	$1,893,962	$1,737,968
Add entered for consump	4,625,500	4,597,771
Total entered at the port.	$6,019,462	$5,335,739

The following will show the relative proportion of the different classes of fabrics :

	1879.	1880.
Manufactures of wool	$20,773,785	$28,176,532
" cotton	18,813,862	26,211,471
" silk	29,129,588	35,342 849
" flax	14,706,100	18,723,968
Miscellaneous dry goods	8,126,265	11,289,800
Total	$91,549,000	$119,844,120

The imports of foreign dry goods at New York for each month of the years 1879 and 1880, were as follows :

	1879.	1880.
January	$5,987,719	$10,714,881
February	12,589,363	15,691,575
March	8,613,592	12,238,350
April	6,037,243	10,076,286
May	4,487,202	7,470,789
June	4,846,955	8,158,500
July	7,985,348	11,070,161
August	11,817,521	15,267,941
September	9,781,789	10,112,286
October	6,876,626	8,129,985
November	6,506,680	5,577,627
December	6,019,462	6,335,739
Total	$91,549,600	$119,844,120

The value of foreign dry goods entered directly for consumption at the port of New York, is as follows :

	1879.	1880.
January	$4,761,995	$8,608,069
February	10,065.148	13,816,942
March	6,757,608	10,874,566
April	4,709.395	7,560,580
May	3,682,940	5,295,185
June	3,798,184	4 974,817
July	7,489,796	7,713,876
August	9,624,358	11,165,617
September	7,918,048	7,420,154
October	5,393,154	5,162,851
November	5,078 136	3,934,133
December	4,625,500	4,597,771
Total	$72,854,262	$90,124,801

The value of foreign dry goods withdrawn from warehouse at the port of New York, is as follows:

	1879.	1880.
January	$1,814,191	$2,012,601
February	2,863,842	2,603,637
March	1,827,933	1,820,862
April	1,436,984	1,328,657
May	974,020	1,119 209
June	995.527	1 299.469
July	1.045,084	1,938,678
August	2,103,652	3,766,550
September	1,990,491	3,111,253
October	4,335,601	2,188,896
November	2.423,491	1,869,813
December	1,287,967	1,408,083
Total	$18,128,233	$24,462,808

The value of foreign dry goods entered for warehousing at the port of New York, is as follows :

	1879.	1880.
January	$1,225,724	$2,106 812
February	2,524,215	2,874,623
March	1,855,964	1,863,754
April	1,927,848	2,515,756
May	804,262	2,175,654
June	1,048 771	3,183,683
July	1,545,552	3 856,785
August	2,193 163	4,102,324
September	1,863,741	2,691,332
October	1,488,572	1,967,134
November	1 428,544	1,643 494
December	1,593,962	1,737,968
Total	$18,695,338	$29 719,319

MR. JOHN H. HALL retired from the well-known paper house of Campbell, Hall & Co., January 1st, after many years of active business, in which he had earned a most enviable reputation among the trade, and in the business community generally. The copartnership of Campbell, Hall & Co. has existed more than a quarter of a century, and has maintained through these many years a leading position among the solid houses of the city. Mr. Augustine Smith and Mr. Richard L. Campbell continue the business under the firm name of Campbell & Smith. Mr. Smith has been identified with the paper trade of New York for nearly fifty years, and may truly be called one of the pioneers of the business in this section. There is probably no man in the trade who has a wider acquaintance with paper dealers and manufacturers throughout the country, or a more valuable knowledge of the business in which his life has been passed ; and certainly no man in the trade is held in higher esteem by all brought in contact with him. Mr. Richard L. Campbell has been brought up in the old house which has so long borne his family name, and is eminently fitted by business experience and qualities to be associated with his senior partner in this well-known establishment.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 5½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. 80 5
" " pref.100	4,569,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	Dec. '80 2
Bos., Clin., F. & N. Bed.100	1,297,800	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar....100	60,000	J. & D	June'78 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. 80 4
Boston and Providence..100	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost. Revere B. &Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 5
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,159,600	October.	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Nov.'80 1
" " pref.100	769,600	F. & A	Aug. 80 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey.100	18,583,200	quarterly	Apl. 78 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '81 3½
" pref..... 50	400,000	J. & J	Jan. '81 3
Central Pacific 100	54,275,800	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 80 3½
" pref...100	2,425,400	M. & S.	Sept '80 3½
Chicago,Burl. & Quincy.100	31,004,456	M. & S.	Dec. '80 2
Chi., Clin., Dub.& Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi , Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12 279,483	A. & O.	Oct. '80 3½
Chicago & N. Western..100	14,988,267	J. & D	Dec. '80 3
" pref.100	21,525,258	quarterly	Dec. '80 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Feb. '81 1½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord.....50	1,500,000	M. & N.	Nov. 80 6
Concord and Porta.*.....100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Aug. '80 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Jun. '80 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" pref. 50	1,211,250	quarterly	July 80 2
Delaware*..... 50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Nov.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Jan. '81 1½
Detroit, Lans. & Nor...100	1,874,000	F. & A.	Aug.'80 2½
" pref 100	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*..... 50	1,200,200	J. & J.	Jan '81 3
East Mahanoy *..... 50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	Dec. '80 2½
Eel River.....	3,000,000	— & —	Dec. '80 4
Elmira, Jef. & Canand*..00	500,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg 100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia 100	4,200,000	J. and J	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb.'81 3.
Harrisburg & Lancaster* 50	1,162,500	J. & J.	July '80 3½
Homestonic, pref. 100	1,180,000	quarterly	Jan. '81 2
Illinois Central 100	29,000,000	M. & S.	Sept.'80 3
Iowa Falls& Sioux City*100	4,625,000	quarterly	Dec. '80 1
Iowa Railroad Land Co.100	7,620,000	quarterly	Nov. 80 1½
Io. So. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central 1 0	4,500,000	J. & D.	Dec. '80 1
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	49,466,800	F. & A	Feb. '81 4
" " (guar.).100	833,500	F. & A.	Feb. '81 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Leh gh Valley 50	27,332,555	quarterly	Jan. '81 1
" pref. 50	106,300	quarterly	Jan. '81 3½
Little Miami*..... 50	5,371,450	quarterly	Dec. 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 81 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '80 3
Louisville & Nashville..100	18,030,000	.....	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep.'66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep.'66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Jan. '81 2½
Michigan Central 100	18,738.204	F. & A.	Feb. '81 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323.375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Missouri Pacific.....1 0	22,416,000	quarterly	Jan. 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov.'80 3½
Nashua and Rochester .100	1,305,800	A. & O.	Oct. '80 1.
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,266	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Jan. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	... .	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	... .
" " pref...100	8,148,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Nov. '80 2
Nia. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov.'80 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,088,400	J. & D.	Dec. '80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,080,000	J. & D.	Mar. '75 3½
Old Colony.....	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4.455 0.0	quarterly	Nov. 80 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 2½
Panama.....100	7 000,000	quarterly	Nov.'80 4
Paterson and Hudson*.100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. 80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Oct. '80 1½
" Special Imp.100	5,504,300	quarterly	Oct. '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 3
Providence & Worces...100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,468,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	....	.....
" " pref.100	4,000,000	....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '78 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.130	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*....100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	2,050,000	A. & O.	Oct. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821.300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills..100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121.000	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug. '79 4
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	Jan. '81 6
D. Dock,E. Bdw. & Bat.100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '20 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 50	400,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)...100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,583	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'78 4
Delaware and Raritan*.100	5,847,400	quarterly	Oct '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.) 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express..... 100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3.000 000	J. & D.	June'80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Nov.'80 $5
Central Mining Co.....100	... .	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4.400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Mohngona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1.000.000	quarterly	Oct. 80 2
Pacific Mail Steamsh.p..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov.'80 3
Pullman Palace Car.....100	5,990.200	F.M.A.N	Nov.'80 2
Quicksilver, common ...100	5,708.700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,760,000	J. & J.	July '80 5
Sioux C. &I.F. L.& L.Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 2½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Nov.'80 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,056,000	quarterly	Jan. '81 1½

Louisville and Nashville Railroad.

The following is an official statement of the business of the Louisville and Nashville Railroad Company for the six months ending December 31, 1880:

Net earnings for 6 months ending Dec. 31, 1880	$2,206,331 15
Receipts from other sources	95,342 18
	$1,301,673 33
Interest for 6 months	1,610,000 00
Surplus over interest	691,678 33
Dividend payable Feb. 1, 1881, 3 per cent.	543,900 00
Surplus over dividend	$147,873 33

Statement of the Public Debt of the United States, January 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. bonds, 1881 (Oregon,) 1861	$710,550 00	$21,216 50
6 per cent. 1881 bonds, 1861	144,332,900 00	4,3 0,197 00
6 per cent. 1881 bonds, 1863	57,216,100 00	1.716,483 00
5 per cent. funded loan of 1881	469,551,050 00	3,913,758 75
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907	738,129,400 00	7,384,294 00
Refunding Certificates	927,400 00	9,274 00
5 per cent. navy pension fund, 1868	14,000,000 00	210,000 00
Aggregate of debt bearing interest	$1,675,265,400 00	$18,522,733 25
Interest due and unpaid		2,208,833 42

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
6 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 00
5 per cent. Texas indemnity bonds, 1850	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
6 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	378,750 00	2,839 93
6 per cent. 5-20 bonds, called June, 1864	65,050 00	594 64
6 per cent. 5-20 bonds, called 1865	79,050 00	49,751 22
6 per cent. 10-40 bonds, called, 1864	1,277,250 00	203,300 76
6 per cent. Consol. bonds, called, 1865	514,950 00	204 85
6 per cent. Consol. bonds, called, 1867	1,732,800 00	244,740 39
6 per cent. Consol. bonds, called, 1868	557,300 00	81,755 41
6 per cent. loan, 1861, matured Dec. 31, 1880	6,192,000 00	116,163 36
1 10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 42
5 per cent. 1 year notes, 1863	45,595 00	2,291 85
5 per cent. 2 year notes, 1863	35,7.0 00	1,832 99
6 per cent. compound interest notes, 1863-64	235,770 00	48,007 01
7 3-10 per cent. 3 years' treasury notes, 1864-65	144,400 00	5,311 38
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$11,484,395 26	$856,885 32

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,745 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	7,005,000 00	
Coin certificates, 1863	6,658,880 00	
Silver certificates, 1878	45,582,130 00	
Unclaimed interest		7,927 08
Fractional currency, 1862, 1863 and 1864. $15,523,461 12		
Less amount estimated as lost or destroyed, act of June 21, 1879	8,375,984 00	
	7,147,530 12	
Aggregate of debt bearing no interest	$413,126,301 12	$7,927 08

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$202,266,550 00	
Bonds at 5 per cent	469,551,050 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,420,400 00	
Refunding certificates	927,400 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,675,265,400 00	$20,731,566 67
Debt on which interest has ceased since maturity	11,484,395 26	856,885 32
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,761 00	
Certificates of deposit	7,005,000 00	
Coin and Silver Certificates	52,241,010 00	
Fractional currency	7,147,530 12	
	$413,135,301 12	
Unclaimed interest		7,927 08
	$2,099,885,396 38	$21,596,379 02
Total debt, principal and interest, to date, including interest due and unpaid		$2,121,481,475 40

AMOUNT IN TREASURY.

Interest due and unpaid	$2,208,833 42
Debt on which interest has ceased	11,484,395 26
Interest thereon	856,885 32
Gold and silver certificates	52,241,010 00
U S Notes held for redemption of certificates of deposit	7,005,000 00
Cash balance available Jan. 1, 1881	148,503,615 41
	$222,299,739 41
Debt, less amount in Treasury, Jan. 1, 1881	$1,899,181,735 99
Debt, less amount in Treasury, on the 1st ult.	1,904,881,166 75
Decrease of debt during the month	$5,699,430 76
Decrease of debt since June 30, 1880	$42,990,659 36

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,0 0 00
Union Pacific bonds, 1862-64	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64	1,623,320 00	48,849 60
Totals	$64,623,512 00	$1,938,705 36

Interest paid by United States, $47,589,861 30; interest repaid by transportation of mails, &c., $14,052,447 48; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $32,882,214 95.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, December 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Interest and Dividends.

—The Delaware, Lackawanna and Western Railroad Company has declared a quarterly dividend of 1½ per cent, payable Jan. 20.

—The Atchison, Topeka and Santa Fe Railroad Company has declared a quarterly dividend of 2 per cent. ($2 per share), payable Feb. 15.

—The St. Louis and San Francisco Railway Company has declared a dividend of 3½ per cent on its first preferred stock, payable February 1.

—The Cincinnati, Indianapolis, St. Louis and Chicago Railroad Company will pay its first dividend (quarterly) of 1½ per cent. on the 15th of January.

—The 13th and 15th Streets, Philadelphia, Passenger Railway Co. has declared a dividend of $2 per share (4 per cent.), payable Jan. 3.

—The Fort Wayne and Jackson Railroad Company has declared a four per cent. dividend, payable on demand.

—The Little Schuylkill Navigation Railroad and Coal Co. has declared a semi-annual dividend of 3½ per cent., payable Jan. 13.

—A dividend of $1 50 per share (3 per cent.) on the capital stock of the East Pennsylvania Railroad Company will be paid at the office of the Philadelphia and Reading Railroad Company, Philadelphia, on the 18th inst.

THE SUBSCRIPTION BOOKS
TO THE
STOCK
OF THE
IRON STEAM-BOAT CO.
Will be Closed Jan. 12, 1881.

May & King,
NO. 33 BROAD ST.
Jameson, Smith & Cotting,
NO. 12 WALL ST.
Scott & Leavitt,
NO. 24 BROAD ST.

Brown, Brothers & Co.,
NO. 59 WALL ST., N. Y.,
BUY AND SELL
BILLS OF EXCHANGE
ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.
Issue Commercial and Travelers' Credits
IN STERLING,
AVAILABLE IN ANY PART OF THE WORLD.
And in France, in Martinique and Guadaloupe.
MAKE TELEGRAPHIC TRANSFERS OF MONEY
Between this and other countries, through London and Paris.
Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

Paine & Webber,
BANKERS AND BROKERS,
(Members of the Boston Stock Exchange.)
48 Congress St., Boston.
Transact a general Banking business.
Buy and sell Stocks and Bonds on commission in all markets. Correspondence solicited.

John H. Davis & CO.,
Bankers and Brokers,
17 Wall St., New York.
Interest allowed on Temporary and Standing Deposits.
Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth,
BANKERS,
10 WALL STREET, N. Y.
IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE. MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.
WM. C. SHELDON. WM. B. WADSWORTH,
GEO. R. SHELDON.

OFFICE OF THE ONTARIO SILVER MINING CO.,
No. 18 WALL ST., NEW YORK, Jan. 5, 1881.

DIVIDEND NO. 63.

THE REGULAR MONTHLY DIVIDEND OF Fifty Cents per share has been declared for December, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst.

Transfer-books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

NOTICE.

The Louisville and Nashville Railroad Company declared this day a semi-annual dividend of 3 per cent upon the stock of the company, payable on and after the 1st of February. Dividends on stock registered in New York will be paid at the office of the company, No. 52 Wall st. The transfer books will be closed on the 22d January and reopen on the 3d February.

E. H. GREEN, President.

NEW YORK, Jan. 5, 1881.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, Dec. 21, 1880.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of FOUR PER CENT upon its capital stock, payable on the FIRST day of FEBRUARY next at this office.

The Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 30th inst., and will be reopened on the morning of Saturday, the 5th day of February next.

E. D. WORCESTER, Treasurer.

HANNIBAL AND ST. JOSEPH RAILROAD COMPANY,
No. 78 BROADWAY, NEW YORK, Dec. 28, 1880.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of THREE AND ONE-HALF PER CENT upon its preferred stock, payable TUESDAY, Feb. 1, 1881, at this office. The transfer-books of the preferred stock will be closed at 3 o'clock P. M. on Jan. 10, and reopen Feb. 3, 1881.

JOHN A. HILTON, Secretary.

BOSTON, HOOSAC TUNNEL & WESTERN Ry.

PULLMAN LINE between BOSTON and the WEST.

VIA THE

Hoosac Tunnel.

ALL THE MODERN APPLIANCES,
STEEL RAILS, IRON BRIDGES,
WESTINGHOUSE IMPROVED AIR BRAKES,
MILLER'S PATENT PLATFORMS & BUFFERS,
COACHES HEATED BY STEAM.

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F. L. POMEROY, Gen'l Pass'r Agent, NORTH ADAMS, MASS.

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TESTING MACHINES

Office and Works, 9th st. above Master, Philadelphia.
Warerooms, 50 and 52 So. 4th st. above Chestnut, Phila
New York Store, 91 Liberty st.
Pittsburg Store, 272 Liberty St., (under 7th Av. Hotel
Scales for Railroads, Elevators and Wharves;
Scales for Furnaces, Rolling Mills, Mines, etc.
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AND

DEALERS IN STEARINE, GREASE, &c.

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15,000 Crank Shafts and 10,000 Gear Wheels of this steel now running prove its superiority over other Steel Castings.
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NEW YORK, LAKE ERIE WESTERN RAILWAY.

TO THE TRAVELING PUBLIC.

During the Centennial Season—six months, closing November 10, 1876—the Erie Railway carried almos 3,000,000 passengers, without a single accident to life or limb, or the loss of a piece of baggage.

And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

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WORKS,

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LOCOMOTIVE ENGINES,

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CAR WHEEL WORKS,
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WEST.

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Through drawing-room car to Rochester, N. Y., connecting with through sleeping cars for Cincinnati, Cleveland, Toledo, *DETROIT AND CHICAGO.*

2.15 P. M. CINCINNATI EXPRESS.

Pullman Sleeping Car attached, running through to Cincinnati without change. (Only Line running Pullman Cars from Boston.) This car runs *via* Erie Railway, making direct connection for Louisville, St. Louis, Kansas City, New Orleans, and all points in Texas and New Mexico.

3.00 P. M. ST. LOUIS EXPRESS.

THE ONLY LINE which runs a THROUGH SLEEPING-CAR from

BOSTON TO ST. LOUIS WITHOUT CHANGE!

ARRIVING AT 8.00 A.M. SECOND MORNING.

Through sleeping car for Buffalo, Toledo, Fort Wayne, Logansport, Lafayette, Danville, Tolono, Decatur and St. Louis, making direct connection with through Express Trains for Kansas, Colorado, Texas, and all points in the

SOUTHWEST.

6.00 P. M. PACIFIC EXPRESS.

The only line running a through sleeping car *via* Buffalo and Detroit without change, arriving at Chicago at 8.00 A.M. second morning, making sure connections with through Express Trains for Iowa, Nebraska, Kansas, Colorado, the Pacific Coast, Wisconsin, Minnesota, and all points in the

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THE ABOVE TRAINS RUN DAILY, SUNDAYS EXCEPTED.

This Great Short Line passes through the most celebrated scenery in the country, including the famous HOOSAC TUNNEL, four and three-quarters miles long, being the longest Tunnel in America, and the third longest in the world.

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250 WASHINGTON STREET, BOSTON. 250

JOHN ADAMS, Gen. Supt. F. L. PARKER, Traffic Manager.

S. W. CUMMINGS, General Passenger & Ticket Agent.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending December 25, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	100,493	423,573	632,811
Schuylkill Canal	.....	.....	38,041
Lehigh Valley	73,987	314 008	358,078
Del., Lacs. & Western.	53,769	3,479,628	3,792,868
Shamokin Valley	17,648	911,757	901,729
Central New Jersey..	53,979	3,735,609	4,064,968
United R. R. of New Jersey	21,884	1,160,190	979,866
Pennsylvania Coal ..	17,390	1,110,443	1 364,712
Delaware and Hudson	44,629	3,002,807	3,365,184
Huntingdon & Broad Top Mt.....	.....	403,556	301,411
Penn. and New York.	18,648	81,309	65,248
Clearfield, Pa.....	29,187	1,711,098	1,610,265

No report has been received from the Huntingdon and Broad Top Mountain Railroad for the week ending December 25th. The Schuylkill Canal is closed for the season. The total tonnage of anthracite coal from all the regions for the week ending December 25, as reported by the several carrying companies, amounted to 349,664 tons, against 328,855 tons in the corresponding week last year, an increase of 20,809 tons. The total amount of anthracite mined for the year is 23,308,549 tons, against 26,141,420 tons for the same period last year, a decrease of 2,832,871 tons. The quantity of bituminous coal sent to market for the week amounted to 36,018 tons against 90,758 tons in corresponding week last year, a decrease of 54,740 tons. The total amount of bituminous mined for the year is 4 299,813 tons against 3,704,383 tons for the corresponding period last year, an increase of 595,430 tons. The total tonnage all kinds of coal for the week is 385,682 tons, against 419,613 tons in corresponding week last year, a decrease of 33,931 tons, and the total tonnage for the coal year is 27,608,362 tons against 29,846,803 tons to same date last year, a decrease of 2,237,441 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of December was 143,197 tons, of which 104,014 tons were coal and 39,183 tons coke. The total tonnage for the year thus far has been 6,986,748 tons of which 5,223,881 tons were coal and 1,707,867 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region have not been reported since December 18, and amount for the year to 2,041,274 tons, the shipments having about ceased. This is an increase of 882,165 tons over last year. Yearly reports from the office of the Chesapeake and Ohio Canal Company, just made up, show that during the past year 615,423 tons of coal were shipped. Of this amount 160,593 tons were shipped by the Consolidation Company, 100,449 tons by the Borden, 87,276 tons by the American, 92,146 tons by the Maryland, 68,067 tons by the New Central 38,116 tons by the George's Creek, 45,996 tons by the Blaen Avon Company, and the balance by smaller companies. The railroads during the year carried the following coal tonnage from the Cumberland region : Baltimore and Ohio Railroad, 1.219,184 tons ; increase over 1879, 222,570 tons. Pennsylvania Railroad, 206,576 tons ; increase over 1879, 57,113 tons. Shipments have ceased from Port Richmond.—[Phila. Ledger, Jan. 3.

—The Central Ohio Railroad Company has declared a dividend of 3 per cent on the preferred and 3½ per cent. on the common stock, both payable at the office of the Treasurer of the Baltimore and Ohio Railroad Co., Baltimore.

—The Ontario Silver Mining Company has declared its regular monthly dividend of 50 cents per share for December, payable at the office of Wells, Fargo & Co., 65 Broadway, on the 15th inst.

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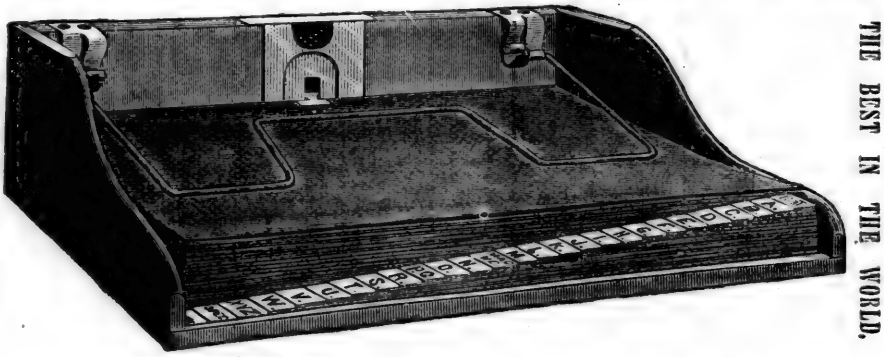
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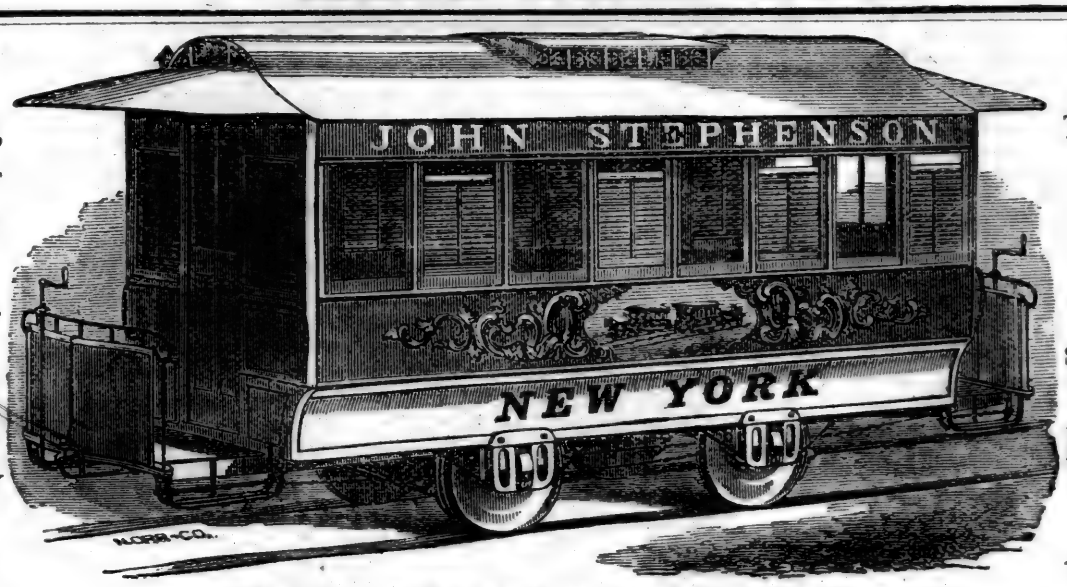
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OUR CLAIMS.

We claim that our Finishing Varnishes are unsurpassed in the following qualities:

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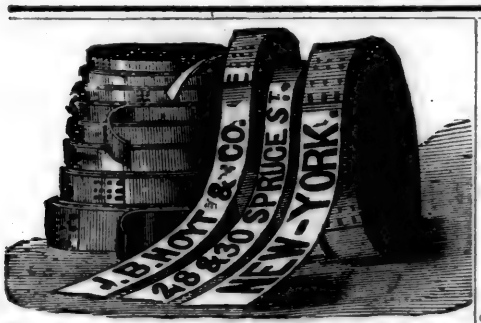
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s Manufacture, Composition and Uses in the Construction of Dwellings, etc.

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AMERICAN RAILROAD JOURNAL,

PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL COMPANY,

JOHN H. SCHULTZ - - - - - President.

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Weekly Boston Letter, a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

The *American Railroad Journal*, one of the most honest and outspoken of American papers.

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 3.] NEW YORK, JANUARY 15, 1881. [WHOLE No. 2,334, VOL. LIV.

CHICAGO.

THE OPENING OF THE YEAR AT CHICAGO—CONDITION OF MONEY MARKET JAN. 1ST.—RAILROAD ORGANIZATION AND REPORTS—INTERESTING STATISTICS OF THE CITY'S BUSINESS LAST YEAR.

(From our Chicago correspondent.)

As usual during the holiday season the movement in financial circles has been uneventful and confined strictly to ordinary channels. The sale of $85,000 municipal four per cent refunding bonds, within two days from the opening of the books, indicates very clearly the abundance of money to be had here when satisfactory security is offered. The entire amount was taken by less than two hundred persons and the market quotation to-day is 102.

The supply of foreign bills during the past fortnight has been fair, with rates somewhat higher. Actual rates December 30th were 480½ for 60 day Bankers' bills, and 483½ for demand. Sixty day commercial bills were 477¾@478¾ for sterling; 531¼@530 for francs Havre and Marseilles; 532½@531½ for francs Antwerp; and 93¾@93½ for marks.

The demand for currency from the country has entirely ceased. New York exchange has ranged between par and 80 c. per M. discount. Loans on call are 6 to 6½ per cent; time loans 6 to 7 per cent. Clearings of the associated banks for the year just closed were $1,725,684,894, against $1,257,756,000 for 1879, and $967,184,000 for 1878.

Quotations on the Chicago Stock Board Dec. 30th, were:

Chicago, Mil. & St. Paul Railway 7s, Dakota Extension	121
Chi., Mil. & St. Paul 7s Hastings & Dakota	117
Chi., Mil. & St. Paul 6s, Chicago & Pacific	109⅛
Chi. & Northwestern R'y sinking fund	111½
Chi., Burlington and Quincy 4s, due 1919	93¾
" " " 5s, "	105½
Jacksonville and Southeastern Railway 6s	101
Wabash, St. Louis and Pacific 1st mortgage 5s, C. D	93⅝

Articles of incorporation of the St. Louis and Indiana Railway Company were filed with the Secretary of State December 18th. The proposed road will be from East St. Louis to a point on the boundary line between Illinois and Indiana at the Western terminus of the Lake Erie and St. Louis Railway, a distance of 160 miles.

The special meeting of the stockholders of the Chicago, Burlington and Quincy Railroad was held at the general offices in this city December 28th. The attendance was small, and most of the stock was voted by proxies. It was decided unanimously to adopt articles of consolidation of the following roads with the main line: Kansas City, St. Joseph and Council Bluffs; Nodaway Valley; Chillicothe and Chariton; Red Oak and Atlantic; Moulton and Albia, Keokuk and St. Paul, and Hastings and Avoca. A resolution was adopted authorizing the board of directors to increase the capital stock to cover the costs of the new lines thus taken.

The report of the Illinois Central Railroad Company as filed with the Auditor of the State, for the six months ending October 31st, 1880, shows gross earnings:

Freight	$1,994,586 82
Passenger	600,477 34
Mail	53,009 94
Express	60,012 87
Miscellaneous	185,641 80
Total	$2,893,728 27

Seven per cent upon this amount is due to the State of Illinois under the term of its charter, $202,560 98—as compared with $175,841 96 for same period in 1879.

The statement of the earnings of the Chicago and Alton Railroad for the week ending December 28, shows earnings from all sources of $151,542 48 against $141,654 05 for corresponding week last year, an increase of $9,888 43. The earnings for the month of December up to the 23d, amount to $443,521 77, against $427,956 47 in 1879—an increase of $15,565 30. From January 1st, 1880, to December 23d, 1880, the earnings were $7,572 127 84, against $5,630,619 25 for 1879—showing an increase of $1,941,508 59.

The semi annual meeting of the Chicago and Grand Trunk Railway stockholders, held last week, evolved nothing of public interest, beyond the ratification of the lease with the Chicago and Western Indiana for using the latter's track into Chicago. In this connection it is purposed to join the Wabash, St. Louis and Pacific, and the Chicago and Eastern Illinois Railways in the occupation of a Union depot to be erected on Van Buren street, when the numerous condemnation suits incidental to the right of way have been decided.

The present terminus at Twelfth street may, however, prove to be permanent, and in view of the tendency of the city to grow and expand southwardly, it would within a few years undoubtedly prove to be the most desirable solution of the question of a convenient and accessible station, to rest there.

The Railways interested in the Lake front project, anticipate no opposition to the bills offered in Congress, authorizing the sale of the two blocks they require. The officials promise to commence the erection of the new buildings early in the spring, and will make them handsome and commodious enough to satisfy all concerned.

With the close of the year we are favored with the usual statistical tables relating to the business and trade of the city for the past year.

The following items are compiled from the Board of Trade returns, as received from Railroads, Custom House officials, the various grain, and flour inspectors, Registrars of Provisions, &c., and the Union Stock Yard Company, values being obtained from the Chicago Tribune review, &c., &c.

BREADSTUFFS MOVEMENT.

Receipts:	1880.	1879.
Flour, brls	8,377,333	8,369,968
Wheat, bu	23,318,680	34,106,109
Corn, bu	95,846,145	64,889,821
Oats, bu	21,852,073	16,660,428
Rye, bu	1,841,942	2,497,340
Barley, bu	5,274,428	4,936,562
Totals, bu	163,326,267	137,704,571

The flour manufactured in the city last year aggregated about 180,000 brls.

SHIPMENTS.

The corresponding shipments were:

	1880.	1879.
Flour, brls	2,953,459	3,090,540
Wheat, bu	23,114,808	31,006,789
Corn, bu	94,911,213	61,299,876
Oats, bu	21,007,618	18,514,020
Rye, bu	1,765,408	2,234,368
Barley, bu	2,998,286	3,566,401
Totals, bu	157,132,849	125,528,379

Value of breadstuffs received 1880...$87,500,000

Live stock receipts 1880, 1,382,477 cattle, 7,959,355 hogs, 335,810 sheep, 10,898 horses, value $143,057,626.

SHIPMENTS.

886,614 cattle, 1,394,990 hogs, 156,510 sheep, 8,718 horses.

NUMBER OF HOGS PACKED.

The following shows the number, weight, and

value of the hogs cut in this city during the last two calendar years:

	1880.	1879.
January and February..	1,117,000	1,839,000
March 1 to Oct. 1.....	2,850,000	2,155,000
November & December.	1,732,000	1,376,000
Total number year.	5,700,000	4,870,600
Weight, tons.....	702,000	593,000
Value of do.....	$64 100.000	$43,730.000
Value of product.....	72 200,000	50,030,000

Receipts of articles of produce for the last and preceding years:

	1880.	1879.
Seeds, tons.....	122,999	84 886
Broom-corn, tons.....	6,361	7,349
Butter, tons.....	33,795	27,312
Hides, tons.....	35,904	28,805
Liquor, brls.....	17,095	93,771
Wool, tons.....	20.127	24,445
Potatoes, bu.....	998,845	1.139,495
Coal, tons.....	2 674,758	2,381,974
Hay, tons.....	44.435	21,492
Lumber, m. ft.....	1,556,134	1,469,879
Shingles, m.....	552,547	670,644
Salt, brls.....	1,652,000	1,461,233
Lead, tons.....	18,000	13,200

SHIPMENTS

The following were the corresponding shipments:

	1880.	1879.
Seeds, tons.....	97,820	66,783
Broom-corn, tons.....	4,693	6,237
Butter, tons.....	30,028	25,631
Hides, tons.....	30,589	30,691
Highwines, brls.....	7,899	176,038
Wool, tons.....	18,970	23,757
Potatoes, bu.....	190,922	408,084
Coal, tons.....	618,027	527,844
Hay, tons.....	12 285	6,500
Lumber, m ft.....	813,574	753,180
Shingles, m.....	124,230	146,820
Salt, brls.....	1,019,980	867 954
Lead, tons.....	.....	10,260
Bushel, flaxseed.....	3,350,000	.....

RECEIPTS.

The following were the receipts of provisions and dressed hogs in this city during the years named:

	1880.	1879.
Beef, pkgs.....	6,231	4,867
Pork, brls.....	38,103	64,389
Meats, tons.....	82,636	75,566
Lard, tons.....	34,246	37,877
Tallow, tons.....	9,310	8 114
Dressed hogs, No.....	89,229	91,044

SHIPMENTS.

The corresponding shipments were:

Beef, pkgs.....	77,666	110,431
Pork, brls.....	366,294	354,255
Meat, tons.....	477,020	417,815
Lard, tons.....	164.877	125,510
Tallow, tons.....	14,144	13,026
Dressed hogs, No.....	33,426	40,024

Labor statistics—

	1880.	1879.
Workmen.....	94,000	86,600
Wages.....	$39.000,000	$35,000,000
Capital.....	86,000,000	78,000,000
Products.....	285,000,000	248,000 000

Total trade of the city for 1880, estimated at $900,000,000 an increase of 17½ over 1879.

—Gen. John M. Corse and Mr. George W. Ballou, of New York, and Messrs. George Hafer, J. N. Kinney, Henry Lewis, Benj. Eggleston, O. W. Dodds, Albert Netter, A. D. Bullock, C. T. Dickson, M. S. Forbus, of Cincinnati, are the directors of the Cincinnati Northern Railroad Co., narrow guage. The officers are: General Corse, president; Henry Lewis, vice-president; George Hafer, treasurer; and W. V. McCracken, secretary. The executive committee is composed of the president, vice-president, and treasurer.

[From the Railway Age.]

Railway Construction in 1880.

We present herewith a summary, as complete as it is possible at this date to make it, showing the mileage of track actually laid down in the United States during the year 1880. Much of this information has been obtained directly from the railway companies and from railway commissioners and other state officials. Quite a number of companies, however, have thus far failed to respond to our circular asking information, and we have been obliged to make up our figures from the best available sources, so that our table doubtless falls short of the actual total. The footings, however, incomplete as they may be, are sufficiently astonishing, showing as they do, that not less than 7,207 miles of new track were laid during the past twelve months on at least 234 different lines. These figures are far greater than those for any year since 1871, and the mileage is more than 54 per cent greater than that built in 1879. We have no doubt that the final figures will increase it to at least 7,500 miles, which is a greater mileage than has been constructed in any previous year in the United States or, of course, in any other country. Our table shows that the work of construction has been prosecuted in 42 of the states and territories, the only state not included in the list being Mississippi, and the only territories not given being Idaho, Wyoming, Indian territory—from which railways, eager to enter, are still forcibly kept out—and ice-bound Alaska, which is at present beyond the reach even of the enterprising railway builder. Work is now actively in progress in both Idaho and Wyoming, and another year will see large additions in these territories also, while the Indian country will doubtless be opened to several new enterprises.

Referring to the summary it will be seen that Dakota leads the country with over 680 miles of new track, Texas coming next with 659; Ohio with 525; the new territory of Mexico, with 519 miles; Iowa with 445; young Colorado with 401; Nebraska with 395; Illinois and Kansas with over 340 each, and so on, the new west beyond the Mississippi river contributing the greatest share of the additions for the year.

It should also be borne in mind that the figures show only the track reported laid, and do not include the vast mileage upon which grading has been in progress, and which will be ironed in the coming year. It is not unlikely that ten thousand miles of road will be added in 1881!

If we assume the cost of building and equipping the 7,207 miles here reported, we find that the enormous amount of over seventy two million dollars has been expended on these completed roads. How much more has been spent in surveys and construction on other new lines, it is of course, impossible to say.

The figures here given considerably exceed any estimate hitherto made, and are an astonishing exhibition of enterprise and faith on the part of the capitalists of the country. As a general thing, these roads have been built by money furnished by non-residents of the states and territories whose facilities of transportation have been thus vastly increased, and whose people certainly ought to feel some gratitude to the "foreign capitalists" who are so obnoxious to some of the politicians of the country.

RAILWAYS ON WHICH TRACK WAS LAID DURING 1880.

ARKANSAS.

Iron Mountain and Helena (N. G.): Bushville to Mariatta.....		18.00
Little Rock, Mississippi River and Texas, Pine Bluff Northeast.....		25.00
Collins to Monticello.....	16.00	41.00
St. Louis and San Francisco: Missouri line South.....		1.00
Washington and Hope: Hope to Washington		10.00

ALABAMA.

Pensacola and Selma: Junction North....	20.00

ARIZONA

Southern Pacific: Casa Grande to New Mexico line.....	200 09

CALIFORNIA.

South Pacific Coast (N. G.): completed..	3.00

COLORADO.

Atchison, Topeka and Santa Fe: (Pueblo and Arkansas Valley R. R.) Pueblo to Coal Mines.....	37.00
Denver, South Park and Pacific (N. G): Near Platte River to Buena Vista.....	19.00
Denver, South Park and Pacific (N. G.): Buena Vista to Haywood Springs.....	13.00
Denver and Rio Grande:—	
Completed to Leadville.....	125 00
Leadville to Kokomo.....	19 00
Malta to Tennessee Pass.....	10.00
South Arkansas to Maysville.....	12.00
Alamosa to mouth Little Chama River..	95.00
San Antonio to New Mexico line.....	5 00
Canyon City toward Silver Cliff.....	5 00
Colorado Springs to Manitou.....	5 00
Castle Rock to Stone Quarry.....	3.00
Spurs from main line to Canyon Coal.. Fields.....	3.00
Union Pacific (Julesbury Branch): Denver Junction to Riverside.....	50.50

CONNECTICUT.

New York and New England:—	
Waterbury to New York line.....	35.70

DAKOTA.

Chicago and Northwestern:—	
Minnesota line to Fort Pierre.....	185 00
Chicago, Milwaukee and St. Paul:—	
Ortonville West.....	78.00
White Stone Creek line.....	22.00
Mitchell, West.....	55.00
Bridgewater to Mitchell.....	26 50
Flandrau and Madison.....	28.50
Sioux Falls to Deli Rapids.....	13.10
Elk Point cut off.....	4.50
Chicago, St. Paul, Minneapolis & Omaha:—	
Sioux Falls to Montrose.....	28.00
Northern Pacific:—	
Kurz to Montana line.....	121.50
Castleton to Blanchard.....	32.00
St. Paul, Minneapolis and Manitoba:—	
Fargo to Grand Forks Junction.....	75.75
Grand Forks West.....	11 00

DELAWARE.

Wilmington and Northern: Dupont to Paper Mills.....	1.00

FLORIDA.

South Florida (N. G.): Sanford to Olando	22.00
St. Johns and Lake Eustis: completed to Lake Eustis.....	14.00

GEORGIA.

Augusta and Knoxville: Augusta to Sibley Mills.....	2.50
Columbia and Rome (N. G.): to Hood....	10.00
Savannah, Florida and Western: Waycross South.....	30.00
Walton: Social Circle to Monroe.....	10.00
Western and Atlantic: Partersville to Iron Mines.....	4.00

ILLINOIS.

Chicago, Milwaukee and St. Paul: Libertyville Junction to Libertyville.....	3.00
Chicago, Milwaukee and St. Paul: Byron to Lanark.....	27.50
Chicago and Strawn: Chicago to Strawn..	92 20
Chicago and Western Indiana: in Chicago	1.00
Danville, Olney and Ohio River (N. G.): Westfield to West Liberty.....	48.00
Fulton County (N. G.): Havana to Fairview	30 00
Illinois Central: Clinton, Bloomington and Northwestern, Pearl to Colfax.....	14.13
Jacksonville Southeastern: Verden to Litchfield.....	23.20
Kankakee and Southwestern: Rugby to Kankakee Junction, and Anchor to Colfax.....	34.00

[Continued on page 49.]

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New York, Saturday, January 15, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

New Route from the Hudson to the Delaware.

The through route that has been so much talked of between Newburg on the Hudson and the Delaware River will in all probability be fully completed and in running order by next Fall. It will necessitate the building of about 23 miles of railroad between Andover, N. J., and Belvidere. The route will be by way of the New York, Lake Erie and Western's Newburg branch to Greycourt, thence to McAfee by the Warwick Valley Railroad and by either the Sussex Railroad or the building of an independent line from McAfee to Andover, the remainder of the route to consist of the 23 miles which it has just been decided to build at once. The line will have most valuable connections, including to the eastward the New York, Lake Erie and Western, New York and New England, Newburg, Dutchess and Connecticut, and Wallkill Valley Railroads, and the Hudson River boats. At the western terminus, at Belvidere, the road will connect with the Belvidere Delaware Division of the Pennsylvania Railroad, giving by that line a connection at Easton with the Lehigh Valley, Central of New Jersey, and Morris and Essex, with connections by the Belvidere, Delaware Division with Philadelphia. It will also cross the New Jersey Midland at Franklin, and the Delaware, Lackawanna and Western at Buttsville, about six miles north of Belvidere.

The new route will bring Easton and Newburg 50 miles nearer together than they now are by the Delaware, Lackawanna and Western, and 41 miles nearer than by the Central Railroad of New Jersey, the distance from Easton to Newburg by the new route being 95 miles. Harrisburg which is now 263 miles from the Hudson by the New York Central and Hudson River and Pennsylvania roads, will be 202 miles by the new route. Surveying has been going on for some time, for the portion of the line to be constructed, and contracts for parts of the work will probably be given out this month. Proposals are being received now for ties to be delivered in the spring.

The new enterprise is one of great importance, as is readily seen from the new transportation facilities it will afford, and from the great shortening of distances it will make between important inland points as well as river shipping stations. It appears to be the shortest possible route between the Delaware and Hudson Rivers. The plan is a very popular one and awakens much interest in its favor, especially as it will be carried out by experienced and able men in whose ability and character the interested public has the utmost confidence. The company recently formed is a very strong one and includes a number of practical railroad men and solid capitalists. It is called the Lehigh and Hudson River Railroad Co. Its officers were elected last week and form a very energetic board. The President is Grinnell Burt, of Warwick, who is also the President of the Warwick Valley Railroad. The Vice-President is George R. Blanchard, who is the Vice-President of the New York, Lake Erie and Western. The Secretary is Alfred Ely, of Newark, N. J., and the Treasurer is D. B. Halstead, of the National Exchange Bank, New York. The other Directors are the Hon. Thomas C. Platt, William C. Sheldon, John S. Martin, G. A. Hobart, D. F. Merritt, James B. Pixman, the Hon. Frederic A. Potts, late Republican candidate for Governor of New Jersey; the Hon. Bird W. Spencer, Mayor of Passaic, N. J., and Charles Scranton, of Oxford, N J. The list of incorporators also includes Richard Smith, of Morristown, N. J.; Thomas P. Fowler, A. W. Humphreys, Joseph H. Converse, of Boston; R. C. Vilas, of New York; C. F. Hoffman, the Hon. Titus Sheard, of Little Falls, N. Y.; A. V. D. Pratt, of Elmira, and other gentlemen well known in railroad circles and of prominence in public life.

A Much Quoted Man.

General Francis A. Walker who obtains such wonderfully satisfactory results in compiling the full statistical reports connected with his census work, is a skillful systematizer of business machinery as well as an able and original employer of figures, in telling what people want to know about themselves and their country, and in giving facts for history. He comes naturally enough by these qualifications, being of the Adams family and a son of Amasa Walker, an eminent Massachusetts statistician. In his professorship at Williston Seminary, as in Yale College, General Walker enjoyed an enviable reputation as a sketcher of classical history by the use of systems of skillfully prepared tables of dates of historical events, etc., which under his method assumed an impressiveness and clearly defined portraiture of great value.

An amusing incident is remembered by the writer as occuring one day in General Walker's class in English composition at Williston. Among the students was one who was counted as something of a bore among his associates on account of his inveterate habit of begging compositions from his less indolent friends, to be read by himself as specimens of his own literary powers. This could easily be done in a large seminary where the students read their compositions in different departments before different professors, and it not infrequently happened that a composition which took pretty well in one department would be passed around among the boys of a set whose scruples against plagiarism were not paramount to their convictions against over-mental exertion. The professional composition borrower arose one day in class and with the

utmost complacency began reading a really fine production on "The Horse." The triteness of the subject when announced caused the boys to settle down for five minute contemplations of class room miseries, but after the first few lines were read the historical research and statistical knowledge displayed aroused an unwonted animation and interest among the drowsy listeners, who looked with wonder and incredulity upon the proud reader and the masterly effort. A loud, sharp rap and a "that's sufficient" from the General's desk broke the spell, and the reader sat down having given the boys but a glimpse of his borrowed plumage. The composition was one that General Walker himself wrote early in his college days, and it had been published in an Amherst College paper at the time, where one of the persecuted students at Williston, who had tired of furnishing the borrower with his compositions, found it. He had copied it and passed it off upon the unwitting and indolent reader, and so General Walker had the pleasure of detecting his pupil and witnessing the resurrection of one of his early historical productions under somewhat peculiar circumstances. Since that, though, he has undoubtedly become accustomed to seeing his work used by others, for probably few men have their work more quoted just now and used fairly or unfairly than General Walker at the head of the census department.

The Inter-State Improvement and Construction Co. intends to have its line of railroad between Indianapolis, Ind., and Springfield, Ohio, completed by October next. The new road will connect the Indiana, Bloomington and Western Railway with the lines of the Cincinnati, Sandusky and Cleveland Railroad Co. The Inter-State Improvement and Construction Co., whose offices are at 115 Broadway, give the stockholders of Indiana, Bloomington and Western the privilege of subscribing for $1,500,000 of the stock of the former company in the proportion of six shares for every ten shares of the latter company, between the 1st and 5th of February, during which time the books will be open.

Central Pacific and Leased Lines.

The gross earnings of the Central Pacific Railroad Co., for the year 1880, estimating for the month of December, as is shown in our tables, will amount to $20,410,424, against $17,153,163 for 1879. There has been a slight increase of mileage operated of from 2 450 to 2,580 miles, but as this consists of new leased line in New Mexico and Arizona, the amount of new business can be but small, and the increase is due mainly to additions upon the older roads. In a few weeks the connection with the Santa Fe road to the east will be made when fresh business, both through and local, will be thrown upon the Southern Pacific leased line; it would not be surprising therefore if the gross earnings upon the whole 2,750 miles of road operated should reach $27,500,000 or $10,000 per mile. By reference to the annual report it will be seen that the company besides its earnings from transportation derives about $1,250,000 per annum from other sources such as investments, sinking funds and land sales. The following shows in round numbers the state of the income account for the six months just closed, and is, though in part an estimate by the financial agents, Fisk & Hatch, entirely trustworthy:

Revenues:		
Earnings from transportation		$11,905,730
Earnings from river steamers		12,500
Received for interest on sinking fund		200,000
Received for interest on investments		90,000
Received from sales of lands		220,000
Received from miscellaneous sources		138,000
Total income from all sources for the six months		$12,566,230
Disbursements:		
Operating expenses, including rentals and repairs		$3,300,000
General expenses, legal and engineering expenses, and taxes		460,000
Expenses of land department		40,000
Interest on funded debt		1,700,000
Discount and interest		150,000
New construction, equipment and surveys		500,000
Total expenses, interest, and improvements, for the six months		$9,150,000
Surplus		$3,416,230
Applicable to—		
Company's sinking funds—		
From earnings	$330,000	
From interest received	200,000	
	$530,000	
United States sinking fund	450,000	
Redemption of land bonds	220,000	
		1,200,000
Surplus over all expenses, fixed charges, and sinking fund requirements		$2,216 230
Dividend No. 11, payable Feb. 1, 1881		1,778,265
Surplus for the six months after payment of dividend		$437,965

The latest official General Ledger Balance accessible is of June 30, 1880, is as follows: No great changes can have occurred since that date except the calling in and payment of the only 7 per cent loan of $1,500,000.

Liabilities.		
United States Subsidy bonds		$27,855,680 00
Interest on Subsidy bonds (accrued but not due)	$20,106,781 81	
Less Government transportation acc't and sinking fund applicable to the above	4,929,229 82	
		$15 177,541 99
Other bonded debt		56,830,000 00
Interest due and accrued		1,481,345 00
Bills payable		790 807 19
Accounts payable		4,926,200 76
Dividends unpaid		2,311 00
Capital stock, subscribed	$62,608,800 00	
Less held in trust for the company	3,333,300 00	
		59,275,500 00
		$166,342,885 94
Trustees land grant mortgage		224,164 59
Total liabilities		$166,567,050 53

Assets.		
Road & fixtures		$136,558,752 45
Equipment		8,045.262 10
Real estate		2 560,896 81
Cash		1,855,857 31
Material, etc		1,932,696 76
Company's bonds and stocks		7,259 29
Other bonds, stocks and investments		2,326 763 11
Bills receivable		1,877,773 56
Sinking fund with trustees		4,187,176 65
Accounts receivable		786,795 65
Trustees for land grant mortgage—a sinking fund for redemption of land grant bonds		224,164 59
Land contracts—deferred payments on time sales		1,820,353 42
Farming lands—11,000,000 A. at the very low valuation of $1 25 per acre		†13,750,000 00
Undivided half 60 acres land in Mission Bay, San Francisco; 500 acres water front at Oakland; about 140 acres and water front at Sacramento:		
Estimated value, independent of improvements		7,750,000 00
Total assets		$183,682,751 70
Surplus, assets over liabilities		$17,115,701 17

*As this sum is not payable (except by the operation of the sinking fund and by transportation services to the Government) until the maturity of the bonds in from 1895 to 1899, and as it bears no interest, the real present liability of the company on this account would be its present equivalent, i. e., a sum which, set aside, would produce the amount at the time of its maturity. The sum of $8,000,000, invested at 4 per cent, would be more than sufficient. This reduces the real liabilities of the company, and increases the surplus, to the extent of $7,000,000 and over.

† It will be noticed that in the foregoing statement, the immense and valuable land grant of the company is put down at the very low price of $1 25 per acre the minimum Government rate for wild lands everywhere without regard to railroad facilities.

The average price per acre realized from the company's sales of lands from 1870 to 1879 inclusive, was $7 18; and while all the lands are not of equal value, there are very large areas quite as desirable as any that have been sold; and they are constantly increasing in value as the country becomes more thickly populated.

The board of directors estimate the present value of their remaining lands at $30 000,000—a valuation not made at random, but as the result of careful estimates.

At this valuation of the lands, the surplus of assets over liabilities would be increased to $?8,365,701 17, equal to over 55 per cent on the capital stock outstanding.

The Canada Central Railway is in operation a distance of 152 miles, and it will soon be extended to Callander station, the eastern terminus of the Canada Pacific.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	677,800	747,000	657,500	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124 676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171.524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
Central Pacific:													
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432 917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556.457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,760,000	1,885,000	1,957,000	2,145,000	2,154,000	1,853,000	20,410,424
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,470	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	502,285	428,543	602,624	537,326	602,132	609,255	670,317	740,842	733,284	786,116	680,952	553,564	....
Chicago and Northwestern:													
1878	1,077,891	1,064,857	1,095,884	1,255,887	1,471,545	1,069,142	1,166,271	1,266,460	1 450,302	1,573,422	1,407,240	1,080,838	14.999,840
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490, 29	.....
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113 603
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709.932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,965	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773 173	733,736	1,018,806	1,290,740	1,100 245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	.....
Clev., Col., Cin. & Ind.:													
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,426	3,758,968
1880	392,632	375,619	392,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	388,454	.....
Hannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
Illinois Central:													
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111.000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,367	797,232	860,124	720,571	655,291	.....
Lake Shore & Mich South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458 183	1,542,819	15,271,493
Mo., Kan. & Texas:													
1878	217,029	181,118	236,546	206,786	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,928	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	358,672	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,294	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,023,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	.....
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1878	1,301,018	1,121 412	1,147.208	1,127.079	1.172.961	1,258.990	1,157,691	1,445,929	1,338.272	1,473,532	1 381.391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,. 81	1,252,218	1,644,558	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1,899,910	.....	.....	.....
Northern Central:													
1879	265,003	273 607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	377,316	.....	.....
1880	334,494	330,860	415,325	386,130	329,768	419,193	450,293	453,923	464,093	512,917	459,054	.....	.....
Philadelphia and Reading:													
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724,773	656 832	655,413	5,292 011
1880	552,615	492,450	450,620	403,300	372,290	365,300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,419
Toledo, Peoria and Warsaw:													
1878	130,466	94 878	108,945	90,627	111,333	76,887	91,974	131,145	125,109	104,500	90,145	89,344	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	127,228	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	864,057	980,661	.....
1880	780,147	762,558	982,480	890,137	946,186	952,049	1,065,980	1,185,325	1,177,134	1,526,475	1,105,616	962,663	.....

Personal.

—Mr. Thomas Ross, the inventor of the Howe scale, was killed at Rutland, Vt., last week, by the bursting of an emery wheel.

—Mr. Henry Crossman, who died in Brooklyn last week, was a director of the New York Ferry Company, the Brooklyn and Coney Island Railroad Company, the New York and Dry Dock Railroad Company, and the United States Warehouse Company and one of the original subscribers to the Brooklyn Academy of Music.

—Captain Jas. B. Eads, having returned from Mexico, is about presenting to Congress his plan for the ship railway across the Isthmus of Tehauntepec.

—Among the prominent railroad men stopping in New York during the past week have been President M. E. Ingalls, of the Cincinnati, Indianapolis, St. Louis and Chicago Railway; Vice-President R. B. Angus, of the St. Paul, Minneapolis and Manitoba; and Sir Hugh Allan, of Montreal.

—Mr. Adolph Sutro gave $1,000 to the public library of San Francisco as a New Year's gift, to be used in purchasing books on mining, geology, assaying and kindred sciences.

—Mr. James R. Keene, whose beautiful residence at Newport was recently destroyed by fire, pays $50 for passage across the bay once a week, as the regular running time does not accommodate him. His family remain in Newport through the winter.

—Colonel J. A. Hill, the recently-appointed general superintendent of the Vandalia line, earned his military title by faithful service with an Ohio regiment during the war. For twelve years he has been connected with the Columbus, Chicago and Indiana Central Railroad.

—Mr. Robert H. Garrett has been appointed general agent of the Alabama Great Southern Railroad, with headquarters at New Orleans.

—Mr. E. P. Lyman i the newly appointed assistant superintendent of the Dubuque division of the Chicago, Milwaukee & S Paul Railroad.

—The superintendency of the Illinois division of the Chicago, Rock Island and Pacific Railroad, has been given to Mr. R. H. Chamberlain, formerly train master of that road.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Gauge of Track. ft-in	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Transported. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. pc.	Value of Shares. Par. $	Market. p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York	2,619,412	109,280	.....	.....	4,263,000	6,000,000	1,791,734	.....	60.0	48,674	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	611,427	54,144	185,883	444,191	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq.†(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.. ..	177.2	877,547	289,415	663,863	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley†.....Pennsylvania.	21,563,350	2,413,862	.....	.....	2,166,500	23,974,000	2,739,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	.....	32,247	.....	1,666,433	1,500,000	12,489	.....	62.6	241,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.8	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*....Kansas.	25,085,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,440	2,080,693	996.9	2,794,120	314,301	802,121	6,891,442	3,464,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	153,946	269.0	.....	.....	.....	777,298	251 621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	176	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,993	39,719	80.7	.....	.....	99,304	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,229,943	4,135,296	6 8,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N. H. & Vt.	3,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	643,931	824,789	38,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio†..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,373	.....	423.0	1,312,118	130,466	358,002	1,686,326	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	.....	1,350	31	121,700	.....	.....	389	4.0	.....	.....	.....	9,255	9,255	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio †.....Md. & W. Va.	29,543,315	12,203,063	46,223,089	835,939	19,792,566	29,336,875	1,421,260	38,204 657	547.1	3,679,346	.....	.....	8,861,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	....
Sept. 30, 1878	104.1	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	.....	.....	.....	5,680,635	.....	2,668,080	.....	104.0	1,170,745	.....	.....	659,639	184,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,043,015	136,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,595	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 902,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	.....	.....	.....	550,000	400.000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6	50	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,350	35,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	d ficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1879	201.6	48.0	136.9	4-8.5	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	29,068,415	*	1,170,317	708, 93	20,000,000	7,000,000	1,455,702	2,491,234	249.5	4 889,772	5,199,160	2,734,096	6,427,443	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	46	68	22	680	Boston and Lowell.....Mass.	5,781,306	441,834	932,767	402,141	3,250,000	3,493,100	259,947	551,703	75.1	1,045,141	2,451,750	819,843	1,210,572	404,490	1	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,764	1,242,230	1,077,999	444,062	6,921.274	3,500,000	89,776	1,761,995	125.5	1,73 ,103	4,829,028	810,122	2,534,652	934,434	6	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,317	*	4,804	36,391	3,250,000	977,000	79,493	83,021	50.0	183,302	79,176	107,589	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	*	665,043	220,75	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	424,179	8	100	....
Sept. 30, 1879	36.5	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,962	24,876	44,377	871.001	554,300	260,719	L. 79,229	52.5	140,214	97,633	141,641	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	34	30	17	593	Boston, Concord and Montreal.....N. H	2,850,000	*	1,919,274	188,067	1,800 00	2,556,800	15,849	585,894	165.8	789,349	247,312	192,877	678,123	200,872	3pf	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5 665	415,430	.....	1,633,957	45.000	39.0	634,307	49,400	....	13,197	d ficit.	—	100	....
Sept. 30, 1879	8 8	—	2.4	3-0	5	23	—	28	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,853	2,783	349,2	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,995	6	100	....
Sept. 30, 1879	2.5	—	0.3	3-0	1	2	—	5	Boston, Winthrop & Pt. Shirley.....Mass.	88,870	1,800	.....	.....	19,450	18,000	3,443	Loss. 223	2.5	20,817	67,950	.....	122,165	80,725	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia	110,600	*	.....	.....	110,500	.....	.....	.....	21.0	12,600	2,474	36,587	16,816	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	189,500	175,012	.....	.....	300,000	80.000	4,439	.....	7.0	74,409	337,669	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	87,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	...	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630.000	*	29,403	11,870	500,00	116,500	47,946	6,827	43.8	50,806	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	286	Buffalo and Southwestern.....New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,964	*	443,919	22.632	2,004,350	3,546,000	1,401,765	248,391	120.5	617,728	207 239	1,063,256	994,688	380,355	—	100	....
May 31, 1880	46.4	—	2.7	5-0	3	3	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	6	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,606	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,991	111,303	5,500,000	6,050,000	166,921	1,700,280	424.0	911 305	253,107	764,188	1,410 260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St. Louis.....Ill.	7,065,000	*	.....	.....	4,595,000	2,500,000	.....	.....	146.5	305,402	.....	.....	231,520	21,228	—	100	....
June 30, 1879	157.0	—	16.2	4-9	10	8	4	167	Cairo and Vincennes.....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,542	.....	157.0	249,897	53,864	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,906	278,094	12,000,000	6,850,000	1,530,488	L. 606,716	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	468,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	295,511	.....	.....	495,473	202,127	3pf	50	....
June 30, 1879	248.0	11.0	6.7	5-6	13	9	6	208	Canada Central.....Canada.	3,661,585	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	66,850	270.439	82,198	—	100	....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,639	485,484	15,000 000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	....
Mar. 31, 1880	442.0	—	14.7	4-8.5	22	18	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,513	189,270	—	100	....
Sept. 30. 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,511	.....	2.339	589,119	.....	18	13.21	34.6	75,080	21,672	73,578	57,929	2,559	6	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	718.5	1,079,243	103,705	.....	3,19 ,490	1,537,936	—	100	....
June 30. 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,340	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,583	160,546	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	255	220	22	18561	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	12,768,60	6,841,209	.....	130.3	4,324,938	.....	836,168	4,317,218	1,71,579	—	100	....
Dec. 31, 1879	888.2	229.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*†.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	64,275,500	95,192,285	306,605	15,382 538	1,213.1	7,203,591	6,842,307	1,875,345	17,152,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	27.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	*	.....	.....	.....	.....	.....	.....	431.4	2,311,891	649,184	1,204,687	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug. N. C., S. C. & Ga	5,132,315	*	572,892	23,826	2,578,000	2,700,971	144,941	105,122	195.0	866,525	62,384	99,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	.....	57,142	26,037	648,765	500,000	996	.....	22.8	67,547	130,743	167,571	84,660	30,696	—	50	....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Ch raw and Darlington.....S. C	680 000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,060	10,349	.....	52,568	26,681	—	100	....
Sept. 30, 1879	423.0	9.3	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	133,243	23,762,136	22 526,315	5,714,682	457,197	432.3	2 060,344	186,389	696,527	1,891,542	384,210	—	100	....
Sept. 30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire.....N. H. & Mass.	2,295,229	322 266	141,111	185,186	2,154,300	831,000	25,703	33,800	53 6	543,076	125,188	418,700	503,049	141,236	1	100	....
Dec. 31, 1879	243.5	145.7	193.8	4-8.5	187	83	27	4,218	Chicago and Alton.....Illinois.	19,095,603	*	3,537,163	4,663 316	12,490,872	11,627,850	2,597,938	579.373	849.4	3,609 638	843,429	2,634,177	5,755,077	2,705,156	6	100	....
Aug. 31, 1880	131.6	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	204,405	172,924	333,054	5,714,529	259,340	204,956	152.0	1,000,988	146,218	749,340	1,020,734	389,445	—	100	....
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,378	196,911	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan.....Mich	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	248.6	537,008	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,366,795	*	8,318,765	2,811,506	36,519,610	37,685,000	11,448 416	5,98 ,000	1,627.5	12,763,565	3,904,728	5,574,386	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,22 ,440	*	.....	.....	4,112,500	2,961,000	155,000	.....	164.5	.....	.....	.....	144,571	270,585	45,477	—	100	....
ept 30. 1879	30.5	—	1.5	3-0	2	2	—	78	Chi ago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	28,000	109,942	.....	30.5	1 ,806	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.6	1,273	474 9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy.....Ill. & Ia.	56,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,856	1,857.3	8,6 0,617	2,076,184	4,686,853	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	63.6	44 5	25.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,2 0,193	233,825	730,016	115 027	5,151,440	953,000	253,820	45,100	208.1	830,734	71,007	101,582	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,308	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,6 3,744	41,342,500	1,561,292	3,531,538	2,251 0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

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COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B. May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65.

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2 200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20.'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,-504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2279; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State.

* Only notes of the new issue counterfeited.

[Continued from page 42.]

South Chicago and Western Indiana: South Chicago Junction to Irondale, Cook Co.. 6.10
Springfield, Effingham and Southeastern (N G.) Effingham to Indiana Line..... 53.50
St. Louis Coal: Carbondale to C. and St. L. R. R..... 9.40

INDIANA.

Indianapolis, Decatur and Springfield: Tyrone to Montclair..... 10.00
Indianapolis, Delphi and Chicago: Rensalaer, North..... 8.00
Indianapolis, Delphi and Chicago: Dyer, South to Lowell..... 15.00
Lake Erie, Evansville and Southwestern: Booneville Northeast to Gentryville..... 16.00
Northwestern Grand Trunk: Completed near Valparaiso..... 15.00
Springfield, Effingham and Southeastern (N G.): near Switz City to Illinois line 25.00
Toledo, Delphos and Burlington: Warren to Kokomo..... 40.00
Vernon, Greensburg and Rushville: Greensburg to Brewersburg..... 32.00

IOWA.

Burlington and Northwestern: Easter to Washington..... 6.00
Cedar Rapids, Iowa Falls and N. W. (B. C. R. and N.): Holland to Clarion..... 55.00
Chicago, Milwaukee and St. Paul: Fayette to Fort Atkinson..... 18.00
Chicago, Burlington and Quincy: Albia to Moravia..... 11.38
Chicago, Burlington and Quincy: Hastings to Carson..... 10.06
Chicago, Burlington and Quincy: Mount Ayr to Grant City..... 22.27
Chicago, Burlington and Quincy: Bethany Junction to Bethany..... 33.23
Chicago, Rock Island and Pacific: Guthrie Junction to Guthrie Centre..... 13.70
Chicago, Rock Island and Pacific: Atlantic to Lewis..... 6.00
Chicago, Rock Island and Pacific: Mount Zion to Keosauqua..... 4.50
Chicago, Rock Island and Pacific: Avoca to Carson..... 17.75
Chicago and Northwestern: Garwin to Webster..... 72.50
Dubuque and Dakota: Waverly to Sumner..... 23.00
Iowa City and Western (B C. R. & N.: Thornburg to Montezuma..... 16.00
Keokuk & Northwestern: Keokuk to Salem 37.00
Minneapolis & St. Louis: Forrest City to Livermore..... 40.00
Minneapolis and St. Louis: Fort Dodge to Coal Fields..... 8.00
Missouri, Iowa and Nebraska: Corydon to Van Wert..... 25.00
Missouri, Iowa and Nebraska: Centerville to Albia..... 26.00

KANSAS.

Atchison, Topeka and Santa Fe—
Cowley, Sumner and Fort Smith: State Creek to Caldwell..... 22.00
Manhattan, Alma and Burlingame: Burlingame to Manhattan..... 56.50
Wellington and Western: Wellington Junction to Chicaskia River..... 14.00
Fort Scott Southeastern and Memphis: Arcadia to Missouri line..... 12.00
Kansas Central (N. G.): Butler to Garrison 21.00
Memphis, Kansas and Colorado (N. G.): Parsons to Cherryvale..... 18.00
Missouri Pacific: Ossawotame to Ottawa.. 21.00
Rich Hill: Kansas City, Fort Scott and Gulf Junction to Kansas line..... 7.00
Southern Kansas and Western: Near Grand View to Harper City..... 86.00
St. Louis and San Francisco: Three miles east of Severy to Wichita..... 69.00
Sumner County: Wellington to Hunnewell. 18.00

KENTUCKY.

Cumberland and Ohio, Northern division: Shelbyville to Taylorville..... 17.00

LOUISIANA.

Louisiana Western: Orange, Texas, to Lake Charles..... 70.20
Morgans, Louisiana and Texas: Vermillionville to Washington..... 27.00

MAINE.

Old Orchard Beach: Old Orchard Beach to Mouth Saco River..... 3.00

MARYLAND.

George's Creek and Cumberland: Pennsylvania R. R. Junction to Lonaconing, including 4.39 of branches..... 24.11
Shenandoah Valley: Hagarstown to Shepherdstown..... 17.00

MASSACHUSETTS.

Massachusetts Central: Hudson to Stony Brook..... 15.00
Nantucket Beach: Nantucket to Point Allerton..... 3.10
New Haven and Northampton: Williamsburg to Troy and Greenfield R. R..... 10.76
New Haven and Northampton: Northampton to Williamsburg..... 7.51
New Haven and Northampton: South Deerfield to Turner's Falls..... 10.07

MICHIGAN.

Chicago and Northwestern: Menominee River, Quinnesec to State line..... 10.25
Detroit, Butler and St. Louis: Detroit to Adrian..... 57.00
Detroit, Lansing and Northern: Blanchard to Big Rapids..... 26.00
Detroit, Mackinaw and Marquette: Marquette South and St. Ignace, North to Carp Lake..... 65.00
Flint and Pere Marquette: Saginaw and Clare County, Harrison Junc.t to Harrison, Clare Co..... 15.00
Grand Trunk, Michigan Air Line: Rochester to Pontiac..... 10.00
Port Huron and Northwestern (N. G.): Creswell to Sand Beach..... 44.00
Port Huron and Northwestern (N. G.) Balmero to Marlette..... 33 50
Tawas and Bay County: Tawas City, Westward..... 24 00
Toledo, Ann Arbor and Grand Trunk: South Lyon, Southward..... 4.00

MINNESOTA.

Chicago, Milwaukee and St. Paul: St. Paul to Minneapolis..... 8.30
Chicago, Milwaukee and St. Paul: Benton toward Minneapolis..... 20.00
St. Paul & Duluth: Knife Falls extension. 1.00
St. Paul, Minneapolis and Manitoba: Barneseville to Moorhead..... 22.25
St. Paul, Minneapolis and Manitoba: Morris to Brown's Valley..... 47.75
Taylor's Falls and Lake Superior, (operated by Minn. and St. L. and St. Paul and Duluth): Wyoming to Taylor's Falls.. 20.30

MISSOURI.

Fort Scott, S. Eastern and Memphis: Kansas line to 2 miles E. of Golden City..... 26.00
Missouri Pacific (Lex. and South R. R.): Harrisonville S. to Nevada, 58 miles, Harrisonville N. to Pleasant Hill, 10 miles.. 68.00
Osage Valley and Southern Kan.: Tipton to Versailles..... 18.00
Quincy, Missouri and Pacific: Novinger to Milan..... 27.25
Rich Hill: Kan. line to Carbon Centre, 24 miles, Spears to Coal Banks 3½ miles... 27.50
Sedalia, Warsaw and Southern (N. G): Sedalia to Warsaw..... 42.00
St. Louis, Salem and Little Rock, Branches: Riverside Mine 7 miles, Stimson 4 miles, Sligo 4 miles..... 15.00
St. Louis and San Francisco: Plymouth to Ark. line..... 34.00

MONTANA TER.

Utah Northern (Union Pacific): S. line of Montana to Dillon..... 65.50

NEBRASKA.

Atchison and Nebraska: Garrison to Columbus..... 24.00
Burlington and Missouri River in Nebraska: Bloomington to Indianola..... 78.60
(Republican Valley R. R.): Amboy to Endicott and Beatrice to Blue Springs 90 00
Aurora to Central City..... 19.20
Chicago, St. Paul, Minneapolis and Omaha: Coburn Junct. to Oakland..... 53.00
Sioux City and Pacific: Oakdale N. 25.00 } 44.00
" " Pierce City } 44.00
to Plainview..... 19.00 }
Union Pacific: Grand Island to St. Omaha & Republican Val. } Paul..... 21.90
Valparaiso and Lincoln. 20.30
Union Pacific: Omaha, Nebraska & Black Hills, Lost Creek and Albion..... 34.40

NEVADA.

Carson & Colorado (N. G.): From Mound House..... 20.00
Nevada Central (N. G.): Completed to Austin..... 40.00

NEW JERSEY.

Central of New Jersey: Sea Girt to Point Pleasant..... 2.50
Pleasantville and Ocean City (N. G): Pleasantville and Somer's Point..... 7.40
Warwick Valley Extension: completed.... 12.00
West Jersey and Atlantic: Newfield and Atlantic City..... 85.00

NEW MEXICO.

Atlantic and Pacific: Isleta Junct. with A. T. & S. F. Ry.) W..... 52.00
Atchison, Topeka and Santa Fe: Glorieta South..... 266.65
Atchison, Topeka and Santa Fe: Galisteo Junct. to Santa Fe..... 18.00
Denver and Rio Grande (N. G.): Colorado line to Santa Cruz..... 88.00
Southern Pacific: Arizona line, East..... 95.00

NEW YORK.

New York and Long Beach: Pearsalls to Long Beach..... 6.09
New York and New England: Conn. line to Brewsters..... 5.00
Tonawada Valley (N. G.): Attica to Curriers 19.00
Warwick Valley: Warwick to McAfee.... 11.34

NORTH CAROLINA.

Cheraw & Salisbury: State line to Wadesboro 15.00
Chester & Lenoir (N.G.): Dallas to Lincolnt'n 14.00
Western N. Carolina: extended to Asheville 12.00

OHIO.

Cincinnati, Northern (N. G.): Norwood to Lebanon..... 22.50
Cleveland, Tuscarawas Valley and Wheeling: Uhrichsville to West Wheeling..... 57.00
Columbus & Hocking Valley (Munday Creek Branch) Greendale to Oreville..... 6.00
Connotton Northern (N. G.): Canton North to Hartville..... 12.00
Connotton Valley (N. G.): to Canton..... 17.00
Dayton and Southeastern (N.G): to Coalton 16.50
Lake Erie & Western: Fremont to Sandusky 24 00
Mount Gilead: to Gilead..... 4.00
McComb, Deshler & Toledo: Deshler to McComb..... 10.00
Ohio Central: Columbus to Corning and Bush's to Toledo..... 215.00
Ohio & West Virginia: Logan to Pomeroy. 83.00
Toledo, Delphos and Burlington (N. G.): in Toledo..... 3 00
Toledo, Delphos & Burlington (N. G.): Waterville to Holgate..... 28.00
Toledo, Delphos & Burlington (N. G.): Mercer South..... 11.00 42.00
Toledo, Delphos & Burlington (N. G.): Covington to Varsailles..... 10.00
Toledo, Delphos & Burlington (N. G.): Dayton north..... 6.00 16.00

OREGON.

Albany & Lebanon (Oregon & California R. R.): Albany Junction to Lebanon..... 11.50
Northern Pacific: Ainsworth East..... 50.00
Oregonian (N G.) Smithfield to Dallas and Willamette River to Brownsville..... 78.00
Oregon Railway & Navigation: Dallas to Walula..... 67.00

PENNSYLVANIA.

Baltimore & Cumberland Valley: Edgemont to Waynesboro 7.50
Bell's Gap (N. G.): Lloydsville Northwest to Coalport 12.00
Bradford, Bordell & Kinzua: Bradford to Simpson 15.00
Bradford, Bordell & Kinzua: Kinzua Junct. to Bordell 2 00
Bradford, Bordell & Smithport: Simpson to Smithport 11.50
Long Valley: Lamoka North to Coal Mines... 7.00
Montour: Ewing's mills to Jeffreystown..... 9.00
Pennsylvania (Lewisbury & Tyrone branch): Haman's mill East to Pennsylvania furnace.. 14.00
Pittsburgh, Titusville & Buffalo: Oil City to Petroleum Centre 9.00
Pittsburgh, Virginia & Charleston: Monongahela to California..... 19.00
Pittsburgh & Western: Felienople to Wurtomburgh 12.00
Somerset & Cambria (Baltimore & Ohio R. R.): Somerset to Johnstown..... 37.00
Titusville & Oil City: Titusville to Pioneer ... 8.50
West Jersey & Atlantic: Norfield to Atlantic City 34.47
Wilmington & Northern:—
Springfield to St. Peters..... 6.00
Rockland Branch..... 1.00

RHODE ISLAND.

Pawtucket Valley: Lippel to Auburn..... 7.00

SOUTH CAROLINA.

Barnwell & Blackville: to Blackville..... 13.00
Cheraw & Salisbury: Cheraw to State line.... 10.00
Cheraw & Chester (N. G.): Catawba River to Lancaster..... 8.00

TENNESSEE.

Oakdale & Cumberland Mountain (N. G.): Oakdale Iron Works to Cincinnati Southern at Hunnicutts 8.00
Nashville, Chattanooga & St. Louis: MacMinnville Northeast 5.00
Nashville & Florence: Columbia to Mount Pleasant..... 11.00

TEXAS.

Corpus Christi, San Diego and Rio Grande (N. G.): San Diego South..... 5.00
Dallas and Wichita: between Louisville and Sherman..... 20.00
East Line and Red River (N. G.): Sulphur Springs to Greenville 30.50
East Texas: Beaumont into Pine Island Bayou 6.00
Galveston, Harrisburg and San Antonio: Columbus Northwest to Ellinger..... 18.00
Gulf, Colorado and Santa Fe: Five miles north of Scaley to five miles north of Rogers.....115.00
Houston, East and West Texas (N. G.): Trinity River to Jones Prairie..... 15.00
Houston and Texas Central: Whitney to Hico. 47.00
International and Great Northern: Austin to San Antonio..... 80.30
Missouri, Kansas and Texas: Whitewright to Greenville..... 31 00
Texas and Pacific: Fort Worth and Elmdale...55.00
Texas and St. Louis: Sulphur Fork to Trinity. 124.00
Texas Trunk: Dallas Southeast..... 12.00

UTAH.

Union Pacific (Summit Co. R. R.): Echo to Park City..... 27.27
Union Pacific Branch to Grass Creek Coal Mines 3.95
Utah Southern Extension (N. G.): Deseret to Milford 54.00

VERMONT.

Brattleboro and Whitehall (N. G.): Brattleboro to South Londonderry..... 36.00

VIRGINIA.

Charlottesville and Rapidan: Charlottesville to Orange, C. H.....56.00
Franklin and Pittsylvania (N. G.): Franklin Junction to Rocky Mount..... 37.00
Richmond & Alleghany: Richmond W. to Columbia, 57; Williamson E. to Buchanan, 30.. 87.00
Shenandoah Valley: Riverton South, 31; Waynesboro N. to Shenandoah Iron Works 36 67.00

WASHINGTON TERRITORY.

Northern Pacific: Wallula to End of Track.... 62.00
Walla Walla & Columbia River: Walla Walla to Blue Mountain..... 19.00

WEST VIRGINIA.

Lexington & Big Sandy: Huntington to Kentucky Line..... 16.00
Shenandoah Valley: Shepherd town North.... 10.00

WISCONSIN.

Black River: Maryland, East..... 4.50
Chicago, Milwaukee & St Paul:
Janesville to Beloit..... 13.84
Broadhead to Albany..... 7.15
Chicago & Northwestern:
Menominee River to Florence..... 11 00
Janesville to Afton..... 6.10
(Madison & Milwaukee): Madison West to Verona..... 9.45
Chicago, St. Paul, Minneapolis & Omaha:
Menominee to Menominee City.....4.75
In Eau Claire.....2.75 7.50
(North Wisconsin R. R.): 6 miles north of Granite Lake to Cable..... 54.00
Chicago & Tomah (C. & N. W. Ry.): Completed to Conley..... 8.00
Fond du Lac, Amboy & Peoria (N. G.): Extended North..... 1.00
Milwaukee, Lake Shore & Western:
Oshkosh branch completed..... 11.60
1 mile North of Tigerton to Wausau..... 34.10
Eland Junction to Aniwa..... 11.10
Wisconsin Central:
Menasha Junction to Appleton 2.50
(Wisconsin & Minnesota): Abbottsford to Chippewa Falls..... 54.00

We summarize the foregoing detailed statement, by States, as follows:

RECAPITULATION.

States.	No. Lines.	Mileage.
Arkansas	4	70.00
Alabama	1	20 00
Arizona	1	200.00
California	1	3.00
Colorado	13	401.50
Connecticut	1	35.70
Dakota	13	680 85
Delaware	1	1.00
Florida	2	35.00
Georgia	5	56.50
Illinois	12	342.06
Indiana	8	161.00
Iowa	19	445,39
Kansas	10	343.50
Kentucky	1	17.00
Louisiana	2	97.20
Maine	1	3.00
Maryland	2	41 11
Massachusetts	5	46.44
Michigan	10	288.75
Minnesota	6	119.60
Missouri	8	257.75
Montana Territory	1	65 50
Nebraska	10	385.40
Nevada	2	60.00
New Jersey	4	56.90
New Mexico	5	519.65
New York	3	41.34
North Carolina	3	42.00
Ohio	13	525.00
Oregon	4	206 50
Pennsylvania	16	205.72
Rhode Island	1	7 00
South Carolina	3	31.00
Tennessee	3	24.00
Texas	13	658.80
Utah	3	85 22
Vermont	1	36 00
Virginia	4	247.00
Washington Territory	2	81.00
West Virginia	3	26.00
Wisconsin	15	235.84
Totals	234	7,207.31

To compare the progress made from year to year, we append the figures of Poor's Manual, showing the mileage from 1871 to 1879, adding our own figures for 1880, and repeating that these figures are still incomplete, and will be supplemented by later returns:

RECAPITULATION FOR TEN YEARS.

Years.	Mileage added.	Total in U. S.
1871	7,379	60,283
1872	5,878	66,171
1873	3,107	70,278
1874	2,105	72,283
1875	1,712	74,096
1876	2,712	76 808
1877	2,281	79,089
1878	2,687	81,776
1879	4,721	86,497
1880	7,207	93,704

Philadelphia Stock Exchange.

Closing Prices for the week ending Jan. 11.

	W.5.	Th.6.	F.7.	Sa.8.	M.10.	Tu.11.
Alleghany Val. 7 3-10s	....	....	....	....	....	....
7s, Income	36	....	66	....	....	
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	115	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	12	....	....	12	....	....
Preferred	....	....	....	50½	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	8½	....	....	....	....	....
Preferred	....	....	....	12½	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	37½	38	39½	38½	40¼	40
6s, 1884	108	....	....	....	108	....
Gold Loan	....	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	115½	....	115½	....	116	116½
Lehigh Valley	57½	57½	58½	58½	59	59
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	117	117
Little Schuylkill	52½x	52½	....	....	....	52½
Mine Hill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	56	56	56	56	56½	57
1st mortgage 6s	....	....	107	....	....	....
2d mortgage 7s	....	....	124	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	45	44½	44½	44½	44½	
6s	....	....	99½	99	99½	
Northern Pacific	34	34	34½	34½	34	33½
Preferred	66½	66½	66½	66½	66½	66
Pennsylvania R. R.	66	66½	66½	66½	66½	66½
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	124½	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	117½	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	105½	....	....	....
do. 5s, new	....	115	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	27½	28½	28½	28½	29½	29
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	121	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	125	....	....	....	....	....
Consol mortgage reg	125	....	....	....	120	125½
Gen'l mortgage 6s	94chp	94½	93	91½	92½	91½
Philadelphia and Erie	20½	20·	20½	20½	20½	.. ..
1st mortgage, 6s	....	101½	....	101½	....	....
2d mortgage, 7s	....	117	117	101½	....	....
Pittsb., Cin. & St L. 7s	....	122½	....	123	....	....
Pittsb., Titusv. & Buff.	18½	18½	19½	19	19½	19½
7s	....	....	97½	98	67½	....
Schuylkill Navigation	....	....	97½	....	....	....
Preferred	10½	....	10½	10½	11x	11
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	....	77	....	....
United Co. of N. Jersey	180	180	....	180½	181	181½
Hestonville, (Horse	....	....	15½	....	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Jan. 11.

	W.5	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.
Baltimore and Ohio	183	183½	183½	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	..	49	....	....	....	....
1st mortgage	....	114	118½	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	122	122	....	....	....
2d mortgage, 7s	91	91½	93	93	93½	94½
3d mortgage, 8s	48½	49½	49½	50	50	50½
Northern Central ($50)	....	....	....	....	44½	44½
2d mortgage, 6s 1885	....	....	....	....	107½	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	113	....	....	....
6s, 1904, gold	112	....	....	111½	111½	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	59	....	....	....	....	....
O., Alex. & Manassas 7s	97½	....	98	....	99½	99½
P. Ttab. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	73	71½	72½	72½	73½	73½
Consol. Coupons	90	90	90	90	90½	90½
10-40 bonds	....	49½	49½	48½	48½	48½
Deferred Certificates	....	....	....	....	15½	....
Western Maryland	....	10½	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. do	....	....	....	....	....	....
2d Mort., preferred	106	....	107	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 12.

	Th.6.	F.7.	Sat.8.	M.10	Tu.11	W.12.
Adams Express	123	...	....	....	122	....
Albany and Susq.	121	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	115¼	....	....	....	....	....
American Express	66¼	62¾	63¼	63¼	63¼	64
Atlantic & Pacific Tel.	36¼	36¼	38	39¼	40	45¼
Burl., C.R. & Nor.	....	....	...	79	78	77
1st mortgage 5s	99¼	100	100¼	....	100¼	101
Canada Southern	72¼	73¼	74¼	78	74¼	75¼
1st mortgage guar.	102¼	102	102¼	103	102¼	102¼
Central of N. Jersey	85¼	86¼	87¼	88¼	87¼	86¼
1st mortgage 1890	....	121	....	....	....	....
7s, consolidated, ass.	....	...	114¼	115¼	115¼	115
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	99¼	104	104	103¼	102	....
Adjustment	113	....	....	113	....	112¼
Central Pacific	91¼	95	95¼	96¼	96	95¼
6s, gold	114¼	....	....	....	114¼	....
1st M. (San Joaquin)	....	....	....	....	....	109
1st M. (Cal. and Or.)	105¼	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	23¼	23¼	23¼	23¼	23¼	23
Chicago and Alton	154	153¾	155	153¾	153	152
Preferred	153	....	....	....	....	....
1st mortgage	....	121¼	....	....	....	....
Sinking Fund	....	....	....	....	114	....
Chic., Burl. & Quincy	181¼	181¾	180	179	175	176¾
7s Consol., 1903	....	....	....	128	128	....
Chic., Mil. and St. Paul	110¾	111¼	112¾	113¾	114	114¼
Preferred	122	124	124¼	124¼	124¼	124¾
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	124¾	....
1st M. (La Crosse div.	123	124	....	124¼	....	....
1st M. (I. and M. div.)	....	123¾	....	....	....	124
1st M. (I. and D. ext.)	....	120¾	120¾	....	....	121
1st M. (H. & D. div.)	....	....	118¼	....	117¼	117
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	123¾	124¼	124	124¼	124	124
Chic. & Northwestern	125	125¼	126¾	127¾	12 ¾	126¾
Preferred	....	....	....	142¼	141¾	....
1st mortgage	112	....	....	....	....	....
Sinking Fund 6s	112¼	....	106¾	....	....	....
Consolidated 7s	....	....	....	135¼	....	135
Consol. Gold bonds	127¼	....	....	....	126¾	126¼
Do. reg.	126¾	126¼	126¾	....	....	....
Chic., Rock Isl. & Pac	136¾	137	137¼	136¼	137	137
6s, 1917, c.	125¼	....	....	....	....	....
Clev., Col., C. and Ind.	95¾	97	97¾	97	97	97
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	133¼	....	133	133¼	....	130
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chl., & Ind Cent	21¾	22¾	21¾	21¾	22¾	21¾
1st mortgage	....	....	....	111	....	....
3d mortgage	....	....	....	....	....	....
Col. & Hudson Canal	9 ¾	95¾	96¾	96¾	93¾	95¾
Reg. 7s, 1891	....	....	1 5¾	....	....	....
Reg. 7s, 1884	....	....	....	116	105	....
7s, 1894	....	....	....	....	....	....
Col., Lack. & Western	109¾	111¾	112¾	113	112¾	110¾
1d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	109	....	....	....
3d mortgage	....	....	....	109	....	111
4th mort. 5s, ext.	....	....	....	107¾	....	....
5th mortgage	....	....	....	....	111	....
7s, Consol. gold	130¼	130¼	....	....	130¼	130¼
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	113	....	109¾	....	109¾	109¾
Hannibal & St. Joseph	47	49¼	51¼	52¾	53	50¾
Preferred	103¾	105¼	107	106¼x	106¾	104¾
8s, Convertible	111¾	112	....	....	110	112¾
Houston & Tex. Cent.	....	71	72	....	72	70
1st Mortgage	....	....	....	....	....	110¼
Illinois Central	125¾	126	126	126	126	126
Lake Shore & Mich So	130¾	131¾	133¾	133¾	132¾	131¾
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	128¾	....
2d Consolidated	....	125	124¾	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	91¾	92¾	92¾	92¾	92	93
7s Consolidated	122	....	....	....	122	....
Manhattan	34¾	35¾	35	36¼	36¾	35¾
Metropolitan Elevated	108	108¾	109	110	109¾	109
1st Mortgage	102¾	102¾	103¾	103¾	103¾	102¾
Michigan Central	122	128¾	124¾	125	124	123
7s, 1902	....	....	....	128¾	....	....
Mil. S. and N. I 1st, S.F.	109¾	109¾	110	....	....	109¾
Morris and Essex	121	121¾	122¾	122	121¾	121¾
1st mortgage	....	....	....	....	....	....
2d mortgage	118	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv	150¼	151¾	152¾	152¾	152	150¾
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	125¾	125	125	125	125¾	125¾
1st mortgage	115¾	....	115¾	116¾	116¾	116
N. York and Harlem	....	197	....	....	....	....
Preferred	....	....	....	....	....	....
3d mortgage	134	....	....	....	....	....
1st mortgage, reg.	134¾	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
N.Y., Lake Erie & W.	48¾	49¾	50¼	50¾	51¾	50¼
Preferred	90¼	92¼	94	94¼	94¼	93¼
2d Consolidated	100¾	101¾	101¾	101¾	101¾	101¼
New 2d 5s fund	....	....	97¾	97	96¼	....
N.Y., N. Haven & Hart	....	180	....	....	....	180
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	34	34	34¾	33¾	33¾	33¾
Preferred	66¼	66¼	66¾	66¾	65¾	65¼
Ohio and Mississippi	37¼	38	38¾	39¼	40¼	40¾
Preferred	....	98¼	98	102	105	106
2d mortgage	....	....	....	....	....	122
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	118¼	....	....	....	....	....
Pacific Mail S. S. Co.	49¾	50¾	50¼	53	51¾	51¼
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	110	110¼	110¼
2d mortgage	....	....	....	113¾	....	....
Panama	....	219¾	220	....	220	....
Philadelphia & Reading	58¾	58¾	57	58¾	59¼	62
Pitts., Ft. W. & Chi. gtd	....	....	133¾	....	....	....
1st mortgage	....	....	....	....	137	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	143	141	140	....	143¾	....
Quicksilver Mining Co.	13	....	14	15¾	....	15¾
Preferred	....	51	54¾	56	56	55
St. Louis & San Fran.	45	45¾	45¾	49¾	50¼	50
Preferred	62¾	62	64¾	66¾	71	70¾
1st Preferred	98¼	98¾	99	100	100	100¾
St. L., Alton and T. H.	40	42¾	42¼	42¼	....	....
Preferred	115¾	116¾	119	120	119¾	119¾
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	110	....
Income bonds	101	101	102	102¾	103¾	104
St. L., Iron Mt. & S. As.	53¾	53¾	54¾	54¾	54¾	54¾
1st mortgage	....	....	....	....	120	....
2d mortgage	....	....	....	....	....	110
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	110¾	111¾	113	113	112¾	112¾
1st mortgage	....	114¾	....	114¾	114¾	114¾
Land Grant 7s	115	....	115	....	115	....
Sinking Fund 8s	122¾	....	....	....	....	....
United States Express	51¾	....	52¾	....	53	....
Wabash	....	....	....	....	....	....
1st mortgage	114	....	....	....	....	....
2d mortgage	110	....	109¾	109¾	110	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	109¾	112	....	....	....	112¾
Wabash, St. L. & Pac.	44¾	44¾	45¾	46¾	46¾	45¾
Preferred	85¾	85¾	86¾	87¾	84¾	88¾
New Mort. 7s	107¾	....	....	....	108	108¾
Wells-Fargo Express	....	114	113¾	114	113¾	112¾
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	87	90¾	93¼	97¾	101¾	107
7s, S. F. conv., 1900	....	....	117	117	....	....

Boston Stock Exchange.

Closing Prices for the week ending Jan. 12.

	Th.6	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
Atch., Top. and San. Fe.	150¾	150	150	148	144¾	146
1st mortgage	....	....	123	....	123	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	119¾	....	....	119¾	....
Boston and Albany	163¾	163¾	....	163¾	164	164
7s, reg.	....	....	....	....	....	....
Boston and Lowell	114¾	....	....	....	....	101
Boston and Maine	....	146¾	141	146¾	146¾	....
Boston and Providence	....	154	....	....	....	....
Boston, Hart. & Erie 7s	56¾	53¾	54¾	54¾	54¾	54¾
Burl. & Mo. R. L. G. 7s	117	117	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	113	113	....	....	112
4s	....	....	89¾	90	90¾	90
Chi., Burl. and Quincy	181	181¾	180¾	179¾	177	176
7s	....	128¾	....	128	....	....
Cin., Sand. and Clev.	18	18¾	18¾	18¾	18¾	18¾
Concord ($50)	....	....	....	....	....	....
Connecticut River	158	158	....	....	....	....
Eastern	38	38¾	38	38¾	38	38
New 4½ Bonds	103	103¾	103¾	103¾	103	103
Fitchburg	144¾	145	145¾	....	115¾	145
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	123¾	....	....	....
N. Y. & New England	51	52	52¾	53	53¾	53
7s	114	114¾	116	....	117	117
Northern, N. H.	....	96	98¾	....	90¾	95¾
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	22¾	....	22¾	22¾	....	....
Preferred	....	....	....	80¾	....	80
Old Colony	....	125	124¾	125	126	130
Ph., Wil. & Balt. ($50)	72¾	72¾	72¾	72¾	72¾	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Arz. Val.	....	....	....	....	....	....
7s	117¾	....	118	....	118¾	118
Pullman Palace Car	143	142	141	140¾	143¾	143
Union Pacific	111	111¾	112¾	112¾	....	112¾
8s	116	116¾	....	116	116¾	....
Land Grant 7s	112¾	....	....	....	....	....
Sinking Fund 8s	120¾	119¾	....	119¾	119¾	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	62¾
Cambridge (Horse)	....	127	....	....	....	....
Metropolitan (")	70¾	71	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	258	....	258	258	255	256
Quincy	44¾	44	43¾	44	44¾	44

New York Stock Exchange.

Closing Prices for the week ending Jan. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
Federal Stocks:—						
U. S. 4s, 1907, reg.	112¾	112¾	....	....	113	
U. S. 4s, 1907, coup.	112¾	....	112¼x	....	113¼	
U. S. 4½s, 1891, reg.	112¾	112¾	....	....	....	
U. S. 4½s, 1891, coup.	112¾	....	112	....	....	
U. S. 5s, 1881, reg.	....	....	100¾x	....	....	
U. S. 5s, 1881, coup.	....	....	101¼	....	....	
U. S. 6s, 1881, reg.	....	....	....	....	....	
U. S. 6s, 1881, coup.	....	....	101¼x	....	....	101¼
U. S. 6s, 1880, reg.	....	....	....	....	....	
U. S. 6s, 1880, coup.	....	....	....	....	....	
Dt. of Col. 3-65s, reg.	104	....	....	....	104	
Dt. of Col. 3-65s, coup.	104	104¼	....	....	104¼	

London Stock Exchange.

	Closing Dec. 17.	Prices Dec. 28.
Baltimore and Ohio (sterling)	117 — 119	117 — 119
Central of New Jersey $100 shares	78 — 82	78 — 82
Do. Cons. Mort. Oct. '79 coupon	114 — 115	116 — 117
Do. Adjustment bonds	112 — 114	112 — 116
Do. Income bonds	98 — 100	99 — 100
Del., Gd Haven & Mil. Equip. bds.	111 — 113	113 — 115
Do. Con. M. 6 p.c. till '84 after 6 p.c.	108 — 110	109 — 111
Illinois Central $100 shares	128¼ — 126¾	128¼ — 129¾
Lehigh Valley Consol. mortgage	116 — 118	116 — 118
N. Y. Cent. & Hud. Riv. Mt. bonds	135 — 138	135 — 138
Do. $100 shares	149 — 151	150 — 152
Do. Mort. bonds (ass.)	123 — 124	123 — 125
N. Y., Lake Erie & West., $100 shs.	48¼ — 49¼	50 — 50
Do. 6 p. c. pref. $100 shares	81 — 83	84 — 86
Do 1st Con. Mort. Bonds (Erie)	130 —132	131 —133
Mort. Funded Coupon bonds	128 —130	129 —131
Do. do. 2d do.	102 —104	102 —104
Do. 2d Consol. Mort. bonds	97 — 99	97 — 99
Do Gold Income Bonds	85 — 90	85 — 90
N. Y., Penn. & Ohio 1st mor. bds.	58 — 59	62 — 63
Do. Prior Lien Bonds (sterling)	104 —106	107 —109
Pennsylvania, $50 shares	64 — 65	64¼ — 65¼
Do. Con. Sink. Fund Mort.	118 —120	119 —120
Philadelphia & Reading $50 shares	26¾ — 27¼	27 — 28
General Consol. Mortgage	112 — 114	112 — 114
Do. Improvement Mortgage	102 —103	102¼ —103¼
Do. Gen. Mort. '74, ex-defard. cou.	88 — 90	88 — 90
Do. Scrip for the 6 dct. 4 coupons	86 — 89	87 — 88
Pittsbg, Ft W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	119 —121	119 —121
Do 1st pref. stock	76 — 80	76 — 80
Union Pacific Land Grant 1st mort.	114 —116	114 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, January 13, 1881.

The money market is easy at 5@6 per cent on call, 4@5 per cent or time, and 5@5½ per cent on prime mercantile paper.

The posted rate for 60 day sterling is 98¾. The actual rates are 98⅝@11-16 for 60-day, and 99 5-16@⅜ for demand. Cable transfers are 99⅜@7-16. Prime commercial bills according to the old method are 4.78½@4.79.

The earnings of the Central Pacific Railroad Co. show an increase of $517,130 for December, and $3,357,261 for the year. The actual earnings for 1880 are an excess of the estimates and the largest in the history of the road, being for the month of December $1,853,000, against $1,285,670 for the same month in 1879. Earnings for the year 1880, $20,410,421; earnings for the year 1879, $17,153,163—increase, $3,257,261.

The total receipts of the North Pennsylvania R. R. Co. from the Philadelphia and Reading Railroad Company, lessees, for the twelve months ending October 31st, 1880, were $755,568 33. The charges against rental account were: Four quarterly dividends of 1½ per cent cash, interest on bonded and floating debt, expenses of organization, &c., $754,921 33. Balance, $645 85.

The earnings of thirty-eight railroads in the month of December amounted to $14,569,788, showing an increase of $2,204,790 or 17 per cent over same month last year. Traffic was seriously interfered with on many of the lines by bad weather, but the exhibit is nevertheless a gratifying one. With three comparatively unimportant

exceptions there is an uniform increase throughout the list, the gains being the most marked in the grain carriers of the Northwest. The earnings of the same roads for the year show an increase of 27 per cent.

It is said that the St. Johnsbury and Lake Champlain Railroad has effected a loan of $600,000, giving a mortgage upon the road to Emmons Raymond, President of the Connecticut and Passumpsic Rivers Railroad, and Bradley Barlow, owner of the Southeastern Railway.

The earnings of the Union Pacific Railway for the year ending Dec. 31, 1880, were $25,494,106, being an increase of $4,884,491 over 1879.

The annual report of the Cleveland and Pittsburg Railroad shows that for the year ending November 30, 1880, the receipts from lessee were $1,219,465, of which $786,887 was paid in dividends, $343,380 for mortgage interest, $58,081 for consolidated mortgage, $19,945 for construction and equipment bonds, and $9,246 for maintenance of organization, leaving a balance of $1,926 on hand.

The debt of the State of Illinois on the 1st of January amounted to $281,000. This has all been called in and is now being paid at the American Exchange National Bank, New York. When all the bonds are paid, about $100,000 will remain in the State Treasury of the fund paid byt he Illinois Central Railroad Co. to the State, besides a fund of over $1,000,000 derived from other sources, which is in the Treasury. Many of the bonds now being paid were negotiated for 17 cents on the dollar. The local indebtedness in the State is about $50,000,000, of which $16,000,000 are registered and paid through the State Treasurer's office.

The subscriptions to the Iron Steamboat Company's stock, the books for which closed on the 12th inst., amounted in this city to $3,290,000, or $1,290,000 more than the amount offered.

The Governors of the Stock Exchange have admitted to dealings at the Board the following securities:

Burlington, Cedar Rapids and Northern Railroad—Cedar Rapids, Iowa Falls and Northwestern Railroad Company's first mortgage 6 per cent gold bonds, due in 1920, but subject to redemption at 105 after September, 1890. The road extends from Holland, Iowa, on the Pacific Division of the Burlington, Cedar Rapids and Northern Railway, to Clarion, Iowa, a distance of about fifty-five miles. Nearly the entire capital stock of the company is owned by the Burlington, Cedar Rapids and Northern Railway Company, which leases the road for the term of its chartered existence, and guarantees the payment of the principal and interest of each bond by a special indorsement.

Utah Southern Railroad—Additional general mortgage 7 per cent bond, due July 1, 1879, $1,500,000 issued to take up same amount of prior lien bonds. The application to the Exchange says: "Under the terms of the Utah Southern Railroad Company's general mortgage there have been issued 375 bonds in exchange for the same number of prior lien bonds. These bonds are being exchanged day by day as presented, and the company ask that all the remaining issue be placed on the regular list of the Stock Exchange." The total issue of the general mortgage bonds is $1,950,000. The $150,000 issued in excess of the prior lien bonds were admitted October 20, 1880.

Wabash, St. Louis and Pacific Railroad—First mortgage 7 per cent bonds of the Toledo, Peoria and Western Railway, $4,500,000, due October 1, 1879.—First mortgage 6 per cent bonds of Havana Division due in 1910.

Dubuque and Dakota Railroad—Additional first mortgage 6 per cent gold bonds, $80,000 due in 1919, principal and interest guaranteed by the Dubuque and Sioux City Railroad Company and redeemable before maturity at the option of the company at 105 and interest.

The closing quotations on Thursday were: Adams Express, 123@——; American Express, 63½@64; American District Telegraph, 61¼@61½; American Union Telegraph, 93@93¾; Canada Southern, 75½@75¾; Central of New Jersey 86½@86¾; Central Pacific, 95½@95⅞; Chicago and Northwestern, 126⅝@126¾; do. pref., 140@141; Chicago, Burlington and Quincy, 176¾@177; Chicago, Milwaukee and St. Paul, 114@114¼; do. pref., 124@124½; Chicago, Rock Island and Pacific, ——@136½; Columbus, Chicago and Indiana Central, 21¾@22; Cleveland, Columbus, Cincinnati and Indianapolis, 96@96¾; Hannibal and St. Joseph 51@51¼; do. pref., 104¾@105; Illinois Central, 126@126¼; Lake Erie and Western, 89@89¾; Lake Shore and Michigan Southern, 131@131⅛; Michigan Central, 122⅞@123¼; Metropolitan Elevated, 108@109; New York Elevated, 125½@125¾; New York, Lake Erie and Western, 50½@50⅝; do. pref., 90¾@94; New York, Ontario and Western, —@31⅜; New York Central and Hudson River, 150⅝@150⅞; Ohio and Miss., 39¾@40; do. pref., 105@—; Pacific Mail, 51⅛@51¼; St. Louis, Iron Mountain and Southern, 53½@53¾; Union Pacific, 112½@112⅝; United States Express, 52½@54; Wells Fargo Express, 112@113; Western Union Telegraph, 106⅞@107; Wabash, 45¼@45⅝; do. pref., 88¼@88⅜.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds ass., 124⅞; Boston, Hartford and Erie 1st, 54; Chicago, Burlington and Quincy 8s, 105¾; Cedar Falls and Minnesota 1st, 113; Chicago, St. Louis and New Orleans, 47¾; Chesapeake and Ohio 1st pref., 33; do. 2d pref., 25; do. 1st, Series B, 83; do. cur. int., 51; Chicago, St. Paul, Minn. and Omaha, 45¼; do. pref., 95½; do. consol., 106; Col., Chi. and Ind. Cent. Inc. 71; do. 1st Trust Co. certif. ass., 108½; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 108⅝; do. La. C. and Dav. div, 99¼; do. Chicago and Pacific div., 110; Clev., Col. Cin. and Ind. consol., 119; Central Iowa, 1st, 115½; Chicago and Eastern Illinois Inc., 102; Chicago, St. Paul and Minn. 1st, 110; Denver and Rio Grande, 91; do. 1st, 115; do. consol., 113¾; Denver, South Park and Pacific 1st, 110; Detroit, Monroe and Toledo 1st, 122; Frankfort and Kokomo 1st, 101; Galveston, Houston and Henderson 1st, 70; Houston and Texas Central 2d, M L., 123; do. 1st Inc, and Ind., 97⅝; International and Gt. Northern, 56½; do. 1st, 108½; do. 2d inc., 88; Ind., Bloom. and Western, 60; do. Inc., 71; do. 1st, 84; do. 2d, 73⅛; Indianapolis, Decatur and Springfield 1st, 105⅞; do. 2d inc., 58; Keokuk and Des Moines, 14; do. pref., 41; do. 1st, 103¼; Kansas Pacific, 1st consol., 104; do. 6s, Denver Div. ass., 107½; Louisville and Nashville 2d, 106; do, Gen'l mort., 104¾; do. N. and O. Mobile 1st, 6s, 103; Lake Erie and Western, 39¾; do. inc., 70; Louisville, New Albany and Chicago, 66; Lehigh and Wilkesbarre consol. ass., 107¼; do. inc., 87½; Laf., Bloom. and Muncie 1st, 110; Manhattan Beach, 34; Marietta and Cincinnati 1st pref., 9; do. 2d pref., 6½; Missouri, Kansas and Texas, 43⅝; do. consol. ass., 112½; do. 2d, 77¼; Mobile and Ohio, 21½; do. 1st deben., 86½; do. 1st mort., 108; Missouri Pacific 1st consol., 106; Minneapolis and St. Louis 1st, 113; do. Iowa Ext., 110; Nashville, Chattanooga and St. Louis, 68¾; New York, Ontario and Western, 31⅞; Nevada Central 1st, 101; New York, Lake Erie and Western Inc., 90⅛; New York, Pennsylvania and Ohio inc., 65¼; Ohio Central, 25; do. 1st, 106; do. inc., 61½; do. Terminal Trust 6s, 101¾; Oregon Railway and Nav., 138¼; do. 1st, 107; Ohio and Mississippi, Springfield div., 1st, 117⅛; Peoria, Decatur and Evansville, 30; do. 1st, 110; do. inc., 75; Rensselaer and Saratoga, 135; Rome, Watertown and Ogdensburg, 25; do. 1st consol., 84; St. Paul and Sioux City 1st, 110½; St. Louis and Iron Mt., 1st pref. inc., 94; do. 2d pref. inc., 78¾; do. Cairo and Fulton 1st, 110½; do. Arkansas Branch 1st, 109½; do. Cairo, Ark. and Texas 1st, 107½; St. Paul and Duluth, 40½; do. pref., 75; St. Louis, Vandalia and Terre Haute 1st, 119½; St. Paul, Minneapolis and Manitoba, 89; do. 2d, 103; South Side 1st, 103½; St. Louis, Kansas City and Northern, St. Charles Bringe 1st, 103; do. R. E. 7s, 103; do. Clarinda Branch 1st, 103; Syracuse, Binghamton and New York 1st, 120; St. Louis and San Francisco 2d, class A, 102; do. B, 89; do. C, 88; do. Equip., 103; Southern Pacific of California, 1st, 103⅛; South Pacific of Mo. 1st, 104; Texas and Pacific 42; do. income L. G., 75⅝; do. Rio Grande div. 1st, 99¼ r Toledo and Wabash Equip. bonds, 40; Wabash Gen'l mort. 6s, 99⅛; Alabama, Class A, 73; Georgia 7s, gold, 115; Louisiana 7s, consol., 54½; North Carolina 6s, Special Tax 1st class, 7; South Carolina 6s, non-fund, 6; Tennessee 6s, new, 46½; do. 6s, new series, 49½; Virginia 6s, def., 16¼; do. 6s, consol., ex mat. coupon, 72¾; Am. Dist. Tel., 61; American Union Tel., 93⅜; Canton Co., 57; Sutro Tunnel, 1⅜; Colorado Coal and Iron, 39⅞; do. 6s, 97¾; Consolidation Coal, 41; Maryland Coal, 26½; New York and Straitsville, 68; New Central Coal, 80¾; Pennsylvania Coal, 245; Central Mining, 5; Caribou, 8⅜; Deadwood, 13¾; Excelsior, 6¾; Homestake, 28¾; Little Pittsburg, 2½; La Plata, 9; Ontario, 33½; Standard, 2⅝; Starmont, 2¼; Silver Cliff, 3½.

Philadelphia.—Am. S. S. Co. 31; Central Transp., 48½; Catawissa new pref., 48; Delaware Division Canal, 41; Elmira and Williamsport 5s, 96; Huntingdon and Broad Top Mt. consol. 7s, 73; Morris Canal pref., 175; Pennsylvania and New York Canal 7s, 1896, 122; Pennsylvania Canal 6s, 95½; Philadelphia and Reading C. & I. deben. 7s, 45; Philadelphia and Reading scrip, 66; do. Income 7s, 67½; Pittsburg, Titus-

ville and Buffalo pref., 26½; Philadelphia, Germantown and Norristown, 108; Railway Car Trust 5s, 100⅛; St. Paul and Duluth, 27; do. pref., 72; Shamokin, Hazleton and Wilkesbarre 5s, 92; Texas and Pacific consol. mort. 6s, 100⅛; do. 1st mort. 6s, 108; Union and Titusville 7s, 100½; West Jersey and Atlantic 6s, 105¼; Warren and Franklin 7s, 115. The latest quotations are: City 6s, 110@111; do. free of tax, 129½@130½; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 105@105½; do. 5s, new loan, 115@117½; do. 4s, new, 108@111; Philadelphia and Reading, 29⅛@29¼; do. consol. mort. 7s, coup. 125¼@—; do. reg., 125½@—; do. mort. 6s, 117@—; do. 7s, 1893, 121@122; United New Jersey R. R. and Canal, 181@182; Pittsburg, Titusville and Buffalo R.R., 19⅛@19¼; do. 7s, 97½@99½; Camden and Amboy mort. 6s, 1889, 114¾@115; Pennsylvania R. R., 66@66⅛; do. gen'l mort., coupon, 124@125½; do. reg., 117½@120; do. consol. mort. 6s, reg., 118@120; Little Schuylkill R. R., 52@52¾; Morris Canal, 60@64; do. pref., 164@165; Schuylkill Nav., —@5; do. pref., 10½@11; do. 6s, 1882, 77@78; do. 1872, 103@105; Elmira and Williamsport pref., 52@—; do. 6s, —@113; do. 5s, 96@98; Lehigh Coal and Navigation, 39⅞@40; do. 6s, 1884, 107@108; do. R. R. loan, 116@117; do. Gold Loan, 110¼@—; do. consol. 7s, 115¾@116¼; Northern Pacific, 33⅝@34; do. pref., 65½@66⅛; North Pennsylvania, 56⅞@57⅛; do. 6s, 107@110; do. 7s, 119@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 20¼@20⅝; do. 6s, 101⅜@102; do. 7s, 116@117½; Minehill, 58¾@—; Catawissa, 11½@12½; do. pref., 50¼@50½; do. new pref., 48@48¼; do. 7s, 1900, 120@—; Lehigh Valley 58½@59; do. 6s, coupon, 121@123; do. reg., 121@122¼; do. 2d mort. 7s, 131¾@—; do. consol. mort., 116@117¼; Fifth and Sixth streets (horse), 125@—; Second and Third, 105@115; Thirteenth and Fifteenth, 71@73; Spruce and Pine, 56@57; Green and Coates, 99@103; Chestnut and Walnut, 85@90; Hestonville, 19@19¼; Germantown, 68@71; Union, 118@—; Lombard and South, 12½@18; West Philadelphia, 79¾@80¼; People's, 17½@18¼; Continental, 101@—.

Baltimore.—Atlantic Coal, 1.40; Baltimore and Ohio scrip, 185; Baltimore City 6s, 1890, 118; do. 6s, 1893, 119; do. 6s, 1886, 112; do. 6s, 1900, 122; do. 5s, 1916, 119½; do. 5s, 1894, 116; Charlotte, Columbia and Augusta 1st, 107½; Norfolk Water 8s, 124; North Carolina 4s, 84; Northern Central 5s, 99⅜; Richmond and Danville R. R., 86; Virginia 10-40 coupons, 92⅞; Virginia Peelers, 22½; do. Peeler coupons, 10¾; Virginia deferred (Orange) 6; Virginia and Tennessee 2d, 6s, 104; Wilmington, Columbia and Augusta, 6s, 106; Western Alabama 2d, 8s, 117. The latest quotations are: Central Ohio, 1st, 113@114; Baltimore and Ohio, 183@183½; do. 6s, 1885, 109½@—; Northern Central, 44¼@44⅞; do. 6s, 1900, gold, 118@—; do. 6s, 1904, gold, —@111½; do. 6s, 1885, 107½@—; do. Sterling, 1904, —@110; do. 5s, 1926, 99½@—; Marietta and Cincinnati 1st mort., 1892, 122@—; do. 2d mort. 7s, 93@93⅛; do. 3d mort. 8s, 49⅞@50; Orange and Alexandria 1st 6s, 117@—; do. 2d 6s, 120@—; do. 3d 8s, 100@—; do. 4th, 59@59¼; Orange, Alex. and Manassas 7s, 98¾@99½; Virginia consol. 6s, 72½@72¾; Virginia 10-40 bonds, 48⅝@49; Virginia consols coupons, 90@90¼; Virginia 10-40 coupons, 92@93; City 6s, 1893, 118½@119; do. 6s, 1890, 117@118; do. 6s, 1900, 122½@123; do. 5s, 1894, —@116; do. 5s, 1916, —@119½; do. 5s, 1900, —@116½; Wilmington, Columbia and Augusta 6s, 106@107; Richmond and Danville R. R., 85@86; Western Maryland 2d pref., 105½@107½; City Pass. R. R., —@89½; Atlanta and Charlotte 1st, 97@—; Chesapeake and Ohio Canal 6s, 72⅝@75.

Boston.—Agricultural Branch 6s, 1884, 103¾; Atchison and Pike's Peak 1st 6s, 101⅝; Atchison, Colorado and Pacific 6s, 100; Atchison and Nebraska 1st 7s, 1907, 113; Boston Water Power Co., 12½; Boston Land, 10⅛; Boston, Clinton, Fitchburg and New Bedford, 26; do. 1881, 100¼; do. 5s, 115; Boston, Revere Beach and Lynn, 105; Burlington and Missouri River in Nebraska 6s, non exempt, 104; Boston and Lowell 5s, 1899, 105; Chicago, Clinton, Dubuque and Minnesota 7s, 1910, 107; Cincinnati, Sandusky and Cleveland 7s, 100⅛; Chicago and West Michigan, 77½; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 106; do. Wisconsin Valley div. 6s, 103½; do. Southwestern div., 6s, 1909, 95; Connecticut and Passumpsic Rivers R. R., 90; do. 7s, 1893, 116¼; Chicago, Burlington and Quincy 4s, 93; Cheshire pref., 61¼; do. 6s, 1898, 110⅞; Cedar Rapids and Missouri River 7s, 1891, 117; Detroit, Lansing and Northern 7s, 116; Eastern (N. H.) R. R., 98; Flint and Pere Marquette 23½; do. pref., 82¾; Fitchburg 6s, 1898, 114¼; Granite Railway, 40½; Grand River Valley 8s, 1886, guar., 111; Iowa Falls and Sioux City, 64½; Jackson, Lansing and Saginaw 8s, 1885, white, 110; Kansas City St. Joseph and Council Bluffs 7s, 122¾; Kansas City, Fort Scott and Gulf, 73¼; do. 7s, 112; Kansas City, Lawrence and Southern, 92; do. 4s, 102½; Louisiana and Missouri River, 12; do. pref., 32; Little Rock and Ft. Smith, 62½; do. 7s, 112; Marquette, Houghton and Ontonagon, 6s, 98¾; Manhattan Beach 7s, 105; Mansfield and Framingham 1881, 100¾; New Mexico and Southern Pacific 7s, 117; Ogdensburg and Lake Champlain consol. 6s, 90; do. income, 6s, 36; Ottawa, Oswego and Fox River Valley 8s, 1900, 126; Portsmouth, Gt. Falls, and Conway, 24; Pullman Palace Car 8s, 1892, 4th series, 118; Quincy, Alton and St. Louis 5s, 96; Republican Valley 6s, W. D., 101; do. E D, 102¾; do. def., 100; Rutland, 5¾; do. pref., 29½; do 6s 99⅝; do. 5s, 76; Summit Branch, 21; St. Johnsbury and Lake Champlain pref., 10; Toledo, Delphos and Burlington, 9½; do. inc. 6s, —; Vermont and Massachusetts 6s, 1883, 101; Vermont Central 1st 7s, 1886, 10¼; do. 8s, 1891, guar., 75; do. 8s, 1902, inc. and ext., 75; Wilton R. R., 115; Wisconsin Central, 24½; do. pref., 44; do. 1st Series, 80; do. 2d Series, 61; Allouez Mining Co., 5; Atlantic, 19¾; Aztec, 1⅝; Atlas, 50c.; Brunswick Antimony, 24; Central, 44; Catalpa, 2¼; Copper Harbor, 50c.; Copper Falls, 16; Duncan, 3⅝; Franklin, 17⅛; Harshaw, 5; Hanover, 30c.; Huron, 6½; Madison, 1¼; National, 2⅜; Osceola, 38⅞; Pewabic, 22¼; Phœnix, 8⅛; Ridge, 7; Silver Islet, 89¼; Star, 2¼; Sycamore, 1; St. Clair, 3¼; Winthop, 75c.; Waukeag, 3½; Washington, 50c.

Interest and Dividends.

—The Central Pacific Railroad Company will pay, at its offices in New York or San Francisco, Three Dollars per share, on presentation of dividend warrant No. 11, on or after Feb. 1.

—A quarterly dividend of 1½ per cent has been declared by the Wabash, St. Louis and Pacific Railway Co., on the preferred stock, payable February 10, at the office of the company, 80 Broadway.

—The Cleveland, Columbus, Cincinnati and Indianapolis Railway Company has declared a dividend of 5 per cent out of the net earnings for the year ending Dec. 31, 1880, payable Feb. 1, at the United States Trust Company, No. 49 Wall street, N. Y., and at the Treasurer's office in Cleveland.

—The East Mahanoy Railroad has declared a dividend of 8 per cent payable January 15.

—The Mill Creek and Mine Hill Navigation and R. R. Co. have declared a dividend of five per cent, payable 17th instant, clear of tax.

—The Schuylkill Valley Navigation and Railroad Co., have declared a dividend of 2½ per cent, payable 17th instant, clear of tax.

—The Mount Carbon and Port Carbon Railroad Co., have declared a dividend of six per cent, payable 17th inst., clear of tax.

—The Mine Hill and Schuylkill Haven Railroad Company have declared a dividend of three and one-half per cent payable on and after the 14th inst. The transfer books will be re-opened on the 15th inst.

—The Terre Haute and Indianapolis Railroad Company has declared a dividend of 4 per cent payable Feb. 1.

The Homestake Mining Co. has declared its usual monthly dividend for December of 80 cents per share, payable at the office of Wells, Fargo & Co., 65 Broadway, on the 25th inst.

The Rochester and State Line Railroad was sold by auction at Rochester under orders of the court, on the 8th inst., and was purchased by Watson H. Brown, of this city, for $600,000. Some time ago a majority of the bondholders signed an agreement whereby Mr. Brown, Adrian Iselin, and A. Phelps Stokes of New York, were appointed a committee to represent the bondholders and buy the property. Mr. Brown bid for the committee. This committee has a plan for reorganization by which they give, as new securities of the road, which will be issued to those who are entitled to them by the agreement, absolute first mortgage bonds and income bonds, and also the option to get capital stock by paying $10 a share for shares which represent $100 par value. The capital stock of the old company was $2,500,000. Officers recently elected in New York do not hold now. New officers will be elected soon.

Engineers of the International and Great Northern Railroad left Palestine, Texas, on the 10th inst. to make a preliminary survey of the road from Laredo to the City of Mexico. The road will be rapidly constructed from San Antonio to the Rio Grande, most of which is now under contract.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,218,800	M. & N	Nov. 80 5
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	Dec. '80 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar....100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. 80 4
Boston and Providence..100	4,000,000	M & N.	Nov. 80 4
Attleborough Branch..100	131,700	J. & J.	Jan. '81 3½
Bost. Revere B & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic... 50	377,400	quarterly	Apl.'80 3.a
" " pref. 50	838,311	quarterly	Apl.'80 3½a
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*.....50	1,159,500	Oct.'ber	Oct.'80 1½
" pref. 50	2,200,000	M. & N.	Nov.'80 5½
" 2d pref.....50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*.....50	689,110	J. & J.	Jan. '80 4
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Nov.'80 1
" " pref 100	769,600	F. & A	Aug. 80 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey..100	18,583,200	quarterly	Apl. 78 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. '81 3½
" pref.....50	400,000	J. & J	Jan. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb. 81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 80 2½
" pref...100	2,425,400	M. & S.	Sept '80 3½
Chicago, Burl. & Quincy.100	21,004,456	M. & S.	Dec. '80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. 81 4
Chi., Mil. and St. Paul...100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12 279,483	A. & O.	Oct. '80 3½
Chicago & N. Western..100	14,988,267	J. & D	Dec. '80 3
" pref.100	21,625,353	quarterly	Dec. '80 1½
Chicago, R. I. & Pacific..100	20,000,000	quarterly	Feb. '81 1½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb '81 5
Cleveland & Mahoning*, 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord.....50	1,500,000	M. & N.	Nov. 80 5
Concord and Porta.*.....100	350,000	J. & D.	Dec. '80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A	Aug. '80 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Jun. '80 1½
Dayton & Michigan*.... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 80 2
Delaware*.....50	1,230,950	J. & J.	July 80 3
Del. & Round Brook*...100	1,584,400	quarterly	Nov.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Jan. '81 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref 10	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan 81 3
East Mahanoy*.....50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga....100	1,968,274	.....	Dec. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	Dec. '80 2½
Eel River.....100	3,000,000	— & —	Dec. '80 1
Elmira, Jof. & Canand*..00	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	Jan '81 3½
Erie and Pittsburg*..... 50	1,990,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. 81 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	Jan. '81 3
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Jan. '81 2
Illinois Central.....100	20,000,000	M. & S	Sept.'80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '80 1
Iowa Railroad Land Co 100	7,650,000	quarterly	Nov. 80 1½
Io. So. & Mo. Northern. 25	000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,500,000	J. & D.	Dec. '80 2
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	49,466,500	F. & A	Feb. '81 4
" (guar.).100	533,500	F. & A.	Feb. '81 5
Lawrence*.....50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,555	quarterly	Jan. '81 1
" pref. 50	106,300	quarterly	Jan. '81 2½
Little Miami*.....50	5,871,480	quarterly	Dec. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. 81 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville..100	18,050,000	.....	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence....100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep.'66 3a
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Jan. '81 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '81 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....1 0	2,416,000	quarterly	Jan. 81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 3
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800,000	M. & N.	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Nauyatuck 100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R..100	89,428,330	quarterly	Jan. '81 2
New York and Harlem..100	8,500,000	J*& J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref....100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Nov. '80 2
Ning. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov.'80 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar.'75 3½
Old Colony.....100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455 0.0	quarterly	Nov. 80 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 4½
Panama.....100	7 000,000	quarterly	Nov.'80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '78 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. 80 3
Philadelphia & Reading 50	32,726,375	quarterly	Dec. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 2½
Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Jan. '81 1½
" Special Imp..100	5,504,300	quarterly	Jan. '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia....100	.....	Annual	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,800	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,443,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	996,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	Jan'e'79 3½
Stockbridge and Pitts.*.100	443,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Jan. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	2,050,000	A. & O.	Oct. '80 3
Wab., St. L. & Pacific...100	20,000,000	.....	.....
" " pref.100	20,000,000	quarterly	Feb. 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	1,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A. J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl.100	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180.000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000.000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200 000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.).....50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan.'79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	115,000	M. & N.	Nov.'80 3
South Boston 50	00,000	J. & J.	Jan. 81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 3½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan. '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '75 5
Pennsylvania 100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3.000 000	J. & D.	June'80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Nov.'80 $5
Central Mining Co.....	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Mongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1.000.000	quarterly	Oct. 80 2
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov.'80 3
Pullman Palace Car 100	5,990.200	F.M.A.N	Nov. 80 2
Quicksilver, common ...100	5,708.700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge....100	1,750,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Nov.'80 1
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,056,000	quarterly	Jan. '81 1½

Organization.

—The directors of the new Southern Maryland Railroad Co. are Messrs. John M. Broom, St Mary, Md.; Charles E. Coates, Baltimore; W. W. W. Wood, Washington; W. H. Lafferty, Camden, N. J.; Thos. T. Butcher, George H. Fairman, B. F. Folsom, W. P Henszey, J. H. Linville, D. B. McKibben, Joseph Trimble, Philadelphia. The officers are: Messrs. J. H. Linville, president; M. H. Hoffman, secretary; B. F. Folsom, treasurer. The offices are in Philadelphia.

—The following directors of the Hoosac Tunnel Dock and Elevator Co. were recently elected at Boston: Messrs. F. L. Ames, J. R. Brewer, Robert Codman, C. W. Cotting, W. H. Lincoln. The board elected F. L. Ames, president; Charles K. Cobb, clerk; C. W. Cotting, treasurer.

—The recently-elected directors of the Presidio Railroad Co, California, are: Messrs. A. S. Hallidie, Albert Miller, J. G. Kittle, A. W. Bowman, Robert Watt, N. J. Brittan, and James Moffit. The work of construction is to be recommenced at once.

—The annual meeting of the stockholders of the Terre Haute and Indianapolis Railroad, known as the Vandalia line, was held at Terre Haute, Ind., Jan. 3. The following directors were elected: Messrs. Wm. R. McKeen, Alex. McGregor, Henry Ross, D. W. Minshall, Jos. Collett, F. C. Crawford, and Geo. E. Farrington. The new board elected Mr. Wm. R. McKeen, President; Mr. Geo. E. Farrington, Secretary; Mr. J. W. Cruft, Treasurer.

—On the 5th inst. the annual meeting of the Cleveland and Pittsburg Railway was held, and the following directors were elected: Messrs. J. N. McCullough and B. F. Jones, of Pittsburg; G. B. Roberts and Wm. Bucknell, of Philadelphia; Fred. Sturges, S. J. Tilden, Chas. Lanier and Francis Walker, of New York; A. Ferguson, of Cincinnati; and J. V. Painter, James F. Clark and R. P. Ranney, of Cleveland.

—The Wooten's, Mooresville and Dallas Railroad Company has been organized at Dallas, N. C., to build a railroad from the Cross roads, a point on the Piedmont Air Line near Wooten's, via Dallas and Brevard's Station, on the Carolina Central, to Mooresville, to connect with the North Carolina Midland. The capital stock is fixed at $510,000, in shares of $100. The following are the directors: Messrs. Wm. Jenkins, Jonas Hoffman, Geo. F. Bason, B. F. Carpenter, Alexander Brevard, and Joseph G. Morrison. A number of liberal subscriptions were made.

—A number of railroad companies held their annual elections in Philadelphia, Monday, with the following results:

Reading and Columbia Railroad Company—President, G. A. Nicolls. Directors—H. P. McKean, J. B. Lippincott, John Ashhurst, F. B. Gowen, Henry Lewis, I. V. Williamson, John N. Hutchinson, Fred. Lauer, Thos. Baumgardner, Sam'l Small, Francis W. Christ, Philip Arndt. Secretary, Howard Hancock; Treasurer John Welch.

Riverfront Railroad Company—President, Strickland Kneass; directors, George B. Roberts, J. N. Du Barry, Wistar Morris, S. M. Felton, Josiah Bacon, N. P. Shortridge, Edmund Smith, A. J. Cassatt. Secretary and Treasurer, James R. McClure.

Germantown and Chestnut Hill—President, G. B. Roberts; directors, Josiah Bacon, A. J. Cassatt, G. Morris Dorrance, John P. Greene, Strickland Kneass, N. P. Shortridge.

Philadelphia and Merrion—President, G. B. Roberts; directors, Josiah Bacon, R. D. Barclay, J. N. Du Barry. John P. Green, Strickland Kneass, Joseph Lesley, Wistar Morris, Henry M. Phillips, Thomas A. Scott, N. P. Shortridge, Edmund Smith, Wm. M. Speckman.

Lockhaven and Clearfield—President, J. N. Du Barry; directors, John P. Green, Strickland Kneass, Wistar Morris, J. B. Roberts, N. P. Shortridge, Edmund Smith.

Moshannon and Clearfield—President, J. N. Du Barry; directors, John P. Green, Strickland Kneass, Wistar Morris, G. B. Roberts, N. P. Shortridge, Edmund Smith.

Susquehanna and Clearfield—President, J. N. Du Barry; directors, John P. Green, Strickland Kneass, Wistar Morris, G. B. Roberts, N. P. Shortridge, Edmund Smith.

Chester and Delaware River Railroad Co.—President, G. A. Nicolls; directors, H. P McKean; J. B. Lippincott, John Ashhurst, F. B. Gowen, Henry Lewis, William Ward; Secretary, Howard Hancock; Treasurer, John Welch.

Allentown Railroad Company—President, G. A Nicolls; directors, H. P. McKean, J. B. Lippincott, John Ashhurst, F. B. Gowen, H'y Lewis, I.V. Williamson; Secretary, Howard Hancock; Treasurer, John Welch.

East Mahanoy Railroad Company—Same officers as the Allentown Railroad Company.

East Pennsylvania Railroad Company—President, G. A. Nicolls; directors, J. B. Lippincott, F. B. Gowen, I. V. Williamson, Thomas Hart, Jr.; Beauvean Borie, Hiester Clymer, George D. Stetzel, J. L. Stichter; Secretary, Howard Hancock; Treasurer, John Welch.

North Pennsylvania Railroad Company—President, Franklin A. Comly; directers, John Jordan, Jr., William C. Ludwig, Edward C. Knight, Alfred Hunt, Thomas Smith, Ario Pardee, James H Stevenson, Richard J. Dobbins, Charles A. Sparks, Edwin H. Fitler, Thomas P. Stotesbury, Thomas Cochran.

—The South Cairo and East Durham Railroad Extension Company of the Catskill Mountain Railroad was organized Jan. 8th. Judge Osborn, Isaac Pruyn, M. B. Mattice, K. H. Bagley, A. P. Jones, Wm. Donahue, Hiram Van Steenburgh, H. A. Person, John Avery, Wm. W. Rider, A. J. Martin, J. F. Gaylord, and Joshua Fiero were elected directors.

—The officers of the recently organized Lehigh and Hudson River Railroad Co. are: Grinnell Burt, President; George R. Blanchard, Vice-President; Alfred Ely, Secretary; D. B. Halsted, Treasurer. The other directors are Thomas C. Platt, Wm. C. Sheldon, John S. Martin, G. A. Hobart, D. F. Merritt, James B. Titman, Frederick A. Potts, B. W. Spencer and Charles Scranton.

—The following directors of the New York Elevated Railroad Co. were elected Tuesday: Cyrus W. Field, David Dows, Ashbel H. Barney, John H. Hall, Josiah M. Fiske, Jesse Hoyt, Alfred S. Barner, John D. Mars, Heber R. Bishop, Benjamin Brewster, Daniel A. Lindley, Edward M. Field, and James A. Cowing.

—The directors of the Troy and Greenfield Railroad Co., elected at the recent annual meeting, are Edward Appleton, Francis L. Chapman, Henry B. Rice, Asa P. Morse, Henry L. Sabin, F. H. Forbes, Otis Clapp, D. W. Goochaud, Herman Haupt. The board elected Edward Appleton president and F. L. Chapman, clerk and treasurer.

—The St. Louis, Vandalia and Terra Haute Railroad Co., elected the following directors Tuesday.—Thomas D. Messler, J. N. McCullough, Wm. T. How, W. R. McKeen, R. L. Dulaney, W. S. Smith, A. G. Henry, Charles H. Seybt and J. S. Peers. The board of directors subsequently organized by re-electing Thomas D. Messler president, W. H. Barnes treasurer, and Williamson Plant secretary.

The Pittsburg Iron World says that 60,000 tons of steel rails have recently been placed, through agents in Philadelphia, with domestic and foreign works, and the heavy demand continues. Quotations are $58 per ton at mill. Several quite large orders for bar iron have also been placed at 2.40 cents per pound, some of the orders amounting to as much as 1000 tons.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY,
No. 9 Nassau st.,
NEW YORK, Jan. 5, 1881.

THREE DOLLARS PER SHARE WILL BE paid on presentation of Dividend Warrant No. 11, on or after February 1, at this office, or at the office of the Company in San Francisco. Transfer books will be closed from January fifteen (15) to February first (1), both inclusive, as per order of Board of Directors.

C. P. HUNTINGTON, Vice-President.

THE WABASH, ST. LOUIS AND PACIFIC RAILROAD CO.,
No. 80 Broadway, Jan. 11, 1881.

A QUARTERLY DIVIDEND OF ONE AND one-half per cent. has this day been declared by the directors on the Preferred stock of the company, payable February 10 at this office. The transfer books for both Preferred and Common stock will close January 31, and remain closed until after the annual meeting of stockholders, March 8.

O. D. ASHLEY, Second Secretary.

OFFICE OF THE HOMESTAKE MINING COMPANY,
18 WALL-ST., NEW YORK, Jan. 13, 1881.

DIVIDEND NO. 20.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for December, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfers close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

NOTICE.

The Louisville and Nashville Railroad Company declared this day a semi-annual dividend of 3 per cent upon the stock of the company, payable on and after the 1st of February. Dividends on stock registered in New York will be paid at the office of the company, No. 52 Wall st. The transfer books will be closed on the 22d January and reopen on the 3d February.

E. H. GREEN, President.

NEW YORK, Jan. 5, 1881.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, Dec. 21, 1880.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of FOUR PER CENT upon its capital stock, payable on the FIRST day of FEBRUARY next at this office.

The Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 30th inst., and will be reopened on the morning of Saturday, the 5th day of February next.

E. D. WORCESTER, Treasurer.

BOSTON, HOOSAC TUNNEL & WESTERN Ry.

PULLMAN LINE between BOSTON and the WEST.

VIA THE

Hoosac Tunnel.

ALL THE MODERN APPLIANCES,
STEEL RAILS, IRON BRIDGES,
WESTINGHOUSE IMPROVED AIR BRAKES,
MILLER'S PATENT PLATFORMS & BUFFERS,
COACHES HEATED BY STEAM.

Ask for Tickets via the

Hoosac Tunnel and the New York Lake Erie and Western Ry.

A. A. GADDIS, Gen'l Manager. BOSTON, MASS.

F. L. POMEROY, Gen'l Pass'r Agent, NORTH ADAMS, MASS.

The Pennsylvania Steel Works, at Harrisburg, which have been idle since June, 1879, were started up on the 4th inst.

Brown, Brothers & Co.,

NO. 59 WALL ST., N. Y.

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The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending January 1st, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	94,657	518,231	660,176
Schuylkill Canal....	.....	.....	38,041
Lehigh Valley	66,364	380 373	407 065
Del., Lack. & Western.	59,458	3,539,086	3 823 414
Shamokin Valley	18 605	930,863	915 683
Central New Jersey..	50,100	3,785,760	4,065,174
United R. R of New Jersey	22 087	1,182,278	979 867
Pennsylvania Coal ..	13,142	1,123 585	1 372 768
Delaware and Hudson	44.787	2,017,594	3,412,063
Huntingdon & Broad Top Mt.....	18 774	417,330	313,525
Penn. and New York.	17.496	98,805	78 200
Clearfield, Pa.....	28,774	1,739,872	1,631,120

No reports of the Delaware, Lackawanna and Western Railroad, Lehigh and Susquehanna Division of the Central Railroad of New Jersey, the Pennsylvania Coal Company, the Delaware and Hudson Canal, the Huntingdon and Broad Top Mountain Railroad, the Tyrone and Clearfield Division of the Pennsylvania Railroad, the United Railroads of New Jersey, and the Shamokin Division of the Northern Central Railroad are to December 31st, and complete the fiscal years of those companies. The Schuylkill Canal is closed for the season. The total tonnage of anthracite coal from all the regions for the week ending December 31, as reported by the several carrying companies, amounted to 330,317 tons, against 190,002 tons in the corresponding week last year, an increase of 140,315 tons. The total amount of anthracite mined for the year is 28,638,866 tons, against 26,309,736 tons for the same period last year, a decrease of 2,670,870 tons. The quantity of bituminous coal sent to market for the week amounted to 41,639 tons, against 28,133 tons in corresponding week last year, an increase of 13,506 tons. The total amount of bituminous mined for the year is 4 341,452 tons against 3,732,216 tons for the corresponding period last year, an increase of 609,236 tons. The total tonnage all kinds of coal for the week is 371,956 tons, against 218,135 tons in corresponding week last year, a increase of 153,821 tons, and the total tonnage for the coal year is 27,980,318 tons against 30,041,952 tons to same date last year, a decrease of 2,061,634 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of December was 174,029 tons, of which 128,281 tons were coal and 45,748 tons coke. The total tonnage for the year thus far has been 7,104,777 tons of which 5,351,662 tons were coal and 1,753,115 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region have ceased for the season. There is nothing doing at Port Richmond.—[Phila. Ledger, Jan. 10.

The engineer of the Pittsburgh, Virginia and Charleston Railroad has advertised for the grading, masonry and ballasting of the extension of the road from Brownsville to Uniontown. The road is now nearly completed to Brownsville, and it is the intention to push the road through to Uniontown as soon as possible.

The Hudson River Tunnel, at Jersey City is progressing at the rate of about five feet a day. Three gangs of twenty-five men each, are employed, and the work is prosecuted unremittingly night and day. It is believed that new arrangements render the workmen entirely secure.

The San Juan (Cal.) Times says that there is a prospect of a railroad being built from Marysville to that place.

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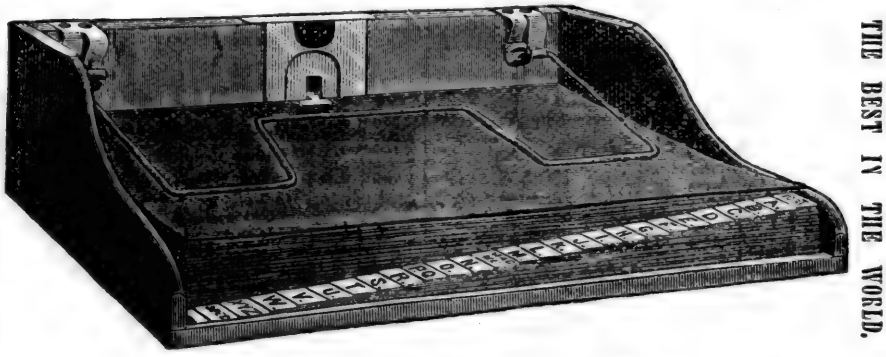
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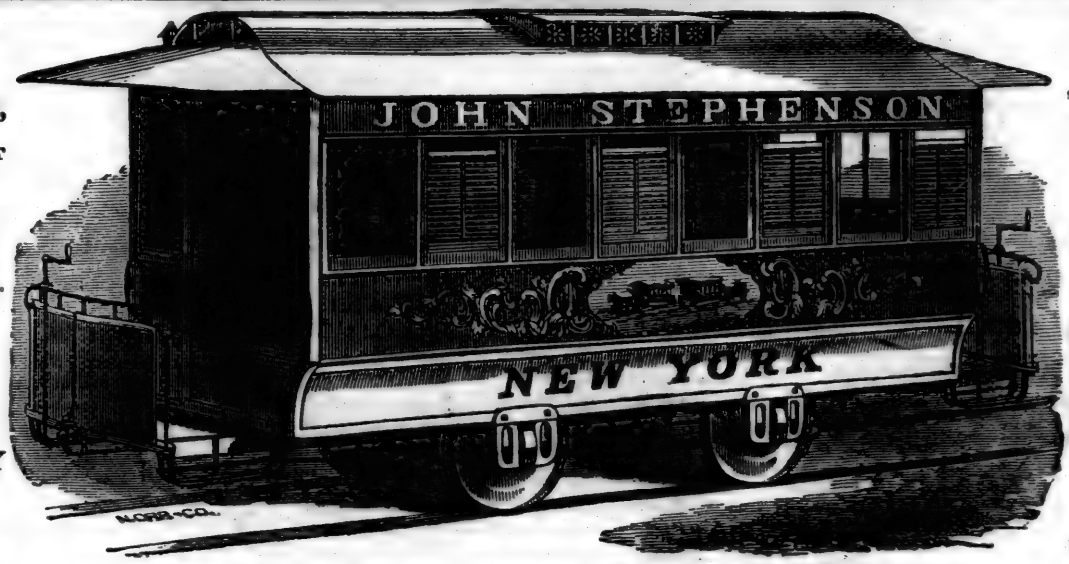
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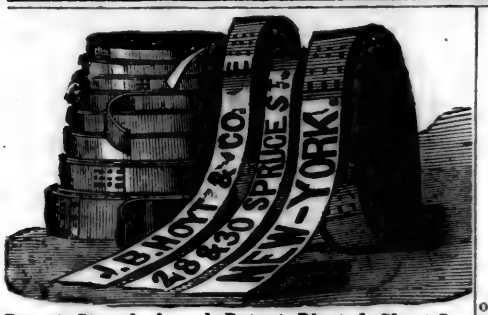
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 4.] NEW YORK, JANUARY 22, 1881. [WHOLE No. 2,335, VOL. LIV.

Steam Indicators.

At a meeting of the Society of Arts in Boston on the 13th inst. Mr. Hamilton Alonzo Hill spoke of "Steam Engine Indicators and their Lessons." The first indicator, he said, was invented by Watts, but his machine was practically valueless when the strokes of the piston exceeded thirty per minute. This indicator fell into disuse, to be revived by McNought. Richards followed with an indicator whose limit was five times that of Watts's. Thompson still further improved it. Crosby and Taber have added other modifications. The best of all for light running engines is that known as the English standard. Upon these indicators the structure and running of engines is to be based, together with a knowledge of the coal consumed for a given amount of production. Mr. Hill explained the manner in which indicators are adjusted and that in which they are operated, illustrating the results obtained by them from engines now in use by a number of diagrams. All these engines, he said, are built on the Corliss "cut off" plan, the adoption of which brought about a great saving of steam over that of the "throttle" method, which it replaced, and made the reputation of Mr. Corliss.

Railroads of Iowa.

From the report of the Railroad Commissioners of Iowa for the year 1880, we learn that over 5,000 miles of road are in operation, or 581 miles more than the previous year. The earnings in 1880 were $24,837,545, or $3,496,835 more than the year before; the net earnings were $2,419,603. The net earnings of seventeen roads were more than their expenses, and nine gave a deficit. The stock of the railroads is estimated at $106,719,000, or $21,442 per mile, while their debts are $82,164,000, or $18,719 per mile. Total stock and debt per mile, $40,363.

The quantity of grain transported by the roads was 6,064,000 tons, or 28 4 per cent. of their total freight traffic. Merchandise, 8,475,000 tons, or 16.3 per cent. The earnings from freight were about three times as much as from passengers.

The Commissioners present a very strong plea in favor of the further continuance of their board, by the statement that since its establishment, not a suit at law has been had in the courts against a railroad company to recover overcharges or damages on transportation account. Every complaint was satisfactorily arbitrated by the board, thus avoiding a vast amount of expensive litigation to the people.

St. Louis, Vandalia and Terre Haute Railroad Company.

The annual meeting of the St. Louis, Vandalia and Terre Haute Railroad Co. was held at Greenville, Ills., on the 11th inst. The report of the President shows the gross earnings for the fiscal year ending October 31, 1880, to have been $1,552,801 68 and the expenses $1,106,783 60, leaving net earnings $446,018 08. The rental being 30 per cent of the gross earnings amounted to $465,840 50, to which add $80 from miscellaneous sources, makes a total net income to the company of $465,920 50. From this sum was paid the year's interest on 1st and 2nd Mortgage Bonds $314,930, taxes $28,572 81, and general expenses $3,482 10 leaving a surplus of $118,935 59 from the year's operations, which was applied to the re-payment to the lessee of advances heretofore made. Included in the expenses is the sum of $105,103 94 for permanent improvements and additions to the property. An election was held thereafter for a new board of directors, which resulted as follows: Thomas D. Messler, J. N. McCullough, William Thaw, W. R. McKeen, R. L. Dulaney, W. S. Smith, A. H. Henry, Chas. H. Seybt and J. S. Piers. The board subsequently organized by re-electing Thomas D. Messler, President, W. H. Barnes, Treasurer, and Williamson Plant, Secretary.

Foreign Iron Ores.

The Chief of the Bureau of Statistics at Washington has prepared a table of imports of foreign iron ores, from which we learn that for the fiscal year ended June 30, 1879, the total was 150,821 tons, value $343,034; for the same period of 1880, 425,012 tons, value $1,193,961; and for five months ending November 30, 1880, 232,284 tons, value $636,219.

In the list of countries Spain stands at the head, having in 1879 shipped to the United States 80,044 tons of iron ores, valued at $154,211; 1880, 134,807 tons, valued at $314,074; and for the five months ended November 30, 1880, 91,858 tons, valued at $199,534.

The second largest importations of iron ores into the United States are from the French possessions in Africa and adjacent islands, as follows: 1879, 31,727 tons, value $88,159; 1880, 113,222 tons, value $336,758; and five months to November 30, 1880, 47,224 tons, value $146,445. These are the well known Algerian ores.

Of English ores there were imported into the United States in 1879, 18,828 tons, value $54,789; 1880, 79,319 tons, value $285 313; five months to November 30, 1880, 20,260 tons, value $96,509.

The fourth on the list are the Italian ores, and the fifth those from Quebec, Ontario, Manitoba and the northwestern territory.

It will be observed that although the demand for Spanish ores is largely on the increase, as indicated by the returns for the five months of 1880, and the entire year from July 1, 1879, to June 30, 1880. For the same period in French and English ores there has been a decline, especially in the latter.

The Railway Clearing House.

The principal railroads of the New England States find the Clearing House, under the charge of Mr. Hill, at the Lowell station on Causeway street, where upwards of 50 clerks are employed, of great and increasing benefit to them in keeping track of their equipment. Nearly 40, or a very large proportion of all the roads in the New England States, now send daily statements to this Clearing House of the movement of freight cars upon their lines, consequently the Clearing House is able to trace the movements of all the cars, while in the New England States, from station to station, and the roads have sent to them statements from which their mileage accounts are made up and collected.

Upon a recent occasion, one of our principal railroads—the Boston and Albany—was enabled to turn the tables upon a prominent trunk line and show up the manner in which the trunk line was keeping its car accounts, through the instrumentality of the Clearing House. It seems that the New York Central claimed that the Boston and Albany had upward of 2100 of their cars east of Albany, while the Boston and Albany claimed that the number of New York Central cars upon their road was but a comparatively small portion of 2100—a statement which the Clearing House was able to substantiate, as through their reports, which show the number and owners of nearly every car east of the Hudson, at any given time, they were able to establish the fact that the total number of cars in all New England at that time which belonged to the New York Central did not exceed 700 in number, including those coming

here via the Boston and Albany, the Tunnel, or over the Central Vermont via Whiteball; while, upon the other hand, upward of 800 of the cars of the Boston and Albany were upon the tracks of the Central Road. Mr. Hill has recently established a Clearing House in Albany, with a staff of clerks who are to keep the car movement of the Delaware and Hudson Company's 700 miles of railroads. There is great probability that, as the merits of the Clearing House system are demonstrated, it will be adopted throughout the whole country.—[Boston Journal.

The Wheat Crop of 1880.

The statistics of the Department of Agriculture show that the total yield of the wheat crop in 1880 was 480,849,723 bushels as compared with 448,755,118 bushels in 1879, a gain of 32,094,605 bushels. The comparative yield in the several sections of the country are indicated in the following statement:

	1880.	1879.
New England States	1,167,092	1,196,843
Middle States	39,073 341	35,850,605
Southern States	49,256,960	51,473,703
Western States	314,667,290	297,145,167
California and Oregon	58,680,000	43,188,800
Other States and Territories	18,005,000	16,900,000

The following table shows the annual production of wheat in the United States; the exports, including flour, and the supply remaining for domestic uses, for five years, each ending June 30:

	Production, bushels:	Exports, bushels.	Remaining, bushels.
1875-'76	292,136,000	74,750 082	217,385 318
1876-'77	289,356 500	57,043,935	232,312,564
1877-'78	364,194,146	92 139 236	272,054,910
1878-'79	420 122,400	147,687,649	472,434,751
1879-'80	448,755,118	180,304,168	268,450,950

Estimating the requirements for domestic uses for the current year at 275,000,000 bushels, or about six and a half million more than was consumed in the home markets last year, the amount left for export would be 205,000,000, or 25,000,000 more than in 1879.

Grand Trunk Railway of Canada.

The gross receipts, working expenses and net profit of the Grand Trunk Railway of Canada for the month of November, 1879 and 1880, were:

	1880.	1879.
Gross receipts	£196 726	£174,088
Working expenses	135,720	122,671
Net profit	£61,006	£51,417

—showing an increase in gross receipts of £22,638, in working expenses of £13,049, and in net profit of £9,589.

The aggregate for five months from July 1 to November 30, was as follows:

	1880.	1879.
Gross receipts	£959,819	$815,446
Working expenses	640,886	592,769
Net profit	£318,933	£222,677

—showing an increase in gross receipts of £144,373, in working expenses of £48,117, and in net profit of £96,256.

Finances of the District of Columbia.

The report of the Treasurer of the United States to the Secretary of the Treasury on the sinking fund and funded debt of the District of Columbia states that the principal of the bonded debt has been reduced $200,423 33, and the annual interest $8,827 66. The estimate for the service of the fiscal year, 1882, for sinking fund and interest, is $1,213,947 97, and exceeds that for the past two and current years, $58,364 42. By the provisions of the act of June 16, 1880, an increase in the bonded debt to the amount of $1,256,750 was authorized, $656 600 of which in bonds of the 3.65 loan, under section 9 of the above article, have been already issued in redemption of certificates of the late Board of Audit, with the probability that the amount authorized will be issued either in redemption of the certificates mentioned or in payment of judgments of the Court of Claims.

Land Grant Railroads.

The following table shows the amount of bonds issued under grants to subsidized railroads:

Union Pacific	$27,236 512
Kansas Pacific	6,303,000
Central Pacific	25,885,120
Western Pacific	1,970,560
Sioux City and Pacific	1,628,320
Central Branch Union Pacific	1,600,000
Total bonds	$64,623,512

The number of acres of land certified to railroads up to June 30, 1880, is as follows:

	Acres.
Union Pacific	1,859,474
Kansas Pacific	828,830
Denver Pacific	49,811
St. Joseph and Denver Pacific	461,818
Central Pacific	708,862
Western Pacific	424,727
California and Oregon	1,338,089
Southern Pacific	1,048,090
Sioux City and Pacific	41,328
Central Branch Union Pacific	187,607
S. W. Branch Pacific, of Missouri	1,161 204
Atlantic and Pacific	504,536
Northern Pacific and branches (300 miles, 12,000 acres, since above)	1,405,854
Oregon and California	323,148
Hannibal and St. Joseph	603,506
Burlington and Missouri River (in Nebraska)	2,374,090
Burlington and Missouri River (in Iowa)	388,817
St. Louis and Iron Mountain	207,681
Cairo and Fulton	1,178,702
Memphis and Little Rock	141,844
Little Rock and Fort Smith	916 716
Missouri, Kansas and Texas	897,642
Atchison, Topeka and Santa Fe	2,474,326
Leavenworth, Lawrence and Galveston	69,344
Mississippi and Missouri River	643,307
Cedar Rapids and Missouri River	1,140,493
Winona and St. Peter	1,668,007
Dubuque and Sioux City	550,467
Iowa Falls and Sioux City	683,023
St. Paul and Sioux City	1,200,358
Sioux City and St. Paul	396,998
West Wisconsin	802,816
North Wisconsin	243,497
Lake Superior and Mississippi River and Stillwater and St. Paul	860,564
St. Paul and Pacific (St. Paul, Minneapolis and Manitoba)	2,031,337
Minnesota Central	179,736
Southern Minnesota	454,956
McGregor and Missouri River	251,063
Hastings and Dakota	225,178
Portage, Winona and Lake Superior (Wisconsin Central)	575,844
North Louisiana and Texas (Vicksburg, Shreveport and Pacific)	854,211
Total acres	31,956,857

Mining.

The Ontario Silver Mine of Utah was worked about nine months of the year 1880, during which time the production of bullion amounted to $1,613,627. The loss of three months' time was occasioned by the suspension of the mills, and not on account of want of ore. The mine is now reported to be in good condition, with large reserves in the 400, 500 and 600 foot levels, and with sufficient prospecting done down to the 900 foot level to ensure the usual production of ore for a long time to come. The yield for December was $185,205.

The product of the Homestake Gold Mine of Dakota for December was $108,000. Cold weather in that section has somewhat retarded mining operations there.

Railroads of Missouri.

The biennial report of the Missouri State Railroad Commissioner for the years 1879 and 1880 contains the following general information:

	1879.	1880.
Number of main branch lines in Missouri	55	73
Number of corporations owning the lines	36	40
Number of companies operthe lines	25	25
Number of miles of road, exclusive of sidings, in operation in the State	3,617	4,007
Number of miles constructed and put in operation	308	391
Number of miles of track with steel rails	1,500	2,000
Number of miles of side track	—	270
Number of miles of double track	—	12½
Number of counties with railroads	87	92
Number of counties without railroads	27	22
Counties south of the Missouri River without railroads in them	25	22
Counties north of the Missouri River without railroads in them	2	None.
Gross earnings on mileage in Missouri	$19,374,126	—
Gross earnings on mileage in Missouri, estimated	—	$21,000,000
Population of Missouri	—	2,169,091
Inhabitants per mile of railroad	608	542
Square miles of area in Missouri	—	65,350
Number of square miles per mile of railroad	18	16¼
Inhabitants per mile of railroad north of the Missouri River	—	400
Square miles per mile of railroad north of the Missouri River	—	12

In Missouri there are 195 miles of railroad having a gauge of 3 feet, and nearly all the rest of the railroads have the standard gauge of 4 feet 9 inches, the few exceptions being a gauge of 4 feet 8½ inches, arranged so as to accommodate standard-gauge trucks.

The number of miles of railroad in operation in Missouri in 1877 was 3,150; in 1878, 3,205: in 1879, 3,617, and in 1880, 4,007. Missouri is now the seventh State in railroad rank.

The Nevada Southern Railroad Company have increased their capital stock, and it is all subscribed and paid in. The line of the road on the first division will be from Ledlie, on the Nevada Central to Cloverdale, 74 miles. A branch from this division will be run to Grantsville, a distance of from 6 to 8 miles. The second division is from Cloverdale south to Silver Peak and Gold Mountain, 100 miles. A branch will leave this division for Candelaria, starting from the main line 40 miles south of Cloverdale. The third or eastern division will be run from Silver Peak to Bullionville to meet the Utah Southern.

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New York, Saturday, January 22, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

THE bill introduced in the Senate this week by Mr. Williams proposes the appropriation $1,500,000 in aid of American shipping, It authorizes the Postmaster-General to make contracts for the transportation of the United States mails to such West Indian, South American, Central American, Mexican, Asiatic and European ports, as in his judgmsnt will best subserve and promote the postal and commercial interests of the United States, the annual rate of compensation for the service not to exceed $50 per mile one way per annum.

EMIGRANTS flocked to this port last year at the average rate of more than 1000 daily for every working day in the year. As great as was the increase of immigration last year, the total volume being larger than that of any previous year since the establishment of the New York Emigration Commission, thirty-three years ago, the figures are likely to be largely increased this year, on account of dissatisfaction among foreign laboring classes and on account of the inducements offered to them here by our almost unlimited agricultural resources, which are being so rapidly opened up by our old and new railroad enterprises. It would not be surprising to see important colonization schemes undertaken and pushed this year to provide for this inflowing tide to our shores.

INQUIRING persons who are carefully weighing the relative merits of the proposed ship canal enterprises will be much influenced by General Grant's letter in the *North American Review*, which presents the strong claims for consideration, especially among American investors, which the Nicaragua projects holds as compared with the other. Among the points brought out in favor of the Nicaragua are the comparative ease and economy of its construction, the shortening of distances. its favorable approaches from the sea, the conditions of the concession guarding against excessive rates and the national character of the organization, which appeals to a powerful class of investors at home and abroad who have strong faith in the enterprise and ability of American projectors and managers. The highest estimate of the cost of construction of the Nicaragua canal is $100,000,000, about $20,000,000 less than the lowest estimate for the Panama, while estimates made after the last survey of the former reduced the number of miles and brought down the estimated cost to less than $42,000,000. There is certainly something very reassuring in the facts and estimates that are being presented to the public concerning the American project.

THE numerous inquiries that are being made of us from various sources at home and abroad concerning the organization and workings of the more important European railroads illustrate the demand that exists for authoritative information concerning foreign transportation companies. Statistics concerning these matters have been wofully defective in the past and as a rule information only of the most meagre kind on these topics has been obtainable heretofore from American publications. Believing that it would be of great value to our subscribers, many of whom are Europeans, and with a view of extending the field of usefulness of the JOURNAL, we have specially deputed a gentleman thoroughly competent and of wide experience in such matters, Mr. C. H. Harding, to obtain for our columns accurate information of this character. Mr. Harding will reach England early in the ensuing month and we are confident that the results of his investigations, coming as they will from one of known integrity and ability, will be appreciated by our readers. Statistics such as we expect to obtain through our representative cannot fail to be especially interesting for purpose of comparison at a time like the present when the unexampled prosperity of our American railroads is attracting the attention of the entire civilized world.

Anthracite Coal Tonnage.

John H. Jones, accountant for all the several coal companies, furnishes the following statement of anthracite coal tonnage for the month of December, 1880, compared with the same period last year:

	Dec. 1880.	Dec. 1879.
Reading Railroad.....	407,089	559,549
Lehigh Valley Railroad.....	869,553	866,155
Central R. R. of New Jersey.	276,888	307,337
Del. Lack. and Western R. R.	310,150	339,713
Delaware and Hudson Canal.	213,099	270,219
Pennsylvania Railroad.....	149,675	119,624
Pennsylvania Coal.....	*166,018	89,562
New York, Lake Erie and Western Railroad.....	46,173	31,243
Total.....	1,878,859	2,074,404

—showing a decrease of 195,546.

	1880.	1879.
Reading Railroad.....	5,933,922	7,412,617
Lehigh Valley Railroad.....	4,394,582	4,405,957
Central R. R. of New Jersey	3,470,141	3,825,553
Del. Lack. and Western R. R.	3,550,348	3,867,404
Delaware & Hudson Canal.	2,074,704	3,014,117
Pennsylvania Railroad.....	1,864 031	1,682,106
Pennsylvania Canal.....	1,138,466	1,427,150
New York, Lake Erie and Western Railroad.....	†411,094	†477,782
Total.....	23,437,242	26,142,689

—showing a decrease of 2,705,447.

*13,250 tons included in this amount erroneously omitted in November statement.

† These amounts include the following items which should have been reported in Delaware and Hudson Canal Company's tonnage, viz: 1879, 40,272 tons; 1880, 38,205 tons.

The stock of coal on hand at tide-water shipping points, December 31, 1880, was 500,273 tons; on November 30, 609,833 tons; decrease, 109,560 tons. The amount on hand December 31, 1879, was 618,512 tons, and on December 31, 1878, 501,377 tons. Of the total production in 1880, 11,419,279 tons, or 48.72 per cent was from the Wyoming Region; 4,463 221 tons, or 19.05 per cent from Lehigh Region, and 7,554,742 tons or 32 23 per cent from Schuylkill Region. Competitive tonnage, including all coal which for final consumption or in transit reaches any point on Hudson river or Bay of New York, or which

passes out of the Capes of the Delaware, except pea and dust; 1879, 11,813,798 tons; 1880, 10,088,159 tons.

Construction.

The Scioto Valley Railroad Extension has reached Hanging Rock.

The Texas and St. Louis Railroad has reached Corsicana, which is 203 miles from Texarkana. New stations are being located, and trains will soon run regularly.

The Springfield Southern Railroad Company has been incorporated in Ohio for the purpose of building branch lines to the different coal mines in Jackson and Vinton counties.

The Culross (Ca.) bonus of $8,000, in favor of the Toronto, Grey and Bruce Railway having been carried, ensures the construction of the branch line to the town of Wingham.

A company has been organized under the name of the Cincinnati and Southeastern Railroad Company, for the purpose of constructing a railroad from Covington to Pound Gap, Kentucky.

Work is progressing on the Cleveland, Canton, Coshocton and Straitsville Railroad, and the contractor says that by May 1, the road will be in running order.

The construction train on the Pittsburg, Virginia and Charleston is now running into Washington, Pa. Freight, express and passengers have been sent through on the road ever since the river closed.

The track of the Pine Bluff Railroad has been laid to and across Fourche Bayou to a point three miles south of Little Rock. The gap between the two track laying gangs is now only fifteen miles, and the connection will be completed in two weeks if the weather admits.

A new railroad company was organized in Evansville, Ind., on the 12th inst., to build a road from Evansville to Dayton, Ohio, to be called the Evansville, Dayton and Eastern Railroad. It will be 240 miles long. The capital is fixed at $6,500,000, and $50,000 have been subscribed.

The Lebanon Springs Railroad is now opened from Chatham Village, N. Y., through to Bennington, Vt., and trains now run regularly to the latter place. At Bennington ample terminal facilities have been provided for in connection with the Bennington and Rutland Railway.

The Wisconsin Peninsular Railroad Company has been organized for the purpose of building a narrow gauge railroad from Green Bay to the northern extremity of Door County. The line will be about eighty miles in length, and work will be commenced as soon as the weather permits.

The Bald Eagle Valley Railroad Company has purchased the Snowshoe Railroad, and has acquired, also, some 50,000 acres of bituminous coal lands. The Pennsylvania Railroad Company has been operating the Bald Eagle Valley Railroad, and will continue to do so, thus putting it in possession of rich bituminous coal lands nearer than others to the seaboard.

Work was commenced on the 17th inst. on the Redstone branch of the P., V. and C. Railroad, from Brownsville to Uniontown. It will connect with the Southwest Railroad at Hoggsett's cut, one mile below Uniontown, and with the P. V. and C. road by bridge over the Monongahela river at the mouth of Redstone creek, near Brownsville. This branch will be about twelve miles in length, and will open up a large coal field between Uniontown and Brownsville.

The stockholders of the Baltimore and Chicago Railroad Company held a meeting at Wooster, Ohio, on the 12th inst., and by an almost unanimous vote transferred the road to the Baltimore, Pittsburgh and Chicago Company, composed principally of Pittsburgh capitalists. The new company agree to commence operations within six months, to have the line completed by July 4, 1882, and to maintain it independent of all other lines. It will ultimately be finished to Fort Wayne and there connect with the Wabash system.

Gen. Wm. M. Burt, who represents a syndicate of Boston capitalists, proposes to build a new line from Troy to Oswego, using the Syracuse and Chenango Road as a connecting link. Engineers are now surveying the line from the eastern terminus of the Chenango Valley Road to Schenectady. The road from that city to Troy is now in process of construction. It is supposed that the line from Oswego to Troy is to be run in connection with the Housatonic Road to Boston. Gen. Burt proposes to purchase the Syracuse, Phœnix and Oswego Road from Syracuse to Oswego and complete the construction of it.

Among the many improvements contemplated by the new management of the Long Island Railroad is the laying of a double track, with steel rails, the entire length of the Southern, or Montauk Railroad. From Patchogue the Montauk Railroad will be extended to Manor on the Long Island Railroad. All passenger trains are to be run over the Montauk Railroad as far as Jamaica, and the old Long Island Railroad will be used for freight trains. It is understood that South Side capitalists are ready to contribute liberally for the extension of the road from Patchogue to Manor, a distance of fifteen miles.

Delaware Railroad.

The earnings of the Delaware Railroad for the year ending October 31, 1880, were:

From passengers	$146,358 77
From freight	249,647 98
From mails and miscellaneous	10,258 28
Total	$426,265 03
Operating expenses, as per agreement with the lessee, 70 per cent of the gross earnings	298,385 52
Balance	$127,879 51

Interest on bonds and dividends on stock paid by lessee, $129,773 74, showing a deficiency of $1,894 23. This deficiency will be charged as heretofore to future surplus earnings.

The results of the business as compared with last year, show a loss in freight receipts of $27,306 13; a gain in passenger receipts of $5 200 45; a gain in mails and miscellaneous receipts of $8 00. The President in his report says:

The loss in freight is due to the smallness of the peach crop, and to the fact that the greater part of the crop being this year in the upper portion of the State, the haul over your line of road was short.

Your property has been kept in its usual good condition by the lessee. In accomplishing this 304 tons of steel, 445½ tons of iron 292 tons of mended iron rails, and 88,540 cross ties, with a due proportion of other materials have been used.

Passenger trains have been run over 145,593 miles; freight trains over 183,318 miles; construction and wood trains over 2,855 miles; total of all trains, 331,766 miles.

The appropriations to the sinking fund for the last year were sufficient to pay off the first note for $7,000, referred to in our last annual report, and leaving a surplus of $1,498 38.

The construction account increased during the past year by the consent of the lessor and lessee to the amount of $8,641 67, upon which the lessee is to pay six per cent per annum to the lessor.

The main items making up this amount consist of the difference in cost between steel and iron rails and the additional weight of the new rails over the old ones taken up, the substitution of iron fish joints in place of wooden ones, the extention of side tracks, new fencing and the cost of the Dover and Milford survey.

Balance Sheet, Oct. 31, 1880.

Railroad	$1,748,950	66
Smyrna branch	33,847	14
Dorchester branch	109,993	75
Townsend branch	223,641	00
Sundries	3,532	65
Cash and cash items	47,930	70
Trustees of sinking fund	42,429	48
	$2,210,325	38
Capital stock	$1,468,994	41
Bonds, mortgage July 1875	1,000	00
Guaranteed mortgage, (convertible) July 1895	650,000	00
Interest on bonds and loans	20,174	11
Dividends	26,639	49
Expenses	1,087	89
	$2,210,825	88

President.—S. M. Felton.

Directors.—S. M. Felton, Isaac Hinckley, Andrew C. Gray, Charles Warner, Christian Febiger, Edward Bringhurst, Jr., Isaac Jump, H. B. Fiddeman, Manlove Hayes, Alexander Johnson, James J. Rors, Albert Curry, J. Turpin Moore.

Treasurer.—Manlove Hayes.

Great Western Railway of Canada.

The revenue statement of this company for the month of November, 1879 and 1880, (excluding leased lines) is as follows:

	1880.	1879.
Gross receipts	$418,600	$379,500
Working expenses	261,500	228,800
Net	$157,100	$150,700

—showing an increase in gross receipts of $39,100 in working expenses of $32,700, and in net profit of $6,400. The working expenses are inclusive of transfer funds.

The aggregate for four months from July 31 to November 30, was as follows:

	1880.	1879.
Gross receipts	$1,712,800	$1,497,100
Working expenses	1,044,700	912,900
Net	$668,100	$584,200

—showing an increase in gross receipts of $215,700, in working expenses of $131,800, and in net profit of $33,900. The above is subject to interest on bonds, etc.

The Chicago and Northwestern Railway Company, on 2,763¼ miles of road owned and operated, earned from June 1 to December 31 (seven months) $12,610,266 81, against $10,531,121 80 for the corresponding time in 1879—an increase of $2,079,079 01.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	677,800	747,000	657,500	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	158,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,653	149,504	153,378	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
Central Pacific:													
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432 917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,704	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	502,285	488,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	680,982	553,564	....
Chicago and Northwestern:													
1878	1,077,891	1,064,857	1,095,884	1,255,887	1,471,545	1,069,142	1,166,271	1,266,460	1 450,302	1,573,422	1,407,240	1,080,838	14.999,840
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314 231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490, 223	.....
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113 503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,965	666,853	663,640	784,507	798,665	636,447	647,460	523,487	676,368	823,722	809,212	716,512	8 451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100 245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	.....
Clev., Col., Cin. & Ind.:													
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	392,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	388,454	.....
Hannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,569	99,811	141,533	176,819	239,735	193,125	253,333	1,997,405
1880	169,320	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
Illinois Central:													
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,356	654,840	625,201	589,313	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,307	797,232	860,124	720,571	655,291	.....
Lake Shore & Mich South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,996	1,588,378	1,458 183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1878	217,029	181,118	236,546	206,736	206,757	207.514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,928	3,343,373
1880	367,397	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	358,672	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,204	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	.....
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1878	1,304,018	1,121.412	1,147.208	1,127,079	1,172.961	1,258.990	1,157,691	1,445,929	1,338,272	1,473,532	1 381.391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,487	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,181	1,252,218	1,644,958	1,643,151	1,592,541	1,661,812	1,580,976	1,606,674	1,786,417	1,899,910	1,799,338	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	377,316	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	.....	.....
Philadelphia and Reading:													
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,469,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468 195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724,713	656 832	655,413	5 292 011
1880	552,615	492,450	450,620	403,300	372,290	365,300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,419
Toledo, Peoria and Warsaw:													
1878	130,466	94 878	108,345	90,627	111,339	76,887	91,974	131,145	125,109	500	90,145	99,044	1,243,959
1879	94.907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112 3[illegible]	92,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	121,228	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	864,057	980,661	.....
1880	760,147	762,558	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	962,663	.....

Interest and Dividends.

The Quincy Mining Company has declared a dividend of $5 per share, payable Feb. 15.

The Oregon Railroad and Navigation Company has declared its usual quarterly dividend of 2 per cent on its capital stock, payable at the Farmers' Loan and Trust Company.

The directors of the St. Louis and San Francisco Railway Company have declared a dividend of 8½ per cent upon its First preferred stock, payable Feb. 1, at the New York office.

The Quincy Mining Company has declared a dividend of $5 per share, payable February 15th to holders of record 20th inst.

The Calumet and Hecla Mining Company has declared a dividend of $5 per share, payable Feb. 15.

The directors of the Panama Railroad Company have declared a quarterly dividend of 5 per cent payable on and after Feb. 1. The transfer books will close on the 20th inst. and will be reopened on Feb. 2.

From the annual message of the Governor of Wisconsin, which was read to the Legislature at Madison on the 13th inst., we learn that the total Trust funds of the State, which includes School, University, Agricultural College and Normal School funds, amounted to $4,812,809 87. The public indebtedness of the people of the State is somewhat less than $12,050,000. The State debt proper is $2,252,057. The given value of the taxable property of the State is $445,582,720.

The trustees for the associated bondholders and creditors give notice that there will be a meeting of the stockholders of the newly organized Virginia Midland Railway Company on Tuesday the first day of February, 1881, at noon, at the general office of the company in Alexandria, Va., for the purpose of electing the president and directors of the company, and authorizing the issue of the mortgage bonds provided by the scheme of reorganization and transacting any other corporate business.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept.30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,230	.....	.....	4,267,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	847	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,141	185,883	444 181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)...New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,647	289,615	668,353	1,218,236	553,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,368,350	2,413,862	.....	.....	2,166,500	23,974,000	2,780,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,626	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,656,433	1,500,000	12,489	.....	62.6	241,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,869	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	314,301	802,121	6,881,442	3,464,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	20	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point .....Georgia.	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	777,298	251,621	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,378,414	963,497	2,259,842	4,135,296	698,808	—	100	....
Dec. 31, 1879	149.5	—	25.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	—	—	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	543,931	824,789	38,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶...Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	393,393	.....	428.0	1,312,118	180,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)..... Mass.	120,707	—	1,350	33	131,700	—	—	389	4.0	.....	.....	.....	9,255	9,255	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,543,315	19,203,063	46,223,039	833,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	8,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	286,047	228,674	10	100	....
Sept. 30, 1878	104.6	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,746	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,043,015	186,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.932,718	90.2	565,121	895,965	347,455	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59 0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1879	201.6	48.0	136.9	4-8.5	248	184	55	4,907	Boston and Albany.... Mass. & N. York.	29,068,415	*	1,170,317	708,193	20,000,000	7,000,000	1,455,702	2,491,224	249.5	4 889,772	5,199,160	2,738,098	6,427,463	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	46	68	22	680	Boston and Lowell.....Mass.	5,781,308	441,834	932,767	402,141	3,250,000	3,495,100	259,947	551,703	75.1	1,045,141	2,461,750	819,843	1,210,872	404,490	1	500	....
Sept. 30, 1879	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,733,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,317	*	4,801	36,391	3,260,000	977,000	79,493	83,021	50.0	183,402	79,176	107,369	259,497	116,698	—	100	....
Sept. 30, 1879	44.0	19.7	42.5	4-8.5	49	100	18	67.	Boston and Providence.....Mass. & R. I.	4,612,774	*	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,464	1,323,926	422,179	8	100	....
Sept. 30, 1879	86.5	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,962	24,376	44,377	871,001	554,300	260,719	L. 79,223	52.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	39	30	17	593	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	789,349	247,312	192,877	678,123	200,872	6pf	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,060	39.0	632,307	49,200	....	13,197	deficit.	—	100	....
Sept. 30, 1879	8.8	—	2.4	3-0	5	23	—	23	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,953	2,783	349,200	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,995	6	100	....
Sept. 30, 1879	2.5	—	0.3	3-0	1	2	—	8	Boston, Winthrop & Pt. Shirley..... Mass.	38,870	1,800	.....	.....	19,450	18,000	3,443	Loss. 223	2.5	20,817	67,950	.....	122,163	80,725	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthore.....Virginia	110,500	*	.....	.....	110,500	—	.....	.....	21.0	12,600	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	137,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island. N.Y.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	873,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	336	Buffalo and Southwestern.....New York.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,500	1,401,765	248,391	120.5	617,728	207,239	1,063,256	934,683	380,355	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,418,662	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	21,291	32,991	39,775	4,432	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	266,703	7,516	—	100	....
June 30, 1879	241.6	182.9	86.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,206	*	1,227,691	111,103	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,188	1,410 260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	3-0	19	7	7	377	Cairo and St Louis..... Ill.	7,065,000	*	.....	.....	4,595,000	2,500,000	.....	.....	146.5	305,462	.....	.....	231,530	21,228	—	100	....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	167	Cairo and Vincennes .....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,806	275,094	12,000,000	6,850,000	1,536,688	L.606.715	116.4	.....	296,511	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	668,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	.....	.....	.....	495,473	202,127	3ip	50	....
June 30, 1879	248.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... .....Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,841	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,850	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	12.7	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,389	589,110	—	18	18,21¶	34.6	76,090	21,672	73,578	57,929	2,559	6	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	718.5	1,079,243	103,703	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,056	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	55.9	188.9	4-8.5	253	220	22	18563	Central of New Jersey.....New Jersey.	17,023,473	3,150,000	.....	.....	18,563,200	32,766,600	5,341,209	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,081,029	8,030,469	10,234,033	1,461,793	54,275,500	93,192,285	306,605	15,382,538	1,213.1	7,203,591	6,842,307	1,875,343	17,163,168	6,945,300	—	100	....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept.30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	572,842	23,826	2,678,000	2,700,971	444,911	105,122	195.0	366,525	62,384	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	—	37,742	26,037	648,763	500,000	990	.....	22.8	67,547	139,743	167,571	84,660	30,696	—	100	....
Sept.30, 1879	40.0	—	1.3	5-0	2	4	1	25	Charlaw and Darlington.....S. C	680.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept.30, 1879	423.0	9.3	53.6	4-9	81	34	16	2,195	Chesapeake and Ohio .....Va. & W. Va.	54,238,716	*	534,287	183,243	23,762,136	22,526,816	5,714,662	457,197	432.3	2,060,344	166,389	686,627	1,891,542	384,210	—	100	....
Sept.30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire.....N. H. & Mass.	2,395,259	322 266	141,111	185,166	2,153,300	831,000	25,703	33,808	53 6	548,076	125,188	418,700	503,049	141,236	1	100	....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton .....Illinois.	19,095,803	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,933	579,373	840.4	3,609 638	843,429	2,634,177	5,755,677	2,703,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,403	172,924	333,054	3,714,329	259,340	204,950	152 0	1,600,088	146,219	749,340	1,020,794	389,445	—	100	....
Jun. 30, 1879	80.0	—	10.7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,373	196,911	—	100	..
Dec. 31, 1879	170.0	75.6	23.6	4-8.5	29	15	12	715	Chicago & West Michigan. .. ....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,968,795	*	8,318,765	2,811,506	36,513,610	37,698,000	11,448 446	5,983,060	1,627.5	12,769,563	3,964,798	8,574,636	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,727,440	*	.....	.....	4,112,500	2,961,000	153,910	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	....
Sept.30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chi ago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	68,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,278	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy....Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,466	27,270,225	16 526,547	4,492,865	1,857.3	8,600,517	2,076,184	4,686,353	14,817,105	1,260,088	6	100	....
Dec. 31, 1879	763.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,230 193	233,825	780,016	115 027	5,151,440	953,000	255,620	45,100	208.1	330,734	71,007	101,562	491,075	186,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,710	*	2,291,103	817,196	27,683,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union.	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65.

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank.*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
‡New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,826

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

Eastern Farmers and Western Transportation.

No one doubts that the inhabitants of the cities of the Eastern and Middle States derive great benefit from the low rates at which wheat, corn and other staple agricultural products are transported by rail to the Atlantic coast. This cheap transportation insures for the population of these cities plenty of food, even if the crop in any particular section proves an utter failure, and protects them from extortion on the part of local producers. But many argue that to the farmers of the Eastern and Middle States the introduction of so much western produce at low rates is a serious injury; the New York legislative investigating committee, last year, were told by one witness that the railroads had "virtually transferred his farm 1,000 miles west;" and by another witness that they had carried his farm "to the banks of the Mississippi river." The only portion of such complaints, however, that may be considered to hold good, relates to the comparatively lower prices for wheat, corn and other staple products which the farmer has to accept because of the extensive competition of western growers. Striking evidence can be educed to show that the farmers of the Eastern and Middle States, on the whole, are becoming more prosperous, and that this very prosperity is due to changes in cultivation made desirable, if not necessary, by the cheap transportation so much decried.—[The Manufacturer and Industrial Gazette.

Railroad Law.

1. Carriers—Negligence—Limiting Liability—Degree of Care. Whilst a common carrier may make a special contract to protect itself against accidents and casualties, it cannot stipulate for a degree of care only.

2. Ibid.—Ibid.—Unfit Machinery and Appliances. The failure to provide all due, safe, and necessary machinery or appliances for transportation will render a common carrier liable for any injury or loss resulting from the use of unfit machinery or appliances.

3. Ibid.—Ibid.—Carrying Cotton Bales on Open Cars. The transportation of cotton in bales on platform or open cars is negligence. Such carriage exposes the goods to destruction by fire, and is gross negligence.

Error to Circuit Court of Copiah County.

The facts will be found in the opinion.

SIMRALL, J. In October, 1874, Faler & Co. shipped by the New Orleans, St. Louis and Chicago Railroad Company from Hazelhurst, thirty-five bales of cotton consigned to their factors at New Orleans. Written across the face of the bill of lading are the words, "Not responsible for loss or damage by fire or water." The cotton was consumed by fire while in transition. This is an effort by a public common carrier to limit its common law responsibility by special contract. The privileges which were granted by the State to the railroad companies which lately consolidated into the great corporation known as the Chicago, St. Louis and New Orleans Railroad Company were to bring into existence public carriers with the capacity and facilities to transport passengers and property promptly, safely, and at reasonable rates. All the powers, adequate and necessary to appropriate the property of private owners for the use of the line of the road, to build, equip, and operate it, have been conferred in consideration of the benefits of speedy, safe, and cheap transportation. These corporations owe to the community duties which are quasi public; and all questions which arise in individual cases, affecting their duties and obligations as public carriers, assume the importance of public questions. The corporation might justly complain of any interference by the State which would cripple it in the full exercise of its legitimate franchises in the conduct of its business. On the other hand, the corporation ought to be held to a full and fair performance of its duties as public carrier. These duties were well defined at the time its charters were granted. Of them are these: That goods received for transportation should be safely carried and delivered at the point of destination; and nothing excuses except the act of God (inevitable accident), or of the public enemy. But it was, and is, permissible to limit this almost absolute responsibility by an exception from liability for those losses which are the result of casualties or accidents, against which the most prudent cannot always provide, such as fire, tempests, etc., etc. A railroad company may stipulate against loss by fire, but such an exception does not discharge or abate one "jot or tittle" the prudence, skill, and care which the nature of the business imposes. When we use the words "prudence," "skill," "care," it is always in reference to some subject-matter, and the "degree" is measured by the nature of the thing to be done and the instrumentalities employed. A railroad company must employ men educated to the business to manage its locomotives; it must use cars suitable to the character of property which it transports. If one class of goods would be damaged by exposure to the weather they must be carried under cover. The duty is to use the cars and other appliances usual and suitable to its business, nor can it by special contract relieve itself from that duty. The law demands that the railroad company shall use safe machinery, properly constructed vehicles, employ competent agents, and manage the whole with that degree of skill and prudence necessary to the successful prosecution of the business. M. & C. R. R. Co. v. Weiner, 49 Miss. 732. In Smith v. R. R. Co. 12 Allen, 533, 534, the defendant offered as an excuse, that the car door, which was broken by the cattle (causing the loss of some of them), was reasonably strong. But to that the court responded "that it was in the power of the railroad company to secure a car sufficiently strong to resist the struggles of the animals, however unruly." The company "is bound to have one absolutely and actually sufficient." Welsh v. R. R. Co. 10 Ohio St. 69. In Steinweg v. R. R. Co. 43 N. Y. 126, the goods were destroyed by fire communicated by sparks from the chimney of the locomotive (as in this case there was an exemption from loss by fire). The point considered was whether the company was culpable for not using the safest apparatus to prevent the escape of sparks. It was laid down as the rule: "That if there was anything lacking in the construction of the engine which sound rules required it should have, it was negligence." The company must adopt the most approved modes of construction and machinery in known use, and also the "best precautions in practical use for securing safety." So in Jackson v. R. R. Co. 31 Iowa, 176, it is said "that ordinary care and prudence required the use of the best appliances known." Whatever special contract of exemption the carrier may make, he must provide, if the transportation be by water, a seaworthy vessel properly equipped and furnished; or, if by land, vehicles safely and properly constructed. Angell on Carriers, § 265. And more than that, there must be no blame or fault imputable to the carrier in reference to the storage of the goods on the vessel, as in N. J. S. N. Co. v. Merchants' Bank, 6 How. 385, where the goods were placed too near the chimney over the boiler deck and took fire. Angell on Carriers, § 265, lays down the rule to be: That there can be no exemption for losses occurring from defect in the vehicle or mode of conveyance. The courts have not been uniform in defining the degree of "negligence" whether gross or slight, for which the carrier will be liable, when the loss occurs from a cause excepted by special contract. One class of cases holds that the effect of such contract is to relieve the carrier from his public character and responsibility as such, and place [him] on the footing of a private carrier under a special agreement with the shipper, and he is only liable for gross negligence. Another class, looking with jealousy upon anything which relaxes the common law responsibility of the public carrier, declines to give any larger effect to the special contract than to relieve the carrier from liability as an insurer for safe delivery. The point made in R. R. Co. v. Heaton, 27 Ind. 448, was as to the degree of negligence, which would charge a carrier for a loss by fire (when that risk was exempted by the bill of lading). The court held that the carrier could no more contract "for a slight degree of negligence than for gross negligence." In Graham v. Davis, 4 Ohio St. 362, it was held that negligence, whether gross or slight, could not be the subject of a contract. So Steinweg v. R. R. Co. supra, holds the common carrier liable, if there was any negligence on his part, "without any regard to any supposed distinctions or degrees of negligence." These adjudications are of the class of cases which, we think, declares the sound and salutary rule, that while the railroad company may, by special agreement with the shipper, stipulate against liability for losses which sometimes happen by casualty or accident to the most prudent men (such as fire), nevertheless as public carriers the company is held to the performance of all the duties incident to the employment. Fidelity, prudence, and care are exacted. Safe motive power, with all the best constructed appliances in practical use, to arrest the escape of sparks from the chimney, should be used. Cars should be so constructed as to afford the greatest protection to goods liable to damage from rains, or easy to ignite from sparks. At this day, the great railroad companies are the chief arteries of the interior commerce of the country. They were incorporated with their extensive franchises for the very purpose of subserving the needs of commerce and travel, as public carriers. They cannot, in consonance with the great object had in view in their charters, surrender their character of public carriers, and, by contract

with individual shippers, assume that of private carriers. They are bound by the law of their creation to accept goods and passengers offered for transportation. They are public carriers and nothing else, nor can they abdicate that character without a violation of their fundamental law.

It appears that the train on which the plaintiff's cotton was shipped was made up of both box and flat carr, five or six of the former and two of the latter. It was also in evidence that the plaintiff remonstrated with the depot and shipping agent of the company about putting his cotton on the flat cars. It was not disclosed how the cotton was ignited—most probably by sparks from the locomotive. No other cotton was burned except that on flat cars. Cotton is very inflammable, easy to ignite, and hard to extinguish when on fire. Ordinary prudence would suggest that it should be stored in cars of such construction as would give the largest measure of security. It is almost certain that if the plaintiff's cotton had been placed in a box car it would not have been consumed. The company had box cars which were more secure against fire. Its duty was to provide the safest cars in use for the transportation of goods, according to their quality and liability to special perils. In holding, therefore, that it was negligence to carry cotton bales on flat cars, when the defendant had in use safer cars, we follow the doctrines and analogies of those authorities which we approved in P. R. Co. v. Weiner, supra, and others hereinbefore cited. If it be negligence not to use the most approved apparatus known to the defendant, to prevent the escape of sparks from the chimney of the locomotive, as held in the case reported in 43 N. Y., it cannot be prudence to omit any other precaution (in its control) which it can take for the safety of inflammable goods. The company must be free from negligence. There is no blame or negligence in carrying lumber, many sorts of barrel freight, and other goods of like character (not apt to take fire from sparks) on flat cars, whilst it is not prudent to store cotton bales or such inflammable material on them. The duty under the law is to carry and deliver safely. That duty is not performed if the carrier adopts a vehicle or car for inflammable goods less safe than another in known common use. Whatever improvements science and skill have made and experience has attested and approved in machinery and vehicles, which contributes to the safety of passengers and property, must, if known to the railroad company, be adopted. The vast interests of commerce and travel which are intrusted to these public carriers require that much of them. The large powers and franchises (including that of eminent domain in appropriating private property to their use) have been granted in consideration of the corresponding benefits and advantages which they afford to the public. It is not exacting too much of them nor imposing a new burden [to hold] that they shall employ care, skill, and prudence proportioned to the magnitude of the interests confided to them, and the perils and dangers peculiar to that mode of transportation. If the effect of a special contract, limiting their liability under the law, shall be permitted to relax their duty to the public and to abate that measure of care, skill, and prudence incident to the employment, then will the door be opened to relieve them from these obligations to ship which the wisdom of the common law has imposed, and then will the owners of property be subjected to risks which the public good requires should rest upon the company The question in every case should be and is: Has the public carrier acquitted himself of all blame? Can the loss be referred to omission to provide the safest vehicle in use for the particular property? If the loss can be ascribed to a failure to do what diligence and care would suggest was feasible to have been done, then the public carrier cannot shield himself behind an exemption in the bill of lading. In the case of R. R. Co. v. Weiner, supra, allusion was made to the great relaxation of the responsibility of the common carrier induced by a recognition of the British courts of the validity of notices to shippers, which were treated as special contracts. To such mischiefs did the practice lead that Parliament interposed to arrest the evil. The American courts after some [dissension] have almost uniformly denied that his liabili y can be limited in that mode. Whilst tolerating a reasonable restriction by special contract fairly and deliberately assented to, the courts whose judgments are supported by the soundest reasons and wisest policy declare also the doctrine that they cannot by contract bargain for an abatement of that degree of care, skill, and prudence.

Judgment affirmed.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending January 8th, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad ...	96,382	614,613	762,610
Schuylkill Canal....	.....	.....	38,041
Lehigh Valley	70,168	460,541	468,576
Del., Lack. & Western.	51,254	51,254	21,858
Shamokin Valley	13,165	13,165	18,915
Central New Jersey..	46,045	46,045	50,703
United R. R. of New Jersey	22,068	22,068	14,801
Pennsylvania Coal ..	14,844	14,844	16,082
Delaware and Hudson	39,934	39,934	70,535
Huntingdon & Broad Top Mt.....	11,199	11,199	11,005
Penn. and New York.	18,793	117,598	101,492
Clearfield, Pa.....	32,395	32,395	57,013

The total tonnage of anthracite coal from all the regions for the opening week of the year, the week ending January 8, as reported by the several carrying companies, amounted to 318,664 tons, against 329,093 tons in the corresponding week last year, a decrease of 10,429 tons. No reports of bituminous tonnage have been received. The quantity of coal and coke carried over the Pennsylvania Railroad during the first eight days of January was 165,800 tons, of which 114,047 tons were coal and 51,753 tons coke. The shipments over the Reading Railroad during the week ending last Saturday were 100,500 tons, of which 3,539 tons were sent to and 7,500 tons shipped from Port Richmond, and 14,710 tons sent to and 14,000 tons shipped from Elizabeth port.—[Phila. Ledger Jan. 15.

Two construction trains are now running each way daily over the Carson and Colorado railroad from the Mound House to the end of the track, a distance of twenty-two miles. Two sections have been established—one at Dayton, which extends about six miles each way, and another near Dutch Nick's, about twelve miles from Dayton.

Philadelphia Stock Exchange.

Closing Prices for the week ending Jan. 18.

	W.12	Th.13	F.14	Sa .15	M.17	Tu.18.
Allegheny Val.7 3-10s.....	119¾	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am.6s, 1888....	....	106¾	....	....	....	....
6s, 1889.....	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	..	....
Catawissa..... 12	....	....	....	....	...	....
Preferred..... 50¼	....	....	....	....	50	50¼
7s, new.....	....	....	....	111¾	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred..... 40¾	....	....	....	....	....	....
Hunt. & B. Top Mt	...	....	....	....	8¾	8¾
Preferred..... 13	....	12¾	....	....	....	....
2d mortgage	109¾	....	....	....	....	....
Lehigh Navigation 39¾	39¾	39¾	40	40¾	41¾
6s, 1884.....	....	....	....	....	106¾	106¾
Gold Loan.....	111	----	111	111	111
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	115¾	....	115	115
Lehigh Valley 59	58¾	59	59¾	60	60¾
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s...	....	....	....	....	....	....
Consol. mort. 6s.... .. 117	....	....	....	118	....
Consol. mort. 6s, reg.. ...	....	....	....	....	118
Little Schuylkill...	52¾	....	52¾	52¾	52¾
Mine hill & Sch. Haven	....	....	58¾	60	59¾
North Pennsylvania .. 56	56¾	56¾	....	....	57
1st mortgage 6s.....	108	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	117	....	....	....	....	....
Gen'l Mort. 7s, reg....	....	....	....	....	....	....
Northern Central. .. 44¾	45	44¾	45	45	....
6s.....	98¾	99	....	98¾	....
Northern Pacific 33	33¾	33¾	33¾	34¾	34¾
Preferred 65	65¾	65¾	66¾	65	65¾
Pennsylvania R. R. .. 66¾	66¾	66¾	66¾	66¾	66¾
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage..... 124¾	124¾	....	....	125	125
Gen'l mort. reg.....	125	....	....	....	....
Consol. mort. 6s.....	120	....	....	120	....
Consol. mort. 6s, reg.	....	....	120	....	....
Penn. State 6s. 3d series	....	....	....	....	....
do. 3d series	....	105	....	105	....
do. 5s, new.....	....	....	....	115	117¾
do. 4s.....	....	....	....	....	....
Phila. and Reading..... 30¾	31¾	31	31¾	30¾	30¾
1st Mortgage 6s.....	....	....	....	....	....
7s, of 1893..... ..	....	....	121	121	....
7s. new convertible.....	....	....	....	....	....
Consol. mortgage 7s.	----	....	....	....	....
Consol mortgage reg	....	....	....	....	....
Gen'l mortgage 6s.... 91¾ chp	92¾	93	92¾	93	93
Philadelphia and Erie	20¾	20¾	20¾	21¾	2 ¾
1st mortgage, 6s.....	....	....	...	101¾	....
2d mortgage, 7s.... 117¾	117¾	118	....	....	118
Pittsb., Cin. & St L. 7s	....	123	1 3	....	..
Pittsb., Titusv. & Ruff.. 19¾	19¾	19¾	19¾	19¾	20¾
7s..... .... 97¾	97¾	....	97¾	97	99
Schuylkill Navigation..	....	....	....	....	....
Preferred..... 12	....	11	....	....	....
6s, 1872.....	....	....	....	....	....
6s, 1882.....	78	78¾	80	....	....
United Co. of N. Jersey....	181	....	181	....	....
Hestonville, (Horse).....	....	....	....	....	....
Chestnut & Wal (do).....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Jan. 18.

	W.12	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.
Baltimore and Ohio ... 184	....	....	....	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	109¾	109¾	....	....	109¾
Central Ohio ($50)..... 49	....	49	....	....	....
1st mortgage 113¾	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....
1st mortgage, 7s..... 124	124	....	124	124	124¾
2d mortgage, 7s..... 95	94	93¾	93¾	93¾	94
3d mortgage, 8s..... 51¾	51	50¾	50¾	51¾	52¾
Northern Central ($50)....	44¾	44¾	45	....	45
2d mortgage, 6s 1885.....	....	....	....	....	....
3d mortgage, 6s, 1909.....	....	....	....	....	....
6s, 1900, Gold..... 113¾	113¾	....	....	....	....
6s, 1904, gold.....	112	112	....	112¾	....
Orange and Alex. 1st.....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....
4th mortgage, 8s.... 58¾	....	58	....	....	....
O., Alex. & Manassas 7s....	....	101¾	102	....	101
Pittsb. & Connellsv. 7s	....	....	....	....	122
Virginia 6s, Consol .. 73	72	73¾	74¾	74¾	74¾
Consol. Coupons!.... 90¾	91	91	92	91¾	92
10-40 bonds..... 49	48	49¾	49¾	49¾	49¾
Deferred Certificates. 15	15	...	....	....	14
Western Maryland ... 10	....	....	....	10¾	....
1st M., end. by Balt.....	....	....	....	....	....
2d M. do.	....	....	....	....	....
3d M., do.	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	111
2d M., end. Wash. Co.....	....	....	....	....	....
2d Mort., preferred ..106	....	....	....	107	....
City Passenger R. R.....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 19.

	Th.13	F.14	Sat.15	M.17	Tu.18	W.19
Adams Express	124	124¼	130	....	....	131¼
Albany and Susq.	....	....	....	123	124	124¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	109	....	....	109
American Express	64	64¼	64¼	65	64¼	64¼
Atlantic & Pacific Tel.	47	45¾	44	44¼	45¼	47¼
Burl., C.R. & Nor.	78	77	80	....	79	79
1st mortgage 5s	100¾	100¾	100¾	100¾	100	100¾
Canada Southern	76¼	78¼	84¼	88¼	87¼	87¼
1st mortgage guar.	102¾	103	103	103	....	....
Central of N. Jersey	87¼	88	89	89	91	90¾
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, acs.	115¼	115¾	....	115	115¾	....
7s, convertible, acs.	115¼	....	....	....	....	....
7s, Income	100¾	....	100¾	....	102	102
Adjustment	112	112¾	....	....	113	112
Central Pacific	96¾	95⅞x	95¾	95¾	94¾	95¾
6s, gold	114¾	114	114¼	114	112	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	103	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	23	23	23¾	23¾	23	23¾
Chicago and Alton	152¾	....	153¾	150	150	150
Preferred	....	....	....	....	....	....
1st mortgage	....	....	121¾	....	....	....
Sinking Fund	115	....	....	....	....	....
Chic., Burl. & Quincy	178	176	180¾	181¾	172¾	173
7s Consol, 1903	127¾	128¾	....	....	....	....
Chic., Mil. and St. Paul	118	120	121	122¾	122¾	122¾
Preferred	124¾	126¾	128	130¾	129¾	....
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	12 4	....
7s, gold	....	125¾	....	128	....	....
1st M. (La Crosse div.)	....	123¾	....	124¾	124¾	125
1st M. (I. and M. div.)	....	123¾	....	....	....	....
1st M. (I. and D. ext)	123¾	124	125	125¾	126	126
1st M. (H. & D. div.)	....	117¾	118	....	117¾	118
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	123¾	124¾	125	125	124¾	124¾
Chic. & Northwestern	127	120¾	132¾	134¾	134¾	136¾
Preferred	141	146¾	146¾	148¾	144¾	145¾
1st mortgage	....	....	....	....	113	....
Sinking Fund 8s	111	....	....	112	111	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	126¾	....	....	....	....	126¾
Do. reg	....	126	....	....	....	....
Chic., Rock Isl. & Pac.	136	137	137	....	138	137¾
6s, 1917, c.	....	....	....	....	....	....
Clev., Col., C. and Ind.	96	96¼	96¾	92¾	91¾	92¾
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	110	112¾	....	....	....
Col., Chi., & Ind Cent	22	22¾	23	24¾	23¾	24¾
1st mortgage	....	....	....	109¾	111¾	111
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	96¾	97¾	98¾	99¾	101¾	102¾
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	105¾	....
7s, 1894	....	....	118	117	....	....
Del., Lack. & Western	112¾	114	114¾	116	119¾	119¾
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	129¾	....	128¾	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	111	111	....	....	....
4th mort. 5s, ext.	108	....	....	....	108¾	10?¾
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	130	....	130	....	130	130
Great Western 1st mort.	....	....	112¾	....	112¾	....
2d mortgage	109¾	109¾	....	....	110	110
Hannibal & St. Joseph	51¾	52¾	53¾	53¾	53¾	55¾
Preferred	105¾	105¾	106¾	106	105¾	108
8s, Convertible	112¾	....	113	....	....	112¾
Houston & Tex. Cent.	71	....	71¾	72¾	72	....
1st Mortgage	110¾	....	....	111	....	111
Illinois Central	125¾	126¾	129	133	134¾	134¾
Lake Shore & Mich So.	132	132¾	132¾	133¾	133	134¾
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	91¾	91¾	91¾	92	91	92¾
7s Consolidated	....	....	....	....	....	....
Manhattan	36¾	36¾	36	34	34	37¾
Metropolitan Elevated	....	108¾	108	106	104¾	111¾
1st Mortgage	103	103	103	102¾	103	102¾
Michigan Central	122¾	124¾	125	124¾	124	125¾
7s, 1902	....	128¾	....	....	....	....
M. S. and N. I. 1st, S. F.	....	....	....	109¾	....	109¾
Morris and Essex	121¾	122	123	123	124	124
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	126
N. Y. Cent. & Hud. Riv	151¾	152¾	152¾	152¾	151¾	154
6s, Sinking fund, 1883	....	....	....	105	....	....
6s, Sinking fund, 1887	....	109	....	....	....	....
1st mortgage	....	....	....	....	....	134
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	125¾	125¾	123	123¾	123¾	123¾
1st mortgage	116¾	117¾	117¾	....	....	117
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 19.

	Th.13	F.14	Sat.15	M.17	Tu.18	W.19
N. Y., Lake Erie & W.	50¾	51¾	52¾	51¾	51¾	51¾
Preferred	93¾	95	94¾	95	93¾	93¾
2d Consolidated	100¾	101¾	101¾	101¾	101¾	101¾
New 2d 5s fund	96¾	97	96¾	96	96¾	....
N. Y., N. Haven & Hart	....	179¾	....	....	178¾	....
North Missouri 1st M.	121¾	122	....	121¾	....	....
Northern Pacific	33	33	33¾	34¾	34¾	34
Preferred	65¾	66¾	66¾	67	66¾	68¾
Ohio and Mississippi	39¾	41¾	43	43¾	42¾	43¾
Preferred	....	106	109	110	111	....
2d mortgage	....	128	122¾	125	....	125
Consolidated 7s	....	118	....	....	....	....
Consol. Sinking fund	....	....	118¾	....	....	....
Pacific Mail S. S. Co.	51¾	52	52¾	53¾	55¾	57¾
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	110	110¾	....	110¾	....
2d mortgage	....	....	....	....	....	....
Panama	225	225	230	231	231	231
Philadelphia & Reading	64¾	69¾	64	59¾	61¾	64¾
Pitts., Ft. W. & Chi. gtd	130	....	....	....	129¾	128
1st mortgage	....	....	....	137	137	....
2d mortgage	....	125	....	....	....	131
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	142	142	142¾	....	....	....
Quicksilver Mining Co	....	14¾	15	15¾	....	15¾
Preferred	56¾	57	57¾	57¾	58	58
St. Louis & San Fran.	49	....	49	49	....	....
Preferred	70¾	....	69¾	68¾	68¾	....
1st Preferred	100¾	....	100	100¾	101	101¾
St. L., Alton and T. H.	41	44	46¾	45¾	44	....
Preferred	122	123¾	124¾	125	124	122¾
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	110¾	....	....	11¾	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	54¾	57¾	60¾	61¾	61	61¾
1st mortgage	....	118	....	....	....	....
2d mortgage	....	110	....	112	112	111¾	112¾
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	115¾	117¾	118¾	119¾	119¾	122¾
1st mortgage	....	....	114	114¾	114	113¾
Land Grant 7s	....	114¾	115¾	....	114¾	115	....
Sinking Fund 8s	123	....	122¾	....	122¾	122
United States Express	52¾	55	....	55¾	55¾	56¾
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	113
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	110¾	....	....	....	111¾
St. Louis Division	....	113	....	....	111¾	112¾	....
Wabash, St. L. & Pac.	47¾	48	48¾	48¾	48¾	48¾
Preferred	88¾	89¾	91¾	93¾	92¾	92¾
New Mort. 7s	....	108¾	....	....	....	110
Wells-Fargo Express	113	113¾	113¾	114¾	114¾	115
Western Pacific bonds	....	113	....	....	....	....
Western Union Tel.	110¾	108	108¾	107¾	113¾	115¾
7s, S. F. conv., 1900	120	120	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Jan. 19.

	Th.13	F.14	Sat.15	M.17	Tu.18	W.19
Atch., Top. and San. Fe.	147¾	146¾	146	146	147¾	147¾
1st mortgage	122¾	....	123¾	123¾	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	119¾	....
Boston and Albany	164	164	164¾	164	167	168¾
7s, reg.	....	....	....	....	....	....
Boston and Lowell	103	103	....	....	....	105¾
Boston and Maine	....	146	....	146	147¾	149¾
Boston and Providence	....	....	....	....	156	156
Boston, Hart. & Erie 7s	54	53¾	54	55¾	55	55¾
Burl. & Mo. R. L. G. 7s	118¾	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	112	113	....
4s	....	....	91	91	91	....
Chi., Burl. and Quincy	....	179¾	180¾	181¾	171¾	172¾
7s	....	....	....	....	....	....
Chi., Sand. and Clev.	18¾	18¾	18¾	19	19	....
Concord ($50)	....	....	97	....	....	....
Connecticut River	....	....	159	....	....	159¾
Eastern	38¾	38	38¾	38¾	38¾	38
New 4½ Bonds	103¾	104	104	104¾	....	104¾
Fitchburg	146	....	....	148	....	150
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	52¾	53	53¾	54¾	54	55
7s	....	117	....	117¾	117¾	117¾
Northern, N. H.	98¾	97	100	....	102¾	101
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ.	....	22	22¾	....	....	23
Preferred	....	....	80¾	....	....	....
Old Colony	130	130¾	130	130	130	129¾
Ph., Wil. & Balt. ($50)	72¾	72¾	72¾	72¾	....	72¾
Portl'd, Saco & Ports.	....	....	....	116	....	..
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	119	....	....	120	120	....
Pullman Palace Car	144	....	144	144	143¾	142
Union Pacific	115¾	118	119¾	119¾	120¾	121¾
8s	....	114¾	.	114¾	114¾	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	120	....	120	120	120
Vermont and Canada	....	....	12¾	13¾	....	14
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	131	62	....
Cambridge (Horse)	130	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	257	257	....	255	258	....
Quincy	42¾	42¾	44¾	44¾	43¾	43¾

New York Stock Exchange.

Closing Prices for the week ending Jan. 19.

	Th.13	F.14	Sat.15	M.17	Tu.18	W.1
Federal Stocks:—						
U. S. 4s, 1907, reg.	....	112¾	113¾	....	....	
U. S. 4s, 1907, coup.	113¾	113¾	....	113¾	....	....
U. S. 4½s, 1891, reg.	....	....	....	....	....	....
U. S. 4½s, 1891, coup.	112¾	....	....	....	112¾	....
U. S. 5s, 1881, reg.	....	....	....	....	100¾	....
U. S. 5s, 1881, coup.	101¾	....	....	101¾	....	....
U. S. 6s, 1881, reg.	....	....	....	....	....	101¾
U. S. 6s, 1881, coup.	101¾	101¾	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	104¾	....	104¾	....	....	....

London Stock Exchange.

	—Closing Prices— Dec. 31.	Jan. 7.
Baltimore and Ohio (sterling)	118 —120	118 —120
Central of New Jersey $100 shares	78 — 82	86 — 88
Do. Cons. Mort. Oct. '79 coupon	116 — 118	117 —119
Do. Adjustment bonds	112 —115	112 —116
Do. Income bonds	96 —101	103 —103
Det., Gd. Haven & Mil. Equip. bds.	113 —115	113 —115
Do. Con. M. 5 p.c. till '84 after 6 p.c	109 —111	109 —111
Illinois Central $100 shares	130 —132	130 —132
Lehigh Valley Consol. mortgage	116 —118	116 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	135 —138	135 —138
Do. $100 shares	158 —160	156 —158
Do. Mort. bonds (sterling)	124 —126	121 —128
N. Y., Lake Erie & West. $100 shs.	51 — 51¾	50 — 50¾
Do. 6 p. c. pref. $100 shares	93 — 94	93 — 95
Do 1st Con. Mort. Bonds (Erie)	132 —134	132 —133
Mort. Funded Coupon bonds	130 —132	129 —131
Do. do. 2d do.	106 —108	105 —107
Do. 2d Consol. Mort. bonds	100 —102	101 —103
Do Gold Income Bonds	85 — 90	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	65 — 67	66 — 67
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	58 — 60	68 — 69
Do. Con. Sink. Fund Mort.	118 —120	118 —120
Philadelphia & Reading $50 shares	26 — 27	28¾ — 29¼
General Consol. Mortgage	112 —114	115 —117
Do. Improvement Mortgage	102 —103	103¾ —104¼
Do. Gen. Mort. '74, ex-deferd. coup.	89 — 91	93 — 95
Do. Scrip for the 6 def. 4 coupons	87 — 90	90 — 95
Pittsbg, Ft W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	119 —121	122 —124
Do 1st pref. stock	76 — 80	78 — 79
Union Pacific Land Grant 1st mort.	114 —116	114 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, January 20, 1881.

The quotations for call loans at the Stock Exchange is 5@6 per cent; the time loan quotation 4@6 per cent according to collateral and date of loans, and the quotation for prime mercantile paper is 5@5½ per cent.

The market for foreign exchange is steady to firm and the leading drawers of sterling have marked their posted rates up to 99@99⅝, while other prime drawers still adhere to 98⅞@99⅛; the actual rates are 98⅝@¾ and 99 5-16@⅜; cables 99⅛@9-16 and prime commercial 98⅜@½. By the old method of quoting the posted rates for prime bankers' sterling are 4.81@4.84½, and the actual rates 4.80¼@¾ and 4.83½@¾; cables 4.84¼@½, and prime commercial 4.78¾@4.79¼.

At a meeting of the directors of the Union Pacific Railroad Company, on the 19th inst., it was unanimously agreed to increase the capital stock $10,000,000 to be offered the stockholders of record February 6 at par in the proportion of one share of new to five of old stock. The increased capital is to be spent in extending the road and in adding to the facilities to meet increased business.

The Governors of the Stock Exchange have admitted to dealings at the Board the following securities:

International and Great Northern Railroad.—Additional issue of $1,175,000 stock for construction of road from Austin to San Antonio, Texas.

Lake Erie and Western Railroad—First mort-

gage 6 per cent bonds of the Sandusky Division, twenty-one miles, $327,000, due August 1, 1919, and not accumulative; 7 per cent income bonds on same division, $300,000 due August 1, 1920.

Louisville and Nashville Railroad.—Additional amount of general mortgage 6 per cent gold bonds, $5,284,000 making total issue $20,000,000, less $9,716,000 reserved for the funding and discharge of prior lien bonds on the company's old lines.

The earnings of the Chesapeake and Ohio Railway Co. for the month of December, 1880 were $218,009 63; for the month of December, 1879, $179,161 32—increase in 1880, $38,848 31. For the year 1880 the earnings were $2,657,700 15; for the year 1879, $1,935,049 56—increase in 1880, $722,650 59. The earnings for 1880 were derived from the operation of the same number of miles of road and from the same sources of traffic as in 1879, and exhibit mainly the increase in the local business of the road in the transportation of coal, iron ore, manufactured iron, lumber and other products of the region traversed by the Chesapeake and Ohio Railway.

Advices from Ottawa state that $1,350,000 has been deposited with the Dominion Government by members of the new syndicate, who offer better terms than the syndicate the Government are dealing with; but as the first and chief stage of the great contract discussion has closed with the passage in the House of Commons by a majority for the Government of over 80 votes of resolutions approving the agreement to give the old syndicate $25,000,000 in cash and 25,000,000 acres of land to complete, as described in the contract, the Pacific Railway and to operate it forever, there does not seem to be a great chance for the new syndicate to effect their purpose.

The sale of the Virginia Midland Railroad for $6,500,000 to the syndicate of bondholders of the road, was confirmed on the 14th inst. by Judge Keith, of the Circuit Court, all objections being overruled. An appeal, it is said, may be taken to the Court of Appeals.

The closing quotations on Thursday were: Adams Express, 130@134; American Express, 64½@65; American District Telegraph, 66@67; American Union Telegraph, 85⅛@85¾; Canada Southern, 87@77¼; Central of New Jersey 91@91¼; Central Pacific, 95⅛@95¼; Chicago and Northwestern, 135@135¼; do. pref., 145½@146; Chicago, Burlington and Quincy, 171@172; Chicago, Milwaukee and St. Paul, 124⅛@124¼; do. pref., 128½@129; Chicago, Rock Island and Pacific, 140¾@141; Columbus, Chicago and Indiana Central, 23¾@24; Cleveland, Columbus, Cincinnati and Indianapolis, 92@92⅜; Hannibal and St. Joseph 55⅛@56¼; do. pref., 108¼@108½; Illinois Central, 133@133¾; Lake Erie and Western, 41⅛@41⅛; Lake Shore and Michigan Southern, 133⅞@134; Michigan Central, 124¾@125; Metropolitan Elevated, 108@109; Manhattan Elevated, 36@36¼; New York, Lake Erie and Western, 51¼@51⅜; do. pref., 93¾@94¼; New York, Ontario and Western, 36¼@36¼; New York Central and Hudson River, 152¼@152⅞; Ohio and Miss., 43½@44¾; do. pref., 105@109; Pacific Mail, 55¾@55⅞; St. Louis, Iron Mountain and Southern, 60¾@61; Union Pacific 121⅝@121¾; United States Express, 54½@57½; Wells Fargo Express, 116@—; Western Union Telegraph, 114⅛@114⅝; Wabash, 48¼@48⅛; do. pref., 92⅝@92¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Am. Dock and Imp. Co. 7s, 126; Albany and Susq., 124½; do. 1st consol., 111¾; Boston and New York Air Line, 48; Boston, Hartford and Erie 1st, 55⅜; Buffalo, New York and Erie 1st, 1916, 127¼; Cedar Falls and Minnesota, 21; do, 1st, 118; Chicago, St. Louis and New Orleans, 55; Chesapeake and Ohio 1st pref., 33½; do. 2d pref., 24½; do. cur. int., 49½; do. 1st, Series B, 83¼; Chicago, St. Paul, Minn. and Omaha, 49⅛; do. pref., 105¾; do. consol., 106; Central Iowa, 39; do. 1st, pref., 77; do. 1st 112½; Chicago, Milwaukee and St. Paul, Chicago and Pacific div. 1st, 110; do. La. C. and Dav. div, 98⅜; do. Southern Minn. div., 108; Col., Chi. and Ind. Cent. Inc. 73; do. 1st mort., Trust Co. certif. ass., 108½; Cincinnati, Lafayette and Chicago 1st, 110; Clev., Col., Cin. and Ind. consol., 121; Chicago and Northwestern Int. bonds, 106; Chicago, Burlington and Quincy, 8s, 106½; Cincinnati and Springfield 1st, guar. by Clev., Col., Cin. and Ind., 118½; Denver and Rio Grande, 89¼; do. 1st, 115; do. consol., 112¼; Dubuque and Sioux City, 85; Denver, South Park and Pacific 1st, 109¾; do. 1st consol., 113¼; Delaware and Hudson 1st, Penn. div., 123; Galena and Chicago 1st, 104½; Houston and Texas Central 2d, M. L., 122¾; do. Western div., 110; Hudson River 2d, S. F., 112; International and Gt. Northern, 61; do. 1st, 109¼; do. 2d inc., 89; Ind., Bloom. and Western, 59¼; do. Inc., 71½; do. 1st, 84; Indianapolis, Decatur and Springfield 1st, 105½; do, 2d, 58; Keokuk and Des Moines, 18; do. pref., 46½; Kansas Pacific, 1st consol., 104½; do. 6s, Denver Div. ass., 107¾; Louisville and Nashville Gen'l mort., 6s, 103⅞; do. N. O. and Mobile 1st, 103; Lake Erie and Western, 41; do. inc., 71½; do, 1st, 6s, 112; Louisville, New Albany and Chicago, 69; Lehigh and Wilkesbarre inc., 90; do. consol. ass., 110; Long Island 1st, 114; Laf., Bloom. and Muncie 1st, 110; Louisiana and Missouri River 1st, 115½; Manhattan Beach, 35; Marietta and Cincinnati 1st pref., 13; do. 2d pref., 8¼; Mobile and Ohio, 22; do. 1st 109; do. 1st deben., 89¼; do. 2d deben., 50; Missouri, Kansas and Texas, 47⅛; do. consol. ass., 112⅛; do. 2d, 79; Minneapolis and St. Louis 1st, 120; do. 1st Iowa Ext., 110½; Mississippi Bridge 1st S. F., 106¾; Nashville, Chattanooga and St. Louis, 70¼; do. 1st, 119; New York, Ontario and Western, 36; New York, Pennsylvania and Ohio inc., 63; Ohio Central, 24½; do. 1st, 106⅛; do. inc., 62; do. Terminal Trust 6s, 101¾; Oregon Railway and Nav., 143½; do. 1st, 108; Ohio and Mississippi, Springfield div., 116¼; Pittsburg, Titusville and Buffalo, 42¾; Peoria, Decatur and Evansville, 32¾; do. inc., 74; Rome, Watertown and Ogdensburg, 86⅛; do. 1st consol., 95; St. Louis and San Francisco Equip., 103; do. 2d, class B, 89; do. C, 87½; St. Paul, Minneapolis and Manitoba 1st, 108¾; do. 2d, 104; St. Paul and Duluth, 37; do. pref., 71½; St. Louis and Iron Mt., 1st pref. inc., 97; do. 2d pref. inc., 86⅛; do. Cairo, Ark. and Texas 1st, 108; do. Cairo and Fulton 1st, 111¼; do. Arkansas Branch 1st, 111¾; St. Paul and Sioux City 1st, 114; St. Louis, Kansas City and Northern, St. Charles Bringe 1st, 104½; Southern Pacific of California, 1st, 103⅛; Syracuse, Binghamton and New York 1st, 122; Texas and Pacific, 46; do. income L. G., 77; do. Rio Grande div. 1st, 99⅞; Toledo and Wabash fund int. consol., 100⅛; do. Equip., 47; Utah Southern Gen'l mort. 7s, 110; Winona and St. Peter 2d, 120; Wabash Gen'l mort. 6s, 101; do. 5s, 97½; Alabama, Class A, 78¾; do. C, 88; Arkansas 7s, M. O. and R. R. R., 10; Georgia 6s, 109½; North Carolina 6s, S. F., 3d class, 6½; do. 6s, new, issued Chatham R. R., 7; do. 4s, consol., 85¼; Tennessee 6s, old, 48; do. new series, 47; Virginia 6s, consol., ex mat. coupon, 73½; American Union Tel., 87; Am. Dist. Tel., 86¼; Canton Co., 58; Sutro Tunnel, 1¼; Colorado Coal and Iron, 39⅞; do. 6s, 97; Consolidation Coal, 43; Maryland Coal, 29½; New Central Coal, 28; Central Mining, 4½; Deadwood, 13½; Excelsior, 6; Homestake, 27½; Little Pittsburg, 8; Ontario, 34; Starmont, 2¼; Standard, 23; Silver Cliff, 4½.

Boston.—Agricultural Branch 6s, 1884, 103¾; Atchison, Topeka and Santa Fe 5s, 1894, 100; do. 1920, 99⅞; Atchison and Nebraska 1st 7s, 1907, 118; Atlantic and Pacific block, 117½ Atchison, Colorado and Pacific 6s, 99⅛; Boston and Albany 6s, 1895, 118¼; do. 7s, 1892, 128; Boston and Providence 7s, 1893, 128; Boston, Revere Beach and Lynn, 108; do. 6s, 1897, 110; Boston Water Power Co., 11⅞; Boston Land, 9⅛; Brookline Land, 5¼; Boston, Clinton, Fitchburg and New Bedford, 83; do. pref., 120; Burlington and Missouri River in Nebraska 6s, non exempt, 104½; Cedar Rapids and Missouri 7s, 1891, 117½; Connecticut and Passumpsic Rivers pref., 88; Cheshire pref., 62½; do. 6s, 1896, 110¼; Connotton Northern 7s, 75⅜; Central of Iowa, 39½; do. 2d pref., 50; Chicago and West Michigan, 78; Cincinnati, Sandusky and Cleveland pref., 50; do. 7s, 106; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 107¼; do. Wisconsin Valley div., 105; Detroit and Bay City 8s, 1902, guar., 115; Detroit, Lansing and Northern 7s, 117; European and North American, 60; Eastern (N. H.) R. R., 90; Essex R. R. 6s, guar., 107½; Flint and Pere Marquette 25; do. pref., 82; Fort Scott Branch, 111; Fort Wayne and Jackson pref., 75; Florence, El Dorado and Walnut Valley 7s, 1907, 109¼; Iowa Falls and Sioux City, 64; do. 1st 7s, 1917, 115; Jackson, Lansing and Saginaw 8s, 1885, white, 110¾; Kansas City, Fort Scott and Gulf, 73½; Kansas City, Lawrence and Southern, 93; do. 4s, 103⅜; Kansas City St. Joseph and Council Bluffs 7s, 121; Louisiana and Missouri River, R. R., 15¼; do. pref., 33½; Little Rock and Ft. Smith, 61½; do. 7s, 114; Marquette, Houghton and Ontonagon, 34½; do. 6s, 98¾; Mexican Central blocks, old series, 120; do. new, 109½; Massachusetts Central 1st 8s, 85¾; New Mexico and Southern Pacific 7s, 118; New York and New England 6s, 105½; Nashua and Rochester, 61¼; Ogdensburg and Lake Champlain income, 6s, 36; do. consol. mort. 6s, 90; Philadelphia, Wilmington and Baltimore 6s, 1887, 108¼; Portsmouth, Gt. Falls, and Conway, 25; do. 4½s, 86½; do. 1937, 83⅜; Portsmouth, and Dover (div. 6 p. c. guar.), 103¾;

Pullman Palace Car 7s, 1888, 108 ; Rutland, 6 ; do. pref., 31 ; do 5s, 79 ; do 6s 1902, 100; Republican Valley 6s, E D., 104 ; do. W. D., 103¾; Summit Branch, 28⅞ ; Southern Kansas and Western 7s, 112; Stanstead, Shefford and Chambly 7s, 65 ; Toledo, Delphos and Burlington 7s, 1890, Equip., 95 ; do. 6s, 95; Vermont Central 7s, 1886, consol., 10½ ; Wisconsin Central, 29⅝ ; do. pref., 51½ do. 1st Series, 78 ; do. 2d Series, 63 ; do. pref., 5s, 97½ ; Maine 6s, 1883, 105 ; New Hampshire 6s, 1892, 118 ; do. 1894, 121½ ; do. 1903, 123½ ; Boston 5s, 1884, 104 ; do, 1905, 111¼ ; Brooklyn 6s, 1902, 120½ ; do. 7s, 1904, 120¼ ; Cincinnati 6s, 1909, 115 ; do. 7-30s, R. R. L., 129 ; Charlestown 6s, 1891, 115 ; Chicago 7s, 1894, 122 ; St. Louis 6s, 1893, gold, 115⅛ ; St. Louis County 6s, 1905, 117 ; Allouez Mining Co., 4¾ ; Aztec, 1⅝ ; Atlantic, 19 ; Brunswick Antimony, 23 ; Catalpa, 2½ ; Central, 43 ; Copper Falls, 15½ ; Douglas, 3 ; Duncan, 3¾ ; Franklin, 17¼ ; Harshaw, 10½ ; Huron, 6 ; National, 2½ ; Osceola, 39¼ ; Pewabic, 23 ; Pontiac, 62½c. ; Ridge, 6⅞ ; St. Clair, 3¼ ; Sycamore, 1¼ ; Star, 2⅝ ; Silver Islet, 34½ ; Tecumseh, 6½ ; Washington, 50c.

Philadelphia.—Am. S. S. Co. 31½ ; Catawissa new pref., 48½ ; Central Transp. 48½ ; Erie and Western Transp. 6s, 103 ; Huntingdon and Broad Top Mt. consol. 7s, 73 ; Oil Creek 1st mort. 7s, 103; Philadelphia, Germantown and Norristown, 108½ ; Philadelphia and Reading C. & I. deben. 7s, 46 ; Philadelphia and Reading scrip, 66 ; do. deben 6s, ex coupon, 50; do. Income 7s, ex-coupon, 67½ ; Philadelphia and Trenton, 181 ; Pennsylvania Canal 6s, 96; Steubenville and Indiana 6s, 104¼ ; Susq. Canal 6s ex-coupon, 46; Texas and Pacific, 46⅜ ; do. consol. mort. 6s, 101⅝ ; do. 1st mort. 6s, 107⅞ ; Union and Titusville 7s, 100½ ; West Jersey 6s, 117. The latest quotations are : City 6s, 110@111 ; do. free of tax, 129@130 ; do. 4s, new, 106½@110 ; Pennsylvania State 6s, 2d series, 101@102 ; do. 3d series, 105@105½ ; do. 5s, new loan, 115@117½ ; do. 4s, new, 108@111 ; Philadelphia and Reading, 30¾@30⅞ ; do. consol. mort. 7s, coup. 124½@— ; do. reg., 124½@126 ; do. mort. 6s, 117@— ; do. 7s, 1893, 120¾@121¼ ; United New Jersey R. R. and Canal, 181@— ; Pittsburg, Titusville and Buffalo R.R., 20⅜@@— ; do. 7s, 99⅛@99⅜ ; Camden and Amboy mort. 6s, 1889, 114½@115 ; Pennsylvania R. R., 66⅛@66¼ ; do. gen'l mort., coupon, 124¾@125½ ; do. reg., 125@125½ ; do. consol. mort. 6s, reg., 118@120 ; Little Schuylkill R. R., 52¼@52½ ; Morris Canal, 60@64 ; do. pref., 164@165 ; Schuylkill Nav., —@5 ; do. pref., 10⅞@11 ; do. 6s, 1882, 79¾@80¼ ; do. 1872, 103@105 ; Elmira and Williamsport pref., 52@— ; do. 6s, 112@115 ; do. 5s, 96@98 ; Lehigh Coal and Navigation, 41⅜@41½ ; do. 6s, 1884, 106½@108 ; do. R. R. loan, 116¼@117 ; do. Gold Loan, 110½@112 ; do. consol. 7s, 115@116¼ ; Northern Pacific, 34@34⅛ ; do. pref., 66⅝@66¾ ; North Pennsylvania, 56⅞@57⅛ ; do. 6s, 107@110 ; do. 7s, 117@121 ; do. Gen'l mort. 7s, reg., 120@122 ; Philadelphia and Erie, 21@21¼ ; do. 6s, 101¾@102 ; do. 7s, 117@118 ; Minehill, 59¼@60¼ ; Catawissa, 11½@12½ ; do. pref., 50¼@50½ ; do. new pref., 48¼@48¾ ; do. 7s, 1900, 120@— ; Lehigh Valley 60¼@60½ ; do. 6s, coupon, 121@123 ; do. reg., 121@122¼ ; do. 2d mort. 7s, 132@135 ; do. consol. mort., 116⅛@118 ; Fifth and Sixth streets (horse), 125@— ; Second and Third, 105@115 ; Thirteenth and Fifteenth, 74@75 ; Spruce and Pine, 56@57 ; Green and Coates, 99@103 ; Chestnut and Walnut, 85@90 ; Hestonville, 19@19½ ; Germantown, 68@70 ; Union, 119@122½ ; Lombard and South, 12½@18 ; West Philadelphia, 82@88 ; People's, 17⅛@18¼ ; Continental, 101@—.

Baltimore.—Atlantic Coal, 1.35 ; Atlanta and Charlotte Inc., 72½ ; Baltimore City 5s, 1916, 118½ ; do. 1894, 116 ; do. 5s, 1900, 116½ ; do. 6s, 1890, 118½ ; do. 6s, 1886, 111 ; Chesapeake and Ohio Canal 6s, 80 ; Marietta and Cincinnati 1st sterling, 120 ; Maryland Defense 6s, 108 ; Richmond and Danville, 98¾ ; South Side 3d mort., 100 ; Virginia 10-40 coupons, 94¼ ; Wilmington, Columbia and Augusta, 6s, 106½. The latest quotations are : Baltimore and Ohio, 185@— ; do. 6s, 1885, 109½@110 ; Central Ohio, 48@50 ; Northern Central, 44¾@45 ; do. 6s, 1900, gold, 116@— ; do. 6s, 1904, gold, 113½@114 ; do. 5s, 1926, —@99¼ ; Marietta and Cincinnati 1st 7s, 124⅞@125 ; Pittsburg, and Connellsville 7s, —@122 ; Baltimore City 6s, 1886, 111@112½ ; do. 6s, 1890, 118½@119 ; do. 6s, 1902, 123@125 ; do. 5s, 1894, 115¾@116 ; do. 5s, 1900, —@116½ ; do. 5s, 1916, —@119 ; Virginia consols., 73½@73⅞ ; do. consol. coupons, 91½@91¾ ; do. 10-40 bonds, 49¼@49½ ; do. 10-40 coupons, 94@94¼.

Memoranda Concerning Government Bonds.

The new edition for 1881 of the book entitled "Memoranda Concerning Government Bonds," just issued by the well known banking house of Messrs. Fisk & Hatch, is a work of great convenience and value not only to investors but to others as well desirous of familiarizing themselves with the methods of making investments in desirable securities and wishing to obtain reliable information concerning the same. The previous editions of a similar work issued by this house have been much sought after by the public ; so much so that nearly 50,000 copies of them have been published. The present edition contains several valuable features in addition to those usually given in previous editions, including an article on the routine of Wall street business and a glossary of terms used on the street, together with carefully prepared tables, showing the growth and progress of the United States in population, production, etc. The book is very attractive in its make up and unique and comprehensive in its contents. Coming from a house of such long established reputation at home and abroad it will be much sought after and widely utilized, especially as it appears at a time of so much activity among investors, who are eager to obtain information from sources in which they can place the utmost confidence.

The Treasury Department at Washington has revoked Circular No. 103 of Sept. 24, '78, requiring that the charges for the transportation of national bank notes to the Treasury of the United States for redemption under act of June 20, 1874, be paid by the senders. The effect of this order is to permit holders of national bank notes to forward them to the Treasury for redemption in even thousands of dollars without any expense for express charges. It is issued for the purpose of improving bank circulation, to the impaired condition of which the Treasurer called attention in his annual report.

Time Detectors for Watchmen.

The importance of using the most reliable time detectors for watchmen is recognized in all departments of business where so much has of necessity to be entrusted to custodians of property, which without the most unrelaxed vigilance stimulated by artificial checks must be considered as in constant peril. The most faithful watchmen are the ones most willing to use such reasonable checks as may have been proved absolutely trustworthy ; the time detector then becomes the watchman's best friend, proving his faithfulness and establishing his employers confidence in him. There is no check of the kind more popular both with employers and employees than the well known detector invented by Mr. E. Imhauser. The article needs no description here as its merits and peculiar features are widely known and inquiries can so easily be made of the many establishments where they have been in use for many years, or at Mr. Imhauser's office, 212 Broadway. It is only necessary to say that some important improvements in the detector have been made of late by the patentee who has made the perfection of this safe guard a study of years ; and it is well for buyers to see that the very latest improvements are included in their purchases.

New York, Lake Erie and Western R. R.

The following is a comparative statement of the gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of November, 1879 and 1880 :

	1879.	1880.
Gross earnings	$1,515 834 84	$1,799,887 62
Working expenses ..	957,637 53	1,051,782 90
Net earnings...	$558,197 31	$745,604 72

—showing an increase in gross earnings of $281,502 78, in working expenses of $94,095 87, and in net earnings of $187,407 41,

For the month of October and November, 1879 and 1880, the gross earnings, working expenses and net earnings were :

	1879.	1880.
Gross earnings	$3,229,532 51	$3,697,247 74
Working expenses ..	1,955,612 67	2,065,138 31
Net earnings...	$1,278,919 84	$1,632,109 43

—showing an increase in gross earnings of $467,715 23, in working expenses of $109,525 64, and in net earnings of $358,189 59.

Col. Wm. M. Wadley, president of the Georgia Central Railroad, has purchased the Columbus and Western, formerly the Memphis and Savannah railroad, for $700,000. The road extends from Opelika to Goodwater, Alabama. The new purchasers propose making Columbus, Ga., the eastern terminus, and will run trains from that point to Goodwater.

The Iron Steamboat Company have made contracts with the Sea Beach Railroad Company and the Coney Island Iron Pier whereby they are to receive 60 per cent of the gross receipts of both in consideration of carrying passengers to and from both.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point.100	1,282,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. '80 5
" " pref.100	4,589,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	Dec. '80 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D.	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. 80 4
Boston and Providence.100	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost. Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 5½
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3
" " pref. 50	333,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*.....50	1,159,500	October.	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref.....50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Nov.'80 1
" " pref 100	769,600	F. & A	Aug. 80 3½
Central of Georgia.....100	7,000,000	J & D.	June 80 3
Central of New Jersey.100	18,583,200	quarterly	Apl. 79 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. 81 3½
" pref.....50	400,000	J. & J	Jan. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb. 81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,085,400	M. & S.	Sept. 80 3½
" pref...100	2,425,400	M. & S.	Sept '80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	Dec. '80 2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. 81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western..100	14,988,257	J. & D	Dec. '80 3
" pref.100	21,625,353	quarterly	Dec. '80 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Feb. '81 1½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord.....50	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*.....100	350,000	J. & D.	Dec. '80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Aug.'80 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Jun. '80 1½
Dayton & Michigan*.... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 80 2
Delaware*.....2	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Nov.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Jan. '81 1½
Detroit, Lans. & Nor....100	1,374,000	F. & A.	Aug.'80 2½
" pref 100	2,803,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania* 50	1,409,200	J. & J.	Jan 81 3
East Mahanoy*.....50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga....100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	Dec. '80 2½
Eel River.....100	3,000,000	— & —	Dec. '80 4
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'80 2½
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*.... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg 100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia 100	4,200,000	J. and J	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 3½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '81 2
Illinois Central 100	29,000,000	M. & S.	Mar. '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Nov. 80 1½
Io. So. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,500	quarterly	May '80 1½
Kentucky Central 100	4,500,000	J. & D.	Dec. '80 2
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	49,466,800	F. & A.	Feb. '81 4
" " (guar.).100	533,500	F. & A.	Feb. '81 5
Lawrence*.....50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,566	quarterly	Jan. '81 1
" pref. 50	106,300	quarterly	Jan. '81 2½
Little Miami*.....50	5,871,450	quarterly	Dec. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. 81 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,023,483	J. & J.	July '80 2
Louisville & Nashville..100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 2½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3½
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3½
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Jan. '81 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '81 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....100	12,416,000	quarterly	Jan. 81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*.....50	15,000,000	J. & J	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800,000	M. & N.	Nov.'80 3½
Nashua and Rochester..100	1,305,800	A. & O.	Oct. '80 1
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,675,266	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 3
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Jan. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,101,700	.....	....
" " pref...100	8,148,700	.....	....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Nov. '80 2
Ning. Bridge & Canand*100	1,600,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov.'80 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	Jan '81 3
Oregon Railway & Nav.100	4,455 0.0	quarterly	Feb. 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 4½
Panama.....100	7 000,000	quarterly	Feb. '81 5
Paterson and Hudson*..100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. 80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Jan. '81 1½
" Special Imp..100	5,504,300	quarterly	Jan. '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '80 3
Profile and Franconia....100	.....	Annual.	Nov.'80 8
Providence & Worces..100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass..100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,800	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific prf..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*..100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..130	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	38,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Jan. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3 050.000	A. & O.	Oct. '80 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	Feb 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,468,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug. '79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	903,600	J.A.J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	800,000	A. & O.	Oct. 80 5
Continental (Phila.).... 50	180.000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry..100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose....100	200,000	— & —	.....
Metropolitan (Boston).... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '77 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,556	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,050	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	902,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	Nov.'80 3
South Boston 100	100,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.) 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	5 000 000	J. & D.	June'80 5
Calumet and Hecla Mining. 100,000	S.	F.M.A.N	Feb. '81 $5
Central Mining Co.....100	... .	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I..100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '81 5
Mongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1 000.000	quarterly	Oct. 80 2
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'80 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'80 3
Pullman Palace Car.....100	5,990,200	F.M.A.N	Nov.'80 2
Quicksilver, common ...100	5,768,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,780,000	J. & J.	July '80 5
Sioux C. & I. F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Nov.'80 1
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	41,056,000	quarterly	Jan. '81 1½

Personal.

—M. Siemens expects to have the much talked of electric railroad open for traffic this month.

—Mr. Jacob Henvici has been elected President of the Pittsburg and Lake Erie Railroad Company.

—General Garfield and family are to be carried to Washington in a $17,000 palace car, the property of Mr. W. D. Washburn.

—Mr. S. B. Liggett has been elected Secretary of the Pennsylvania Company, Mr. Clifford Stanley Sims having resigned, and Mr. Stephen W. White has been appointed Assistant Secretary.

—Senator Dawes is said to have been offered a seat on the Supreme Bench of Massachusetts by Govs. Washburne and Claflin, both of which offers were declined.

—Mr. A. Pardee, Jr., of Philadelphia, is the recently-elected president, and Mr. Thos. E. Watson, of Elizabethtown, Tenn, chief engineer of the East Tennessee and Western North Carolina Railroad Co.

—Mr. William Stevenson has been appointed Superintendent of the Pennsylvania and New York Division of the Lehigh Valley Railroad. He has for many years been Superintendent of Construction of the Amboy Division.

—Mr. C. H. Harding, prominently identified with leading American journals as correspondent, and well known in railroad, financial and journalistic circles here and abroad, sailed for Europe from Philadelphia, Wednesday, on an extended business and professional trip.

—Mr. C. L. Hartwell has been appointed freight auditor of the Fitchburg Railroad Company, and Mr. J. E. Tucker has been appointed general freight agent, the position vacated by Mr. Hartwell. Mr. Tucker has been connected with several important western railroads, and was for some time located at Kansas City as agent for the Erie Railways Fast Freight Lines.

—An unusual honor has recently been conferred on the distinguished Philadelphia lawyer, Mr. Stephen A. Remak, so well known in connection with the prolonged Pistorius trial as well as through his book "La Paix en Amerique." Mr. Remak has received from the Emperor William the order of the Golden Crown of Prussia together with a flattering letter signed by His Majesty. So long ago as 1854 Mr. Remak acted on behalf of the Prussian Government and he still acts as Counsel in special cases for the Empire, besides being the regularly appointed advocate for the German Consulets in Philadelphia. Some of our older readers will remember Mr. Remak's celebrated defence of the English emissaries accused in 1855 of enlisting soldiers against Russia, subsequently to which he was for 4 years U. S. Consul at Trieste. Mr. Remak is now frequently consulted in important Railroad and law suits especially those arising out of the interests assumed in recent years by foreigners making investments in this country. This latest special honor to Mr. Remak is an additional proof of the esteem in which he is held both in the old world and the new.

The Baldwin Locomotive Company is now engaged filling an order for thirty-two locomotives for the Denver and Rio Grande Narrow Gauge Railroad Company, to be delivered in the spring and summer of this year, and have just contracted with the same railroad company to deliver one hundred and forty-four locomotives next fall and winter, the whole order being for one hundred and seventy-six engines, to be delivered in the space of fourteen months. The works are now being run at their utmost capacity, there being twenty-seven hundred men employed. The above-mentioned large contract will not in any way interfere with the regular orders of the firm, and several other large orders will be filled in the meantime.

Finances of Massachusetts.

The following is an extract from the report of the Massachusetts State Auditor for the year ending January 1, 1881:

Cash in the treasury Jan. 1, 1880..		$1,833,733 13
Receipts:		
On acc't of revenue..	$7,631 141 60	
On acc't of funds....	4,532,742 12	
		12,163,883 72
Total....		$13,497,616 85
Payments:		
From revenue..... ..	$6,992,451 61	
From funds....	3,322,362 19	
		10,314,813 05
Total cash on hand Jan. 1, 1881 ..		$3,182,803 80

The expenses of 1880, compared with those of 1879, show the following aggregates:

	1880.	1879.
Ordinary expenses..	$1,565,399 50	$1,562,712 98
Exceptional exp....	4 520,974 15	4,040,687 66
Total....	$6,086 373 65	$5,603,400 61

The excess of expenses of 1880 is due, in part, to the large increase of receipts, $531,000 of said expenses being the amount of the corporation and bank tax refunded in 1880 over the amount refunded by the Commonwealth to the cities and towns in the previous year.

HOOSAC TUNNEL.

The total expenses of the Hoosac Tunnel and Troy and Greenfield Railroad for the year were $986,257 23, of which $709,627 78 was for interest. The receipts were from earnings, $239,295 69, from rents, etc., $28,699 17, total, $267,994 86, leaving net payments in 1880, $718,262 37. The total cost of the tunnel to date is $20,241,842 31.

THE PUBLIC DEBT.

The following is a statement of the amount and character of the funded debt:

Aggregate debt Jan. 1, 1880.....		$33,020,464
Reduced by payments during the year as follows:		
Bay Bay loan....	$220,000	
Six per cent scrip of 1856...	1,000	
		221,000
Aggregate debt Jan. 1, 1881		$32,799,464
Classified under these heads:		
Railroad loans	$17,738,996	
War loans	10,468,188	
Public buildings, &c.....	4,592,280	
		$32,799 464

The maturity of the remaining portions of the debt is shown in the following table: 1883, $1,088,000; 1888, $3,061,300; 1889, $3,142,128; 1890, $503,468; 1891, $3,815,040; 1893, $209,000; 1894, $10,921,244; 1895, $1,840,260; 1896, $1,100,000; 1897, $520,000; 1900, $3,599,024.

The city of Natchez, Miss., by a four-fifths vote has decided to issue $225,000 of bonds for the benefit of the Natchez, Jackson and Columbus road. This secures the completion of the road to Jackson. The road passes through a section of the country which promises great development in the next few years.

In the United States Supreme Court at Washington on the 17th inst., in the so-called Florida Railroad cases, viz.: The Florida Central Railroad Company v. J. Fred Schutte et al.; The Jacksonville, Pensacola and Mobile Railroad Company v. the Same, and The Western North Carolina Railroad Company v. George F. Drew, Governor, &c., it was decided that the bonds in question are valid and subsisting obligations of the railroad companies, and the decrees in all three cases are affirmed.

The Supreme Court of the United States on Monday last rendered a decision affirming the constitutionality of the compulsory pilot laws of New York, declaring that the pilot on board a schooner fifty miles off the coast has the same authority from the laws of New York to tender and demand employment, and the same legal consequences follow the refusal of the master of a vessel to take a pilot, as if the vessel had been at a point where the local jurisdiction had been complete and exclusive.

The capital stock of the New York and Lake Champlain Transportation Company subscribed and paid in, is $45,000. Boats owned—one steamboat, five propellers, and eight canal boats. Gross receipts—from freights, $529,457 11; from other sources, $158,287 58. Cash dividends of 15 per cent on 450 shares of capital stock, $6,750; paid on account of freight lost, $287 for moving stock and equipment, $11,760 42.

The capital stock of the Rockaway Beach Pier Company is $15,000; floating debt, $23,391 04; gross receipts—from freight, $88 15; other sources, $10 939; paid on account of freight lost, $6 65. The operations of this company have as yet been confined to the preparation of terminal facilities, and to the use of boats under charter parties.

The Missouri, Kansas and Texas Railway Company gives notice that a special meeting of the stockholders held Nov. 17, 1880, an increase of $25,000,000 in the capital stock was duly authorized, at a rate not to exceed $20,000 per mile for each mile of newly constructed or acquired road.

Three able lawyers of Cincinnati to whom the trustees of the Cincinnati Southern Railroad referred the question, have decided that the trustees have no power to sell the road, but that additional legislation will be necessary for that purpose.

The Sixth Avenue (N. Y.) Railroad Company reports to the Controller that the receipts of the road during the month of December last were $64,106, as against $64,811 08 for the corresponding month of 1879.

The Vera Cruz and City of Mexico Railway Company has declared a dividend of 16s. per share on obligations of priority of its first issue, and 12s. on those of its second issue.

The Lehigh Valley Railroad Company will uniform their conductors, baggage masters and brakemen after February 1. The first suits will be given the men as presents.

The aggregate earnings of the leading railroads of Great Britain for the last half of 1880, upon a mileage of 9,009 miles, or an increase of 123 miles, was $113,500,000, showing an increase of nearly seven per cent over the same period in 1879. There has been a considerable advance in the prices for the ordinary stocks of English roads recently.

The Central Pacific Railroad Company are now taking out 700 tons of coal per day from their Almy mines, Utah, and besides supplying their own road, are sending coal to Arizona to supply the Southern Pacific locomotives.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY, No. 9 Nassau st., NEW YORK, Jan. 5, 1881.

THREE DOLLARS PER SHARE WILL BE paid on presentation of Dividend Warrant No. 11, on or after February 1, at this office, or at the office of the Company in San Francisco. Transfer books will be closed from January fifteen (15) to February first (1), both inclusive, as per order of Board of Directors.

C. P. HUNTINGTON, Vice-President

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY, TREASURER'S OFFICE, GRAND CENTRAL DEPOT, NEW YORK, Dec. 21, 1880.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of FOUR PER CENT upon its capital stock, payable on the FIRST day of FEBRUARY next at this office.

The Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 30th inst., and will be reopened on the morning of Saturday, the 5th day of February next. E. D. WORCESTER, Treasurer.

NOTICE.

The Louisville and Nashville Railroad Company declared this day a semi-annual dividend of 3 per cent upon the stock of the company, payable on and after the 1st of February. Dividends on stock registered in New York will be paid at the office of the company, No. 52 Wall st. The transfer books will be closed on the 22d January and reopen on the 3d February.

E. H. GREEN, President.

NEW YORK, Jan. 5, 1881.

CAPITAL $3,000,000.—OFFICE OF THE INTER STATE IMPROVEMENT AND CONSTRUCTION CO., Room 17, No. 115 Broadway, New York, January 13, 1881.

This company proposes to construct a railroad between Indianapolis, Ind., and Springfield, Ohio, connecting the Indiana, Bloomington and Western Railway with the lines of the Cincinnati, Sandusky and Cleveland R. R. Co., to be completed by October 1, 1881.

Stockholders of the I., B. & W. R. R. Co. have the privilege of subscribing until February 5 for $1,500,000 of INTER STATE IMPROVEMENT AND CONSTRUCTION COMPANY stock in the proportion of six shares for every ten shares of I., B. & W. stock standing in their names on the books of the Railway Co., but no fractional share will be issued. The books will be open at this office for such subscriptions from February 1 to February 5

Twenty per cent must be paid upon all subscriptions, for which receipts will be given, and the balance in instalments as required.

J. R. MAXWELL, President.

ALFRED SULLY, Treasurer.

Sheldon & Wadsworth,

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IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

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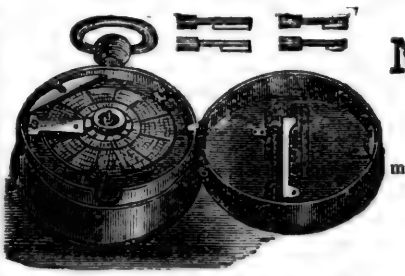
New York Store, 91 Liberty st.

Pittsburg Store, 272 Liberty St., (under 7th Av. Hotel

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Patented 1875, 1876, 1878 and 1880.

This instrument is supplied with 12 different keys for 12 stations in or outside of the buildings. Invaluable for all concerns employing night watchmen.

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HOME

INSURANCE COMPANY OF NEW YORK,

Office, No. 119 BROADWAY.

FIFTY-FIFTH SEMI-ANNUAL STATEMENT,

SHOWING THE CONDITION OF THE COMPANY ON THE FIRST DAY OF

JANUARY, 1881.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	1,931,273 00
Reserved for Unpaid Losses and all other Claims	289,986 16
Net Surplus	1,639,245 98
CASH ASSETS	$6,860,505 14

SUMMARY OF ASSETS

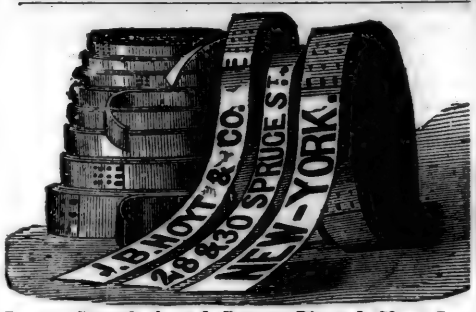
Held in the United States available for the PAYMENT of LOSSES by FIRE and for the protection of Policy Holders of FIRE INSURANCE:

Cash in Banks	$256,116 67
Bonds and Mortgages, being first lien on Real Estate, (worth $4,266,050)	1,861,808 00
United States Stocks, (market value)	3,584,000 00
Bank and Railroad Stocks and Bonds, (market value)	407,442 50
State and Municipal Bonds, (market value)	192,750 00
Loans on Stocks, payable on demand, (market value of Collaterals, $566,369)	328,680 63
Interest due on 1st January, 1881	59,669 68
Premiums uncollected and in hands of Agents	118,085 15
Real Estate	51,952 51
TOTAL	$6,860,505 14

J. H. WASHBURN, Secretary. CHAS. J. MARTIN, President.

T. B. GREENE, W. L. BIGELOW, Assistant Secretaries. A. F. WILLMARTH, Vice-Pres't. D. A. Heald, 2d Vice-Pres't.

A Dividend of 5 per cent has been declared, payable on demand.



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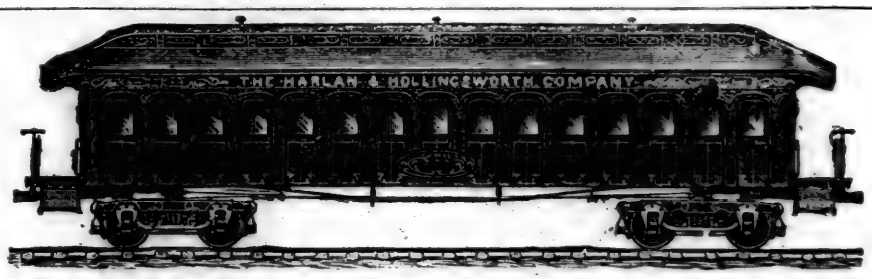
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2.15 P. M. CINCINNATI EXPRESS.

Pullman Sleeping Car attached, running through to Cincinnati without change. (Only Line running Pullman Cars from Boston.) This car runs *via* Erie Railway, making direct connection for Louisville, St. Louis, Kansas City, New Orleans, and all points in Texas and New Mexico.

3.00 P. M. ST. LOUIS EXPRESS.

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ARRIVING AT 8.00 A.M. SECOND MORNING.

Through sleeping car for Buffalo, Toledo, Fort Wayne, Logansport, Lafayette, Danville, Tolono, Decatur and St. Louis, making direct connection with through Express Trains for Kansas, Colorado, Texas, and all points in the

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6.00 P. M. PACIFIC EXPRESS.

The only line running a through sleeping car *via* Buffalo and Detroit without change, arriving at Chicago at 8.00 A.M. second morning, making sure connections with through Express Trains for Iowa, Nebraska, Kansas, Colorado, the Pacific Coast, Wisconsin, Minnesota, and all points in the

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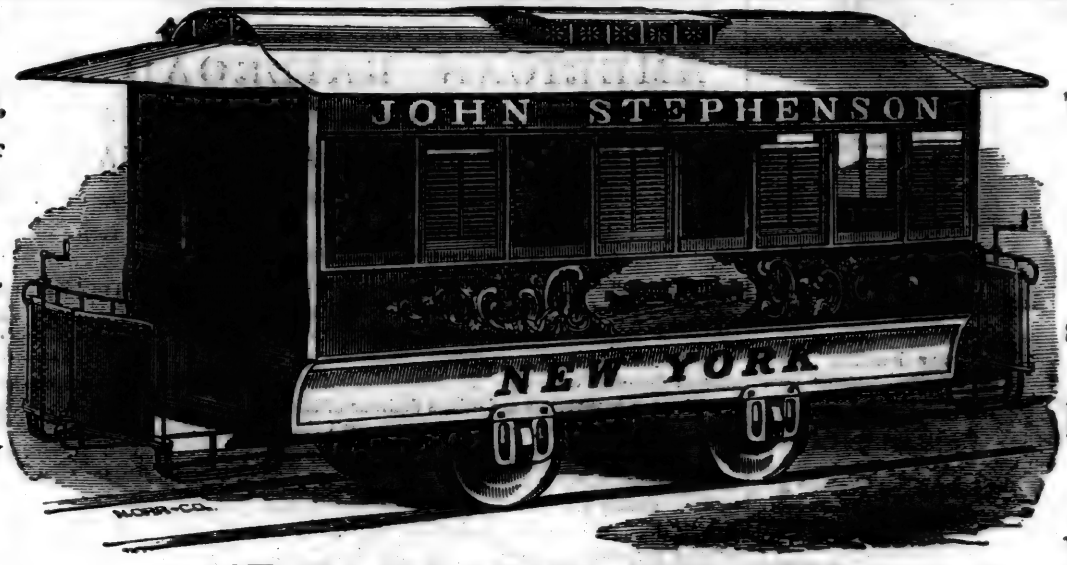
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EVERY **STYLE AND** VARIETY OF CONSTRUCTION.



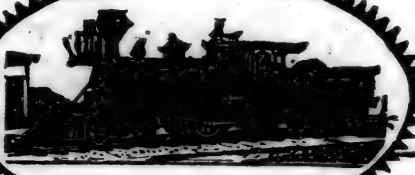
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OFFICE OF

FISK & HATCH,

BANKERS,

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NEW YORK, January 17th, 1881.

As good interest paying securities, selling at moderate prices, are very scarce in the market, we deem it a service to the investing public to call their attention to the following list; full particulars of which can be obtained at our office.

Southern Pacific of California Six per cent Bonds, interest payable April and October; present market price, 103¼. These bonds should take rank with the Central and Western Pacific, selling at 12 to 15 per cent premium.

Chesapeake and Ohio Railway Purchase Money Funding Bonds; interest six per cent, payable January and July. Present price, 110 and accrued interest. These bonds amounting to only $2,350,000, are a first lien on the whole property of the Company, valued at $50,000,000.

Chesapeake and Ohio Railway Bonds, Series "A"; interest six per cent, payable April and October. These bonds amount to only $2,000,000, and with the Purchase Money Funding Bonds, comprise the only cash interest obligations of the Company at present. The net earnings are largely in excess of all present interest requirements. Price, at present, 104 and accrued interest.

The Elizabethtown, Lexington and Big Sandy Six per Cent First Mortgage Bonds, interest payable March and September. This road will be the connecting link between the Chesapeake and Ohio and the West and South West, and therefore must enjoy a large traffic, It is all under contract, and will be completed within six months, when the bonds should command a much higher price. Price of the bonds at present, 100 and interest.

We regard all the above as desirable for investment.

The Chesapeake and Ohio Railway Bonds, Series "B," and the Currency Bonds, at present paying their coupons in Preferred Stocks, the former selling at 83¼, the latter at 51, both quoted at the Stock Exchange, we believe to be very attractive at present quotations, as securities rapidly growing in value, in view of the great improvement of the property on which they are based. We look for a large advance in both of them during this year, as two, and perhaps three of the Western connections of the Chesapeake and Ohio Railway will be completed during that time, as well as the extension to Newport News.

We have just published the eighth edition of our MEMORANDA CONCERNING GOVERNMENT BONDS, containing much valuable information which is free to all investors. We continue to deal in Government Bonds, and execute cash orders at the Stock Exchange for all securities dealt in there.

We also receive deposits, on which we allow interest at the rate of three per cent per annum.

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ESTABLISHED IN 1831.

AMERICAN RAILROAD JOURNAL,

PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL COMPANY,

JOHN H. SCHULTZ - - - - - President.

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Weekly Boston Letter, a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

The *American Railroad Journal*, one of the most honest and outspoken of American papers.

From THE JOURNAL OF COMMERCE, New York.

The *American Railroad Journal*, a most valuable weekly newspaper, is now half a century old.

From THE CINCINNATI PRICE CURRENT.

The *American Railroad Journal's* list of patrons is composed largely of the oldest and heaviest financial houses in the United States, Great Britain and the Continent, and of railway companies, manufacturing establishments, and banking and commercial houses in this country.

From THE NORWICH (Conn.) DAILY BULLETIN.

The *American Railroad Journal*, founded in 1831, is the oldest railroad paper in the world. The carefully prepared list of bonds and stocks, their description and value, which has always been given more freely by this journal than any other, is one of its more noteworthy valuable features.

From THE PITTSBURG (Pa.) CHRONICLE.

The *American Railroad Journal* is authority on railroad news.

From THE WASHINGTON (D. C.) LAW REPORTER.

The *American Railroad Journal* is a most valuable publication, and to all persons interested in American railroads, bonds, shares, including mileage, rolling stock, debts, income, dividends, etc., etc., it is almost invaluable.

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NEW YORK.

NEW YORK, LAKE ERIE & WESTERN RAILWAY.

TO THE TRAVELING PUBLIC.

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 5.] NEW YORK, JANUARY 29, 1881. [WHOLE No. 2,336, VOL. LIV.

The First Railroads.

THE RUSTIC CARTS AND WOODEN STRUCTURES OF 1650—INTRODUCTION OF IRON RAILS—THE EARLIEST RAILROADS IN ENGLAND—BIRTH OF THE "IRON HORSE"—A CAR PROPELLED BY SAILS—RAILROADING IN AMERICA FIFTY YEARS AGO.

"A thousand times as many!" It is familiarly known as a careless form of off-hand, exaggerated expression, and when used seriously its significance as a power of measurement is so vast as to seem almost intended only as words uttered with a mental reservation that the allowance of liberal discounts will be made by a reasonable incredulity, born of hearing the measure so frequently used in a mystical way. But when it is used in comparing the extent of the enterprises of our country to-day with those of fifty years ago, it may make the results of the comparison seem incredible, but in the purpose for which we use it the measure is literally truthful and the impression made in no degree exaggerated. There are one thousand times as many miles of railroad in the United States to-day as there were in 1831. Fifty years ago in the first issue of the AMERICAN RAILROAD JOURNAL a list of the railroads then partially constructed, some of which had small portions in actual operation, was given. The roads could have been numbered by one's fingers and thumbs, and the total length of railroad then in operation was about ninety-five miles. Many elaborate estimates have been made during the opening weeks of 1881 concerning the extent of our present railroad system, and though differing somewhat, as it is not an easy matter to keep the record of the rapid railroad extension of the day, some of them are in the main authentic and correct, and a still further estimate could probably be safely made that the first quarter of 1881 will find the ninety-five miles of railroad of 1831 to have grown into about ninety-five thousand miles in this country, with the rapidity of extension increasing as the year advances.

In commencing a sketch of the growth of our railroads, including outlines of the history of several old and new lines and incidents connected with their development, the lives of their projectors, the earnings of the road, etc., and in continuing in various forms the presentation of such and kindred information which the JOURNAL is now giving more completely than ever before, it will not be uninteresting to glance back at the first attempts at introducing railroads in England. There is much in the early history of those primitive structures to prove that their origin was from the most rational causes and that the growth of the railroad has been as natural as that of any of the powerful elements in the development of hidden resources and the progress of civilization.

Three hundred years ago, in Great Britain, the transportation facilities for the coal and other important trades consisted mainly of such as were furnished by pack horses and the clumsy carts of the time over ordinary roads, excepting in the few localities where the road ways famous in classical history had been copied from Rome and had left on the people some imprint of the ideas of the venturesome invaders. But the roadways in the main had become neglected, and at their best, limited as they were in number and direction, had been of comparatively slight value to the people generally in times of peace. As the transportation needs of the people increased with the increase of their manufactures and productions, and especially with the development of their coal trade, the lines of traffic became more defined, and measures for improving them came to be considered. It was not until the inhabitants began to locate in villages and certain sections had come to be considered central, that the lines of traffic or the directions for transporting their merchandise assumed something of a uniform or established character and the people could be led to work conjointly for improving roads for common use and mutual benefit. Among the first improvements made on the ordinary road was the placing of sleepers side by side, making a wooden road-bed, similar to that in common use now in many countries and well-known here as the corduroy road. At New Castle-upon-Tyne a man named Beaumont, a heavy coal dealer, sometime before 1650, constructed a wooden roadway at his mines; at least, twenty-five years later, a roadway was described which is supposed to be like that built by Mr. Beaumont. It consisted simply of wooden rails six or seven inches wide fastened to sleepers, five or six feet apart, by wooden pegs. On these the heavy carts with clumsy wheels were pushed or drawn along. A horse would draw a load of about two tons on one of these railroads, under favorable circumstances. As a rule the collieries were situated at a higher level than the depots, so that the grade was generally favorable to the loaded cart. As the rails were found to bend and to offer a corresponding resistance to the wheels, the plan was adopted, in some cases of nailing plates of iron to the surface of the wooden rails. Canals at this time were receiving the most attention from those interested in improving the means of internal communication, and but little interest was expended on the railroads through a period of many years, the attention of scientific men being turned in other directions.

An idea of the little attention that was given to the railroad in those early days of its history is seen from the fact that about a century passed after the time of nailing strips of iron to the rails before the next important improvement was made, that of substituting cast iron for wooden rails. Mr. Stephenson puts the first manufacture of iron rails as occurring in 1767, at the extensive iron works of Colebrook-dale in Shropshire. Iron wheels were used to some extent ten or fifteen years before. The first railroad with iron rails is said to have been constructed at the Duke of Norfolk's colliery, Sheffield. About the year 1810 malleable iron rails were first introduced at the coal works of Lord Carlisle, on Tindale Fell, Cumberland. Mr. John Birkinshaw obtained a patent in 1820 for a new form of malleable iron rails, one feature of which was their increased length over those formerly used; the first malleable iron rails being made in the form of bars about two or three feet long, while those improved by Mr. Birkinshaw were made from twelve to fifteen feet in length. In 1817 a queer invention was patented by

Mr. John Hawks, of Gateshead, consisting of a rail made of both cast and malleable iron. The rail was made of a bar of malleable iron having cast iron run upon its grooved surface in a state of fusion. The difficulty found in manufacturing them prevented the general use of the rails, though there were undoubtedly good ideas embodied in the principle.

The cars, or "waggons" as they were called, of those early days of the railroad, were as crude and clumsy in their form as the rough play carts of children portrayed in pictures of ancient rural life. Being intended for the carrying of coal, the cars of that time were adapted in form for that purpose, and were made of roughly joined wood in the shape of hoppers. Previous to about 1750 only wooden wheels were used. The front wheels were made of larger diameter than the rear wheels to keep the body of the car horizontal on the downward grade, the roads being intended chiefly to bring loads down from the mines to the coal yards and depots. These wheels were sometimes made of one piece, but oftener of several pieces fastened together by woodon pins. The surface was hewn out to fit to the rail. About the middle of the eighteenth century cast iron wheels began to appear, and for a time it was customary to have two of the wheels on a car of iron and the other two of wood. There was a strong prejudice against the use of iron wheels on account of their injury to the rails, the danger of their cracking and the rude brakes not working on them satisfactorily, and it was for the latter reason, probably, that during the introduction of the cast iron wheels, wooden wheels were used with them on the same car. The adoption of iron rails did away with the use of wooden wheels.

The first railroad constructed in England for carrying passengers, was the Stockton and Darlington, which was opened in the fall of 1825, though for the transportation of general merchandise there were several wooden railroads of short length in use, which had grown up from the proven utility of the railroad for carrying coal. The coaches were drawn by horses (one horse to each coach, the coach accommodating half a dozen passengers inside and twenty outside) at a speed of about ten miles per hour. The question of building the Liverpool and Manchester Railroad was agitated three or four years before, but the road was not put into operation until five years later, in 1830. With the conception of the Liverpool and Manchester Railroad the idea of using other power than horse power was actively considered. Mr. Oliver Evans, of Philadelphia, had nearly fifty years before conceived the idea of using steam carriages on ordinary roads, and about the year 1800 was at work upon an engine intended for a railroad, but he met with little encouragement. The proprietors of the Liverpool and Manchester Railroad, however, took up the idea, and offered a prize of $2,500 for the best locomotive that should be produced for them. Mr. George Stephenson built the successful engine, the wonderful feats of his "Novelty" and "Rocket" soon establishing the supremacy of steam on railroads, and from this point the construction of railroads took its greatest impetus.

In this country railroad projects, which seem like toy work in comparison with the gigantic enterprises of to-day, were well underway, or "on paper," as the saying is, now, before the opening of the first railroad for passengers on the other side of the water. The Quincy Railroad, in Mass., was in operation soon after the opening of the Stockton and Darlington, and before the Liverpool and Manchester was constructed, and there had been at some time previous a very crude semblance of a railroad in use in Pennsylvania, though the Quincy, constructed for the marble quarry, has generally been mentioned as the first railroad in this country. The first division of the Baltimore and Ohio Railroad was opened in May, 1830, about four months before the formal opening of the Liverpool and Manchester, and within the next two years the locomotives built by Peter Cooper, Davis and Gartner, and Matthias W. Baldwin, were brought out under the encouragement offered by this company, which did a most valuable service in encouraging improvements connected with railroads at that time, and stimulating inventors and mechanics. Among the novel inventions brought out in 1830 was a car for which the propelling power was furnished by sails. It was successfully used on the Baltimore and Ohio Railroad on several occasions during the first few months of the road, when the only other power used was furnished by horses. This car was called the Eolus, and it was propelled wholly by the action of wind upon the sails. France was not slow in adopting the new means of inland communication just springing into such popularity in England and America, and in the spring of 1832 a road was opened from St. Etienne to the Loire, which may be called the first passenger-carrying railroad constructed on the continent.

A statement has been published of the railroads sold under foreclosure in 1880, together with their mileage, debts and capital stock. The aggregate is large in view of the fact that the era of railroad bankruptcy was supposed to have ended two or three years ago. It must be understood, however, that many of the roads sold last year became bankrupt years ago, and all of them have been for some time dragging through the slow progress of the courts. But very few cases of bankruptcy have occurred during the past year, and a comparatively small number of roads now remain in the hands of receivers, so that the record for the present and succeeding years should be much more encouraging. It appears that in the past five years no less than 228 roads, with a mileage of over 20,000 miles, or nearly 28 per cent. of the present total mileage, and a nominal capital investment of about $1,236,000,000 (which is more than 20 per cent of the total reported railroad capital in the country) passed through the ruinous experience of bankruptcy.

Sir Edward Thornton on the Care of Live Stock in Transit.

Much discussion and planning concerning the adoption of measures tending to the better care of live stock while in transit have arisen lately both in this country and abroad, and interest in the subject is increasing as its importance becomes more and more apparent. Mr. Tingley's device, a full description of which was recently given in the JOURNAL, for feeding and watering live stock in the cars, is attracting much attention, and seems to be received as a very popular method, both by transportation companies and dealers (to whom alike it includes profit and saving), as well as by people generally, who have investigated the device. It has elicited many expressions of approval and encouragement from prominent persons regarding it from sanitary and humanitarian standpoints. Among the letters received by Mr. Tingley on the subject, is the following from Minister Thornton:

BRITISH LEGATION
WASHINGTON, June 15, 1881.

DEAR SIR: I am much obliged to you for your letter of the 12th inst., showing what is being done by you for the welfare of cattle making long journeys through the United States. It is a work of real charity and humanity; for, while it conduces to saving the poor animals from an immense deal of suffering, it contributes to the wholesomeness of the food of which we so largely partake. I have always been of opinion that the number of diseases which are found among cattle arriving in England are very frequently due to the hardships they suffer in the long land journeys to the ports of the United States, and to the inclemency of the weather, sometimes so intensely cold, and at others so hot. I sincerely hope that farmers and all owners of cattle will give you every encouragement in carrying out your benevolent intentions.

(Signed.) EDWD. THORNTON.

Canals of Canada.

The amount expended by the Canadian Department of Railways and Canals during the fiscal year ending June 30, 1880, on the Lachine, Beauharnois, Cornwall, Williamsburg, St. Lawrence, Welland, St. Anne's, Burlington Bay, Granville, Carillon, Culbute, Rideau, Trent, St. Ours, St. Chambly and St. Peter's Canals were: For Construction and Miscellaneous Surveys, $2,125,455.29; for repairs, $150,121.32; and for staff and maintenance, $195,039.33—total, $2,470,615.94.

The expenditures during the same time for construction, staff and maintenance of railways, were as follows:

	Construction.	Staff and Maintenance.
Pacific.....	$3,893,598.54	$78,892.01
Pacific Surveys.	150,973.68	—
Intercolonial...	2,048,014.60	1,608,429.71
Prince Ed. Isle.	16,539.32	140,640.55
Windsor Branch.	—	4,526.99
Total.....	$6,109,126.64	$1,851,489.26

A grand total of $10,481,231.84.

AMERICAN Railroad Journal. ESTABLISHED 1831.

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New York, Saturday, January 29, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

THE matter of the Central Pacific dividend has been settled, the government consenting to its payment, and requiring of the company a bond of indemnity to await the result of an amicable suit to be brought before Circuit Judge Blatchford to test the right of the company to declare dividends from the accumulated surplus on hand, regardless of the earnings of any particular period. The officers of the company express their confidence at the result. Meantime the road is understood to be earning more largely than ever before in its history.

Inter-Oceanic Communication.

Since the starting of our great trans-continental railroad system, which has proved of such unquestioned value to our country, nothing in the interest of navigation and international communication has attracted such universal attention as have the plans for connecting the Atlantic and Pacific by way of the Isthmus, through means which the wonderful advances in engineering, aided by capital and American enterprise make possible.

While numerous other schemes have been worked up and placed before the public for consideration, developing more or less discussion and theorizing, the projectors of the Tehuantepec Inter-Ocean Railroad, having obtained most liberal concessions from the Mexican government, have gone ahead, and with an energy that indicates their own confidence in the enterprise, have already got underway one of the plans which is among the most practicable and probable of speedy accomplishment of any placed before the public. The company, of which Hon. Edward Learned, of Massachusetts, prominent in railroad and financial circles of New York and New England, is president, was organized in Massachusetts, and in its organization, as well as in the standing of persons interested in it in various ways, is a strong corporation. The company is to build the railroad across the Isthmus from Coatzacoalcos to the vicinity of La Ventosa, making a line of about 150 miles. Five thousand tons of steel rails have been purchased, and the work of construction already underway gives promise of being vigorously pushed.

The idea of utilizing this part of the Isthmus for special commercial and transportation purposes is by no means a new one; in fact, three hundred and fifty years ago Hernando Cortez was exploring this section for the purpose of improving navigation facilities. The choice of locality by the Tehuantepec Inter-Ocean Railroad Company is a peculiarly fortunate one from several standpoints of consideration. A special advantage possessed by this route over that of the proposed Panama canal is found in the salubrity of the climate. The locality has been pronounced by eminent physicians visiting it as well as by the inhabitants as being exceedingly healthful and agreeable. Surgeon Spear, of the U. S. Navy, who visited this locality with a scientific party about ten yearr years ago, says the inhabitants boast that yellow fever has never visited them. The temperature in the summer is said to never rise very high, rarely above ninety degrees, and in winter frost is never seen.

Of course the main demand for an Isthmian passage, and the benefits to be derived from it, arise from the vast amount of through freight seeking access from ocean to ocean, but in this particular locality the 150 miles of railroad will open up a large local freight traffic from rich agricultural and mineral resources, which include a wonderfully varied number of products. Coffee of a superior quality grows in great abundance and in a wild state on the banks of the Coatzacoalcos, and a vast revenue could be derived from its cultivation, which the inhabitants are accustomed to neglect, on account of their general preference for chocolate. Of the quality of the coffee raised in this locality, Hon. J. W. Foster, late United States minister to Mexico, says that it is equal to the best known in any country, and the same authority considers that Mexico, in coffee, posses a far greater source of wealth and prosperity even than in her rich silver mines.

The location of the different proposed routes across the Isthmus in relation to the commerce of this country is the first thing of course that Americans will take into consideration, and the relative merits of the different routes will be judged here accordingly, since all the routes have their special claims in regard to the saving of distances to the commerce of the world. The gain of the Tehuantepec route over Panama between New York and Hong Kong is 1,350 miles; between San Francisco and Liverpool, England, 887 miles; and between San Francisco and Havana, Cuba, 1,430 miles.

Discrimination in Freight Rates.

Mr. Leland Stanford, President of the Central Pacific Railroad Company, has written one of the most detailed and explicit answers to the questions propounded by the New York Board of Trade and Transportation and the opinions promulgated by Judge Black concerning legislative regulation of railroads, that has yet been published. The letter will attract wide attention coming as it does from an authority holding such a prominent position among the leading railroad men of the country, and we shall at some future time quote more at length from it. We give at this time an extract from one of its most important parts, that concerning discrimination, in regard to which so many wild and vague ideas are being industriously circulated.

Mr. Stanford cites various things that of necessity enter into the determination of rates, the character and quantity of the article, climatic influence and other difficulties to be encountered in transportation, and says:

"I shall not say anything to justify discrimination against individuals and communities, but content myself on this head by simply stating that such has never been practised by railroad companies with which I am connected. So far as they are concerned, they practise the same business principles that govern and regulate individuals in the management of their affairs. The primary consideration with railroad managers under the observance of the golden rule is their treasury. With this idea in view and to meet competition they often carry freight at less rates for a longer than for a shorter distance, and they accept the less rate because they cannot do better, and because a small profit is better than none. This is only in accordance with the principles of industry, thrift and economy, which should ever be encouraged. To deny the companies the privileges of working for a small profit would be on a par with saying to an individual, 'Better be idle than take small earnings when larger cannot be had.' It is the policy of the Central Pacific, and I believe of railroad companies of the United States generally, to accept a small profit where a larger cannot be obtained, as it is also its policy to encourage the development of the resources of the country. In doing so it practices no unjust discrimination; it charges nobody else more because of the rate it is compelled to accept from others, but it puts into practice a common and economic principle in fixing the charge for service by railroad companies. * Under this rule the company obtains a development, homes for the people are possible at remote

distances from markets, and every industry finds encouragement. Under the substantially unlimited control of their own affairs which railroad companies have enjoyed rates of transportation have been steadily reduced, until at present their general rates are far below what even your committee would ten years ago have deemed possible."

Prince Edward Island Railway.

The report of the Canadian Minister of Railways for the year 1879–'80 contains the following information concerning the Prince Edward Island Railway:

The total length of the railway, including extensions, is 198½ miles. The capital account at the close of the fiscal year amounted to $3,466,588.57, as against $3,450,048.75 for the preceding year. The gross earnings for the year amounted to $113,851.11, being a decrease of $12,004.80 as compared with last year's receipts of $125,855.91. The passenger traffic returns show a decrease in receipts of $6,787.92, and the returns of the freight traffic show a decrease in receipts of $3,216.48. The cost of working the line for the year was $164,640.55, as against $223,818.12 for the preceding year, showing a decrease of $58,672.57. The working expenses and receipts for the year ending June 30, 1880, were:

Total cost of working	$164,640.55
Total receipts	113,851.11
Loss on the year's operations	$50,789 44

The working expenses per mile of railway were:

1878–79	$1,125.00
1879–80	829.42
Decrease	$295.44

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of the Main Stem, Southern Division and Port Deposit Branch for the years ending October 31, 1879 and 1880, were as follows:

	1879.	1880.
From passengers	$1,541,049 95	$1,767,219 20
" freight	1,176,081 15	1,339,369 47
" express	64,834 64	70,006 67
" mail	49,043 83	58,257 43
" rents	18,910 71	28,257 73
	$2,849,919 78	$3,263,110 50
Add gain from Delaware Railroad	2,169 36	
Total	$2,852,089 14	$3,253,110 50
Operating expenses:		
Repairs of road	$166,500 79	$246,786 56
" bridges	19,187 15	23,388 08
" locomotives	88,304 92	118 403 31
" cars	161,983 95	228,040 62
" stations, etc	79,421 18	69,396 09
Passenger department	336,617 57	366,022 99
Freight department	315,063 37	330,581 84
Susquehanna Bridge	9,186 73	8,209 59
Fuel for locomotives	105,940 76	154,145 29
Oil, tallow, waste, etc.	19,952 18	26,390 61
Insurance	1,721 95	2,096 40
Salaries	62,837 02	62,815 32
Tools	10,767 39	17,788 61
Switch, watchmen, etc	61,721 00	65,999 75
Real estate—rents, repairs, etc	9,468 57	11,625 81
Law	10,810 36	12,843 64
Casualties, gratuities & damages	10 760 01	14,786 53
Office stationery, etc.	638 69	969 47
Removing ice & snow	2,301 24	1,298 51
Taxes—State and local	94,557 58	85,298 35
	$1,567,742 41	$1,896,887 37

Receipts less operating expenses and taxes	$1,284,346 73	$1,866,223 13
Interest, ground rents, etc., paid and accrued	$219,934 22	
Less dividends and interest received and accrued	88,688 22	131,246 00
Receipts less operating expenses, taxes and interest		$1,284,977 13
Dividends were paid: No. 65 4 per cent, Jan., 1880,	$462,900 00	
Dividends were paid, No. 66 4 per cent, July, 1880	463,170 00	926,080 00
Leaving a surplus to credit of Revenue Account for the year of		$308,097 13
Transferred to Renewal Fund		150,000 00
		$158,897 13
Balance to credit of Revenue Account, October 31, 1879, was	$738,690 16	
Charged to revenue as follows, viz:		
Depreciation D. & D. R. R. account	$100,000 00	
Depreciation tug & barges Canton ferry	24,185 57	
Depreciation of Wilmington Steamboat Line acc't	15,000 00	
Deficiency Delaware R. R. earnings to pay rent	1,894 23	
Bad debts	268 00	
	141,842 80	
		597,347 36
Balance to credit of revenue, Oct. 31, 1880		$756,244 49
Add balance to credit of Renewal Fund		199,663 59
Total surplus Oct. 31, 1880		$955,909 08

Compared with the year 1879, the receipts from passengers in 1880 show an increase of 14.68 per cent, and the receipts from freight an increase of 13.57 per cent. Gross earnings increased 14.50 per cent, operating expenses 22.96 per cent, and net earnings 5.64 per cent. Taxes were less by 9.79 per cent, and interest, etc., (less interest, etc., received) was more by 17.33 per cent. The report says:

A comparison of operating expenses with gross earnings for the past four years shows that during the past year those expenses were relatively much larger than those of the preceding year, but not so large as those of 1877 or 1878.

During the past year it was found necessary to accept lower rates for transportation than those of previous years, and also to accommodate the public with many more trains; the mileage of passenger and freight trains being thirteen per cent in excess of that of the previous year.

Much was done to enhance the value of the equipment. There were two locomotives added to the stock, and several new ones substituted for old ones. Many new passenger cars were built to fill the place of old cars sold, and besides replacing worn-out freight cars with new cars, there were added to the stock 68 new ones of all kinds. Over $9,000 of outlay was made in the fitting of passenger cars with Automatic Brakes, which it was found necessary to adopt upon such of our cars as pass over connecting roads, instead of the Westinghouse and Vacuum Brakes so long used on your road.

For fuel, the cost was in excess of the same item during the preceding year by more than $47,000. This excess was due in part to increased mileage, and part to an average rise in price of coal of 78 cents per ton.

The outlay in "Road" department was larger than that during the preceding year by over $80,000, and larger than that of any year since 1874. Of this excess, about $30,000 was caused by the unusual number of cross-ties renewed during the year, and over $38,000 was paid for the labor required to lay the 55,000 extra cross-ties and to keep the track in a good condition under the increased mileage.

Table "B" shows the disbursements charged during the year to the Renewal Fund, and the amount thereof unexpended at the close of the year. To this amount it was deemed well to add the sum of $150,000 from the net earnings of the year ending October 31, 1880, as it will soon be necessary to build new station houses at Wilmington and at two or three other way stations; and it is desirable to continue the substitution of stone ballast for gravel, and iron bridges for wooden ones.

The work of substituting an iron bridge for the wooden one built in 1836 over the Susquehanna River at Havre de Grace, and of building a new pier to take the place of No. 8, which was found to be insecure, has been finished. The whole cost of this work, commenced in 1874, has been charged to the earnings of the road in Renewal Fund account.

There were 25 miles of your road laid with stone ballast at close of fiscal year ending October 31, 1879. During the year ending October 31, 1880, stone ballast was laid upon 6½ miles more.

Table "C" gives a comparative statement of the fruit transported annually for 14 years ending October 31, 1880. It shows that the earnings from this source during the past season were less than those of the previous year by the sum of $78,577 73, which accounts for the diminished revenue of the Delaware Railroad, and its failure to earn its entire rent.

The net earnings of the Delaware Railroad were insufficient by the sum of $1,894 23 to pay the rent thereof; and that sum has been charged to Revenue account, to be recovered however, under the conditions of our lease, so soon as the net earnings of that road are in excess of the rent.

Table "D" shows the state of the Sinking Fund, which has been increased by the sum of $16 000 since our last Report.

The charge to "Ferry Steamer 'Canton,'" was for one-half of the cost to date of that steamer, owned jointly by this company and the Baltimore and Ohio Railroad Company, and used to transfer all joint traffic of the two companies at Baltimore, while avoiding the former very objectionable mode of transfer through Baltimore by horse-power. Since June last the "Canton" has been in constant use, and does her work most satisfactorily, while shortening the time between Philadelphia and Washington.

Table "E" also shows a large expenditure for the purchase of the stock of the West Chester and Philadelphia Railroad Company, all of which has been bought, excepting 44 shares of $50 par. This road furnishes a direct connection between Philadelphia and the Philadelphia and Baltimore Central Railroad, thus completing a second road from Philadelphia to the Susquehanna, practically in the ownership of this company, and giving to the latter a second desirable entrance into Philadelphia, which will prove, it is believed, very valuable to this company, as great difficulties must be overcome in bringing any new railroad into the city from the Southwest.

This company on assuming the direction of the management of the West Chester and Philadelphia Railroad found it in bad condition in respect to repair, and much in need of new equipment and permanent improvements to bring it up to the standard of your road. To meet such

wants, it will be seen by Table "E" that this company has loaned nearly $280,000 to the West Chester and Philadelphia Railroad Company.

It is expected that the latter road, once placed in a good condition, and running 27 miles from Philadelphia, through a remarkably healthy and attractive country, will of itself prove a safe investment.

Table "E" also shows that your directors now, as heretofore, charge freely to revenue account all items of depreciation or loss which are suffered by this company, while in no instance has any increase in the value of your assets been followed by any addition to their valuation in the books of the company. The principal item of this nature is the amount of $100,000 charged to revenue on account of depreciation in value of our account against the Dorchester and Delaware Railroad Company.

That company in 1869 leased the Dorchester and Delaware branch of the Delaware Railroad, agreeing to pay therefor the same rent as this company pays as lessee of the Delaware Railroad and branches; but have been unable to pay any rent. They have also been unable to repair their equipment from time to time, and this company, rather than have work stop on a tributary road, have repaired their rolling stock.

In addition to allowing the Dorchester and Delaware Railroad Company to become our debt or for these accounts, your directors thought it advisable nine years since to advance $50,000 to the Dorchester and Delaware Railroad Company, to enable them to finish their road. As security for these debts this company holds, as collateral, $119,000 of the six per cent. bonds from out of the whole issue of $250,000 by that company, but none of the coupons have yet been paid.

We have now, therefore, due this company from the Dorchester and Delaware Railroad Company,

For Rent of Dorchester and Delaware Branch		$83,780 88
For Balance due for bills of work, etc.,		18,874 45
" Money loaned		50,000 00
" Interest on these several accounts		19,289 85
		$171,945 18
Less credited them for drawbacks		15,171 18
		$156,774 05
Charged to Revenue for depreciation		100,000 00
Leaving charged to this account		$56,774 05

with $119,000 of bonds, with attached coupons, as security.

The amount credited that company for drawbacks, which were a small percentage of this company's receipts from traffic interchanged with that company, shows that this company has derived very considerable profits from the connection, which go far to offset this charge to revenue.

Another item charged in Revenue Account is the difference between the cost of tug and barges used from 1872 until last June at the Canton and Locust Point Ferry, for which we have substituted the steamer "Canton," and the proceeds resulting from their sale.

During the year the Wilmington Steamboat Company spent nearly $30,000 upon repairs of the steamer "Felton," and the sum of $15,000 has been charged to revenue on this account, to prevent that company's debt to this company exceeding the value of that company's assets.

To provide a part of the funds for the purchases and expenditures above described, your board deemed it advisable to borrow $1,000,000. Accordingly, they caused to be issued and sold at a small premium the bonds of this company, bearing five per cent. interest, and payable at the end of thirty years, for that amount, and protected by a sinking fund.

The condition of the road and its equipment was never better than at present, as your directors know from personal observation,

The company have 78 locomotives. The car equipment consists of 108 passenger, 4 parlor, 18 smoking and baggage, 17 baggage, 8 baggage and mail, 18 express, 5 milk, 1 pay, 766 house, 79 stock, 371 platform, 65 lime, 4 dump, 28 lumber, 8 refrigerator and 15 tool, construction, etc., cars.

The number of miles run by engines over the Philadelphia, Wilmington and Baltimore Railroad, including service on Port Deposit Branch, was 1,874,822. Miles run on Delaware Division, between Wilmington and Delmar, 411,464.

GENERAL BALANCE SHEET, Oct. 31, 1880.

Road			$18,218,590 22
Real estate			375,804 22
Wood lands in Richmond Co., Va.			18,758 24
Stocks:			
Junction R. R. Co	$86,561 68		
West Chester and Philadelphia R. R. Co	821,194 25		
Queen Anne and Kent R. R. Co	60,000 00		
Delaware R. R. Co	488,651 62		
			1,456,407 55
Other securities			983,797 89
Agents' balances	$1,063 11		
Trustees of Sinking Fund bonds, 1900	80,000 00		
Sundry accounts, less due by this Co.	1,399 79		
Materials	222,576 74		
Fuel	19,428 29		
Cash	214,614 34		
Advances to conn'cting roads	238,090 99		
			776,878 26
			$16,825,231 88
Capital stock, 231,715 shares			$11,585,750 00
Mortgage loan (convertible) due 1st July, 1884			240,500 00
Bonds—			
Due 1st April, 1887	$1,000,000 00		
Due 1st Oct. 1892	700,000 00		
Due 1st April, 1900	800,000 00		
Due June 1, 1910	1,000,000 00		
			3,500,000 00
Ground rents			76,666 66
Mortgage—Paschall property			58,250 00
Bills payable—account of improvements			200,000 00
Ten year notes—account of purchase Queen Anne and Kent R. R. Co.'s stock			60,000 00
			$15,721,166 66
Dividends and interest	$5,632 99		
Other roads and lines, less due to this Co.	69,904 27		
Interest—balance accrued on all liabilities to Oct. 31, 1880	29,586 90		
Delaware R. R. lease, interest accrued for four months ending Oct. 31, 1880	43,082 48		
			148,156 64
Renewal fund Oct. 31, 1880			199,663 59
Balance to credit of revenue, Oct. 31, 1880			756,244 49
			$16,825,231 88

President.—ISAAC HINCKLEY.

Vice President.—ENOCH PRATT.

Directors.—Samuel M. Felton, William Sellers, Isaac Hinckley, Joseph Bringhurst, Samuel Harlan, Jr., Charles Warner, Enoch Pratt, Thomas Whitridge, Samuel M. Shoemaker, Jacob Tome, Nathaniel Thayer, William Minot, Charles P. Bowditch, Edward Hooper, Richard Olney.

Secretary and Treasurer.—ALFRED HORNER.

Assistant Treasurer.—ROBERT CRAVEN.

Personal.

—Mr. L. E. Chittenden delivered an address before the Bullion Club, of this city, Tuesday evening, on the need of railroads in Nevada.

—A telegram from Mr. Cyrus W. Field announced on Wednesday his arrival in Calcutta. It is now thought that his return to New York may be expected early in May.

—Mr. R. G. Hervey has gone to Europe for the purpose of raising funds for the construction of the proposed railroad, to be known as the Indianapolis and Evansville Straight Line.

—Mr. Barclay Haines, a prominent resident of Burlington County, N.Y., died at his home in Hainesport Sunday night, aged seventy years. He was one of the projectors of the Camden and Amboy Railroad, and had been connected with several other roads.

—Mr. J. M. Walker, whose death from heart disease occurred in Chicago on the 22d, was the General Solicitor of the Chicago, Burlington and Quincy Railroad Company, of which he was formerly president. He had a large acquaintance in the city, and generally throughout the East, in railroad circles.

—In our mention last week of the conferring of the order of the Golden Crown of Prussia by Emperor William upon a distinguished Philadelphia lawyer through a printer's error the name of the recipient of the honor was given as Mr. Stephen A. Remak; it should have been Stephen S. Remak.

—Among the prominent railroad men who have been in New York within the past few days are the following: Mr. H. B. Ledyard, General Manager of the Michigan Central Railroad; Mr. George M. Pullman, of Chicago; Mr. J. W. McCullough, of Pittsburg, Vice-President of the Pennsylvania Co.; Mr. John Newall, General Manager of the Lake Shore and Michigan Southern Railroad; Mr. George B. Spriggs, Traffic Manager of the Great Western Railway of Canada; and Mr. Robert Garrett, of Baltimore.

—In a warm tribute to the memory of Mr. F. P. Mosely, the recently deceased purchasing agent of the Old Colony Railroad Company, the Boston Transcript says: "With the sagacity of the merchant and the executive power of a man of affairs he combined a lofty personal integrity with a kindly, genial flow of life which gave it an indefinable flavor to all were privileged to know him. In the purchasing department of the railroad of which he was the head, meeting all sorts of men, subject to every form of pressure in the selling competitions of business, there was one star only for him—his duty. And this was done with such fidelity, yet with such gentleness and courtesy, as to make friends of those whom he was forced to deny."

—Mr. Hinton R. Helper, a wealthy resident of St. Louis, and well known throughout the country as the author of "The Impending Crisis," sometime ago offered $5,000 in prizes for three prose articles and two poems in favor of the construction of a double track steel railroad through the centers of North and South America. The prizes have been recently awarded as follows: First prize, $1,300, to F. R. Hilder, of St. Louis; second prize, $1,200, to Fred A. Beelen, Courtland, on Hudson, N. Y.; third prize, $1,000, Wm. W. Archer, Richmond, Va.; fourth prize, $1,000, F. D. Carpenter, Washington, D. C.; fifth prize, $500, F. A. Deekens, Norwich, Canada. The first three were in prose and the last two in poetry. They are to be published in pamphlet form.

At the annual meeting of the Fitchburg Railroad Company, held in Boston on the 25th inst., the former Board of Directors was elected, as fol-

lows: Wm. B. Stearns of Boston, Seth Bemis of Newton, Robert Codman of Boston, Rodney Wallace of Fitchburg, and Charles U. Cotting of Brookline.

Commerce of New York.

We give below, from the New York Journal of Commerce, a statement of the Commerce of New York for 1880, in comparison with that for the five preceding years. The following is a comparative table showing the relative totals imported at New York in each year since 1850:

Year.	Merchandise.—Dutiable.	Free Goods.	Specie & Bullion.	Total Imports.
1851.	$119,592,264	$9,719,771	$2,049,543	$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556,649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024,691	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165,516
1860.	201,401,683	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23,291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2 265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,588	9,578,029	306,613,184
1867.	238,297,955	11,044,181	3,306,339	252,648,475
1868.	232,344,418	11,764,027	7,085,389	251,193,834
1869.	275,779,976	14,789,235	15,788,462	306,357,673
1870.	289,618,878	13.716,500	11,864,644	315,200,022
1871.	349,635,398	28,878,294	6,348,608	384,862,300
1872.	369,083,458	57,429,020	5,594,208	432,106,686
1873.	293,035,348	86,924,877	18,605,611	398,565,836
1874.	278,677,532	108,598,631	6,407,571	393,683,734
1875.	235,398,509	91,791,853	13,438,557	340,628,919
1876.	202,486,773	76,659,977	26,217,888	305,364,638
1877.	221,401,649	92,686,992	15,000,227	329,088,868
1878.	201,540,213	82,495,681	19,150,973	303,186,867
1879.	234,775,206	105,217,808	84,196,109	424,189,123
1880.	337,250,149	126,926,531	75,210,096	539,386,776

Under the head of dutiable are included the goods entered directly for consumption, and also those entered in bond for warehousing. These, with the free goods and the specie, make the total landed at the port. Including the specie, the imports for 1880 are $115,197,653 above the total in 1879; but deducting the specie in both years, the merchandise imports for the twelve months are $124,183,666 more.

The following table will show the classification of imports at New York for the years—

	1878.	1879.	1880.
Dry goods.	$74,863,197	$91,549,600	$119,844,120
Gen. mdse.	209,172,697	248,443,414	344,332,560
Specie....	19,150,973	84,196,109	75,210,096
Total ...	$303,186,867	$424,189,123	$539,386,776

The cash duties are collected on the goods entered directly for consumption, and also on those which having been entered in bond, are afterward withdrawn for consumption. The imports thus marketed in 1880 amounted to $317,928,466 on which $140,692,065 96 in duties were collected, making an average of about 44¼ per cent on the entire dutiable imports of the year, against 46¾ in 1879, 45⅜ in 1878, and 42¼ in 1877.

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named:

Quarter.	1878.	1879.	1880.
1st	$87,621,214	$78,474,748	$82,984,178
2d	84,287,028	79,983,231	112,049,304
3d	91,978,437	96,423,052	118,106,665
4th	85,577,621	101,887,534	107,732,685
Total	$349,414,800	$356,218,565	$415,822,827

Foreign imports entered at New York during the years 1875, 1876, 1877, 1878, 1879 and 1880:

ENTERED FOR CONSUMPTION.

	1875.	1876.	1877.	1878.	1879.	1880.
January	$11,530,339	$12,343,984	$11,194,195	$11,052,501	$11,325,813	$20,094,865
February	19,475,483	13,016,690	13,135,513	11,566,577	12,961,683	20,585,964
March	15,821,051	13,575,155	14,298,420	12,729,463	14,412,884	25,443,771
April	12,554,059	8,976,397	11,559,197	11,154,396	12,321,340	22,064,758
May	10,703,394	9,286,918	11,348,796	9,788,229	10,902,264	17,796,044
June	9,211,056	8,065,972	10,448,147	8,712,976	9 737,563	17,586,293
July	12,029,470	9,833,959	10,830,513	12,764,854	14,510,450	20,427,942
August	15,224,134	12,335,681	13,311,638	13,362,325	14,758,455	20,804,135
September	11,962,598	10,897,824	10,369,979	12,164,546	16,309,325	17,495,330
October	10,472,066	10,904,454	10,525,096	12,606,386	16,262,046	15,544,936
November	9,291,475	8,289,412	9,396,694	10,234,854	14,219,064	12,684,476
December	7,782,819	7,897,188	7,805,142	8,616,715	15,191,709	14,726,093
Total	$146,057,944	$125,423,644	$134,223,330	$134,783,822	$162,912,596	$225,254,607

ENTERED WAREHOUSE.

January	$5,716,038	$6,283,594	$5,546,348	$4,876,084	$4,868,171	$7,283,376
February	8,135,429	7,952,726	5,129,528	5,150,245	5,275,533	7,622,450
March	11,458,257	10,340,471	8,685,293	5,341,999	6,545,720	10,115,827
April	9,454,372	8,224,335	7,504,183	6,550,314	7,518,217	14,338,713
May	10,092,919	8,078,024	8,993,413	7,203,218	6,185,153	14,278,907
June	10,322,510	6,861,930	12,360,639	6,881,470	6,171,554	12,698,188
July	8,285,645	4,943,729	10,934,505	6,075,143	6,801,618	10,923,589
August	8,332,009	6,515,056	7,194,744	6,214,107	5,518,414	8,688,329
September	5,251,758	5,580,492	5,161,879	4,395,377	4,815,222	7,143,519
October	4,203,764	4,213,063	5,658,350	4,222,608	4,504,436	6,920,298
November	4,089,354	3,617,664	5,490 399	5,443,402	5,782,839	5,965,112
December	3,998,511	4,452,045	4,519,038	4,402,424	7,875,733	5,817,234
Total	$89,340,565	$77,063,129	$87,178,319	$66,756,391	$71,862,610	$111,995,542

FREE GOODS.

January	$7,438,591	$10,730,484	$9,590,998	$7,875,055	$8,488,055	$12,643,875
February	8,042,547	6,824,451	6,664,480	6,153,024	7,348,090	10,984,396
March	8,248,598	7,226,442	9,011,078	6,967,442	6,666,488	9,244,529
April	6,605,645	6,485,507	8,909,582	6,727,911	8,497,732	10,890,473
May	12,453,830	6,130,616	7,869,770	5,803,134	6,752,501	11,115,579
June	7,447,296	5,682,205	7,438,494	6,822,850	6,528,823	9,012,693
July	5,990,042	4,836,431	6,101,170	5,017,537	5,104,602	8,924,494
August	7,611,872	4,109,489	6,117,404	5,273,181	8,336,815	9,939,602
September	6,059,501	5,185,662	6,375,986	8,056,044	9,139,245	10,162,197
October	5,390,015	5,715,614	9,094,630	7,431,612	9,939,689	11,500,527
November	7,687,532	5,403,182	8,394,134	7,440,986	12,550,632	11,968,093
December	8,816,384	8,329,894	7,119,266	8,926,905	15,865,136	10,540,073
Total	$91,791,853	$76,659,977	$92,686,992	$82,495,681	$105,217,808	$126,926,531

SPECIE.

January	$146,282	$398,197	$1,274,796	$823,049	$975,507	$875,038
February	1,269,902	183,463	1,729,747	2,856,868	1,383,681	972,575
March	2,761,677	876,799	2,407,504	1,526,737	612,915	794,602
April	194,972	1,423,291	885,049	5,318,139	597,871	410,319
May	812,905	175,953	549,114	1,371,147	849,026	547,797
June	1,126,920	498,880	508,777	1,149,765	1,033,938	1,015,230
July	813,981	418,960	328,274	968,618	711,839	552,272
August	366,477	936,490	1,096,373	693,267	6,553,033	9,492,530
September	1,236,183	1,865,961	2,903,358	652,856	27,482,179	18,850,020
October	1,813,033	3,606,346	807.292	2,564,960	18,303,539	16,248,590
November	1,031,950	5,886,110	1,677,393	605,563	18,941,269	9,248,677
December	635,956	11,252,736	832,550	619,004	6,751,319	16,202,447
Total.	$13,438,557	$26,217,888	$15,000,227	$19,150,973	$84,196,109	$75,210,096

TOTAL IMPORTS.

	1875.	1876.	1877.	1878.	1879.	1880.
January	$24,831,250	$29,756,259	$27,606,337	$24,626,689	$25,557,546	$40,897,154
February	36,923,360	27,977,330	26,659,268	25,726,714	26,968,987	40,165,384
March	38,289,583	32,018,867	34,402,295	26,565,641	28,238,007	45,598,729
April	30,037,367	23,804,232	28,858,011	29,750,760	28,935,160	47,704,263
May	34,063,048	23,671,511	28,761,093	24,165,728	24,688,944	43,738,327
June	28,107,782	21,108,987	30,756,057	23,567,061	23,471,878	40,512,404
July	27,119,138	20,033,079	28,194,462	24,826,152	27,128,509	40,828,297
August	31,534,492	23,896,716	27,720,159	25,542,880	35,166,717	48,924,596
September	24,510,040	23,529,949	24,811,202	25,268,823	57,745,971	53,651,066
October	21,878,878	24,439,477	26,085,368	26,825,566	49,009,710	50,214,351
November	22,100,311	23,196,368	24,958,620	23,725,805	51,493,797	39,866,358
December	21,233,670	31,931,863	20,275,996	22,595,048	45,683,897	47,285,847
Total	$340,628,919	$305,364,638	$329,088,868	$303,186,867	$424,189,123	$539,386,776

WITHDRAWN FROM WAREHOUSE.

January	$7,778,404	$5,989,607	$6,878,475	$4,979,886	$5,211,807	$7,087,326
February	8,435,817	6,997,493	5,559,897	5,883,551	4,491,656	6,808,808
March	8,714,383	7,742,293	5,866,653	6,201,146	5,570,837	7,547,317
April	9,987,429	7,665,238	6,692,828	6,082,708	5,640,078	6,112,693
May	7,012,808	6,844,256	6,189,879	5,117,121	4,963,111	5,325,501
June	6,732,115	6,518,509	4,821,330	4,745,176	4,985,788	6,877,703
July	8,365,912	5,707,543	6,224,659	5,045,563	5,134,695	7,977,599
August	9,704,702	8,360,063	9,062,968	7,851,584	6,590,423	10,044,739
September	10,347,320	6,843,729	10,581,326	7,314,987	7,699,112	10,648,846
October	7,983,269	6,963,867	9,685,551	5,584,884	7,140,151	9,036,000
November	6,812,727	5,229,733	6,414,038	4,895,654	5,311,972	8,368,898
December	4,636,127	3,286,993	5,787,341	5,083,508	4,493,935	6,835,429
Total	$96,511,013	$78,149,324	$83,764,945	$68,785,768	$67,233,565	$92,668,859

RECEIPTS OF CUSTOMS AT NEW YORK.

	1876.	1877.	1878.	1879.	1880.
January	$8,160,728 44	$8,058,938 72	$7,154,924 85	$7,655,552 67	$11,960,677 78
February	9,473,003 56	8,224,434 61	7,914,953 48	8,229,362 06	12,254,602 24
March	10,237,275 36	8,695,637 63	8,571,501 20	9,330,695 68	14,469,557 65
April	7,764,457 04	7,569,482 75	7,696,243 39	8,184,797 88	11,901,071 43
May	7,575,997 28	7,054,082 33	6,527,083 58	7,577,733 93	9,752,773 54
June	6,619,735 25	6,102,426 72	5,957,135 22	7,198,779 44	10,699,840 52
July	7,497,199 39	7,132,747 46	8 103,513 74	9,329,895 17	13,360,394 36
August	10,125,386 42	10,018,122 33	10,149,191 69	10,562,138 82	14,492,361 87
September	8,634,411 36	9,068,929 44	9,080,936 88	11,790,902 26	12,856,636 10
October	8,031,580 14	8,392,221 85	8,349,904 94	10,952,554 48	10,574,333 53
November	5,720,296 82	6,585,108 84	6,713,339 94	8,460,050 08	9,079,082 36
December	4,822,595 04	5,815,558 74	6,175,359 43	8,175,540 13	9,230,734 57
Total	$94,662,666 10	$92,717,691 42	$92,394,088 34	$107,448,002 60	$140,632,065 96

Exports from New York to foreign ports during the years 1875, 1876, 1877, 1878, 1879 and 1880:

DOMESTIC PRODUCE.

	1875.	1876.	1877.	1878.	1879.	1880.
January	$18,559,948	$21,046,814	$24,738,593	$26,823,535	$22,082,124	$24,668,691
February	17,839,488	17,612,843	18,972,399	23,203,210	26,421,198	23,349,543
March	18,669,717	19,981,600	19,299,772	30,174,332	27,984,449	33,086,477
April	18,933,522	17,456,396	21,158,574	27,286,446	26,257,346	34,167,697
May	19,783,016	20,652,833	22,241,422	27,611,983	26,123,074	34,681,661
June	23,403,223	22,060,231	23,970,315	26,864,469	25,818,077	41,325,315
July	23,681,774	24,313,669	22,511,448	27,559,092	28,466,272	38,584,961
August	19,715,518	23,972,298	22,051,488	30,913,782	30,898,205	35,937,898
September	18,974,565	24,675,821	29,215,062	31,537,999	35,774,116	36,785,577
October	22,606,151	23,027,990	30,258,630	28,838,012	37,041,310	37,129,593
November	22,284,560	23,783,896	28,790,843	28,030,120	29,478,814	33,618,018
December	23,230,242	27,169,911	27,751,502	26,363,888	33,126,695	33,620,453
Total	$247,681,724	$265,774,302	$290,960,048	$340,206,868	$349,471,660	$406,955,884

FOREIGN FREE.

January	$278,870	$484,722	$227,670	$315,891	$266,486	$370,357
February	145,871	301,844	355,535	322,150	299,433	235,877
March	351,906	333,757	235,752	356,670	283,698	216,068
April	226,017	286,205	179,101	319,783	227,997	131,523
May	167,791	146,737	220,919	259,517	195,499	106,308
June	129,802	97,494	136,140	269,833	94,159	388,670
July	140,754	325,934	93,809	306,502	153,836	211,950
August	60,785	301,171	110,022	333,060	39,544	113,355
September	43,502	108,764	84,081	215,364	73,729	172,919
October	118,611	75,117	143,721	174,135	80,955	366,514
November	157,207	165,170	195,644	135,967	92,118	267,066
December	200,059	788,475	272,131	270,957	272,895	978,709
Total	$2,021,175	$3,415,390	$2,254,525	$3,279,829	$2,090,349	$3,569,316

FOREIGN DUTIABLE.

January	$452,585	$268,690	$436,906	$553,385	$210,946	$377,518
February	126,626	390,300	334,784	308,930	411,712	305,728
March	560,539	629,419	286,588	563,111	514,702	323,914
April	441,316	517,250	426,396	604,807	510,457	370,328
May	663,714	776,557	423,690	492,441	508,681	522,034
June	783,617	1,013,637	348,882	527,750	327,941	355,768
July	623,941	534,958	254,436	499,672	443,018	383,316
August	478,046	321,092	471,839	261,448	225,207	398,094
September	445,027	243,555	484,993	351,517	349,125	518,595
October	581,819	290,985	749,029	392,404	281,940	649,801
November	808,538	697,383	919,861	794,981	512,834	687,404
December	793,501	677,446	589,994	577,157	449,973	415,127
Total	$6,759,269	$6,361,272	$5,719,398	$5,927,603	$4,666,536	$5,307,627

SPECIE AND BULLION.

January	$10,119,325	$1,866,399	$971,491	$1,490,181	$1,133,867	$819,919
February	4,040,524	4,118,019	1,267,258	650,454	1,909,750	605,022
March	3,142,066	5,363,527	1,251,312	2,425,211	2,346,398	1,612,713
April	6,018,678	3,919,512	2,092,950	3,131,254	1,574,112	194,633
May	9,355,251	8,519,671	10,743,150	821,105	1,942,420	473,769
June	17,679,494	4,839,205	5,225,337	778,988	2,588,431	1,014,815
July	5,968,301	8,203,787	1,588,648	645,571	523,796	459,111
August	3,966,661	1,871,127	797,703	1,001,448	457,544	400,029
September	1,295,904	1,141,546	893,289	370,163	515,261	244,765
October	1,969,601	899,587	951,297	487,022	524,753	1,195,043
November	2,237,635	950,959	635,566	678,052	667,908	682,491
December	1,763,210	1,493,763	1,079,168	628,339	643,804	1,667,962
Total	$67,566,650	$43,097,102	$27,497,169	$13,107,788	$14,828,044	$9,370,272

TOTAL EXPORTS.

January	$29,410,728	$23,666,625	$26,374,660	$29,182,992	$23,693,423	$26,236,485
February	22,152,509	22,423,006	20,929,976	29,484,744	29,042,093	24,496,170
March	22,724,228	26,308,303	21,073,424	33,519,324	31,129,247	35,239,172
April	25,619,533	22,179,363	23,857,021	31,342,290	28,489,912	34,864,181
May	29,969,772	30,095,798	33,629,181	29,185,046	28,769,674	35,783,772
June	41,996,136	28,010,567	29,672,674	28,441,039	28,828,608	43,084,568
July	30,414,770	33,378,348	24,448,341	29,010,838	29,586,922	39,639,338
August	26,221,010	26,465,688	23,431,052	32,509,738	31,620,500	36,849,376
September	20,758,998	26,169,686	30,677,425	32,475,043	36,712,231	37,721,856
October	25,276,182	24,293,679	32,102,677	29,891,573	37,928,958	39,340,951
November	25,487,940	25,597,408	30,541,914	29,639,120	30,751,674	35,254,979
December	25,987,012	30,059,595	29,692,795	27,840,341	34,493,367	36,682,251
Total	$324,018,818	$318,648,066	$326,431,140	$362,522,088	$371,046,609	$425,193,099

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending January 15th, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad	108,004	722,618	893,966
Schuylkill Canal	.....	.....	38,041
Lehigh Valley	76,248	526,789	524,899
Del., Lack. & Western.	53,075	104,330	87,764
Shamokin Valley	19,398	32,563	35,561
Central New Jersey	46,554	92,399	134,920
United R. R. of New Jersey	25,045	47,131	33,956
Pennsylvania Coal	17,026	31,871	26,619
Delaware and Hudson	43,478	83,413	158,257
Huntingdon & Broad Top Mt	7,899	19,099	16,389
Penn. and New York.	20,705	138,304	128,122
Clearfield, Pa.	32,958	65,253	100,362

The Schuylkill Canal is closed for the season. The total tonnage of anthracite coal from all the regions for the week ending Jan. 15, as reported by the several carrying companies, amounted to 358,498 tons, against 421,555 tons in the corresponding week last year, a decrease of 68,057 tons. The total amount of anthracite mined for the year is 676,408 tons, against 782,621 tons for the same period of last year, a decrease of 106,218 tons. The quantity of bituminous coal sent to market for the week amounted to 71,630 tons, against 57,184 tons in corresponding week last year, an increase of 14,446 tons. The total amount of bituminous mined for the year is 169,896 tons, against 176,224 tons for the corresponding period last year, a decrease of 6,328 tons. The total tonnage of all kinds of coal for the week is 425,128 tons, against 478,739 tons in corresponding week last year, a decrease of 53,611 tons, and the total tonnage for the coal year is 846,299 tons, against 958,845 tons to same date last year, a decrease of 112,546 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first eight days of January was 165,860 tons, of which 114,047 tons were coal and 51,753 tons coke. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended Jan. 15 were 26,177 tons, and for the year 58,897 tons—a decrease of 19,394 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 22,772 tons, year, 51,312 tons; decrease as compared with 1880, 19,669 tons. Chesapeake and Ohio Canal, none; decrease as compared with 1880, 2,584 tons. Pennsylvania Railroad—week, 3,405 tons; year, 7,582 tons; incaease over 1880, 2,858 tons. Vessels are very scarce at Port Richmond, and freights are quoted at $2 to Boston and $1 75 to Providence. There is considerable coal shipped from the ports in New York harbor, with freights quoted at $1 70 @ $1 75 to Boston.—[Phila. Ledger, Jan. 24.

Nine railroads were chartered in Massachusetts in 1880 under the general law, with an average capital of $426,888. There were also legally constituted two street railways, one with a capital of $100,000, the other with a capital of $40,000. Since the enactment of the first general railroad law in 1872 there have been twenty-five incorporations under it and similar measures, their average capital having been $220,000.

The Grand Rapids, Newaygo and Lake Shore Railroad has been leased to the Chicago and West Michigan Company for 99 years, the latter guaranteeing two per cent on the Newaygo property.

The Indiana, Bloomington and Western and Cincinnati, Sandusky and Cleveland roads when consolidated in March will assume the title of Ohio, Indiana and Pacific Railroad.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,163	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880	473,500	444,600	668,000	692,000	677,800	747,000	657,500	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124 676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171.524	147,785	176.204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
Central Pacific:													
1878	1,110,988	960,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432 917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070.487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,154,000	1,853,000	20,410,424
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,570	336,394	421,937	447,764	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	502,285	429,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	680,982	553,564	7,681,253
Chicago and Northwestern:													
1878	1,077,891	1,064,857	1,095,884	1,255,887	1,471,545	1,069,142	1,166,271	1,266,460	1 450,302	1,573,422	1,407,240	1,080,838	14.999,840
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314 231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	952,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773 173	733,736	1,018,806	1,290,740	1,100 245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
Clev., Col., Cin. & Ind.:													
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3 758,968
1880	392,632	375,619	302,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	388,454	4,396,019
Hannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,232	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,068	240,359	204,116	257,241	2,537,954
Illinois Central:													
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,356	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,307	797,232	860,124	720,571	655,291	7,977,486
Lake Shore & Mich South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,493
Mo., Kan. & Texas:													
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,928	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	358,672	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,204	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15 134 216
1879	1,147,173	1,307,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,581	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1,899,910	1,799,338	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	377,316	414,599	4,107,549
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
Philadelphia and Reading:													
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	593,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724,713	656 832	655,413	5,292 011
1880	552,615	492,450	450,620	403,300	372,290	365,300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,419
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	864,057	980,661	9,110,823
1880	760,147	762,558	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,153

Just twelve months from the date of the order given for its construction the first division—23 miles—of the railroad in Yeso, the northern island of Japan, was opened to traffic, and trains are now run daily. This is the first American railroad in Asia, and was constructed under the direction of Joseph M. Crawford, a Pennsylvanian, all of whose assistants are Americans.

The Commissioners of Emigration have submitted their annual report, from which it appears that the total arrivals at Castle Garden during 1880 were 327,371, of whom 104,264 were from Germany, 66,399 Ireland, 33,768 England, 35,217 Sweden, and 11,190 Italy.

News has been received in Ottawa of the ratification by the Brazilian Government of the contract for a subsidized line of steamers between Canada and Brazil. The first steamer is expected to leave Rio Janeiro next month.

The first train of freight cars on the line of the Somerset and Cambria Railroad arrived at Johnstown, Penn., on the 23d inst., consisting of ten truck loads of ore, consigned to the Cambria Iron Company, and shipped from Locust Point, near Baltimore, to Mineral Point, from whence it was transferred from the main line to the former road.

The capital stock of the New York and Hudson Steamboat Company is $150,000; floating debt, $25,000. Gross receipts—from freight, $13,894 79; from rents, $587 50; paid on account of freight lost, $81 33.

The total earnings of the Denver and Rio Grande Railway Company for the month of December, 1880, were $349.195 86; earnings same month, 1879, $131,112 75. Miles operated, 1879, 337; miles operated, 1880, 551.

Articles of incorporation have been filed for the Potsdam and Montreal Railway. The road will extend from the Rome, Watertown, and Ogdensburg Railway at Norwood to the boundary line of New York State. The capital is $500,000. This will be an extension of the South Shore Air Tunnel Company.

The Chief of the Bureau of Statistics reports that the total values of exports of domestic breadstuffs from the United States for the month of December, 1880, were $18,214,746, and during December, 1879, $19,155,236. For the twelve months ended December, 1880, $268,295,859, and for the same period in 1879, $239,201,889.

Railroad Law.

SUPREME COURT, PENNSYLVANIA — PASSENGER RAILWAY COMPANY V. GIBSON.

Plaintiff sat by an open car window with his arm so exposed that it was struck and injured by the hay on a passing wagon. Held, that although the plaintiff was without fault he could not recover from the passenger railway unless he proved affirmatively negligence on its part.

Error to the Court of Common Pleas No. 1 of Allegheny County.

Opinion by MERCUR, J. January 3d, 1881.

This action was by a passenger to recover damages which he sustained while in a car of a Street Railway Company, in being struck by a passing load of hay. The defendant in error sat by an open window, with his arm so exposed that it was struck and injured by the hay on a passing wagon. Thus the proximate cause of injury, at least in part, was caused by the act of a third party over which the railroad company had no control. If the injury was caused by contributory negligence of the passenger, or by the sole negligence of the driver of the wagon, there should be no recovery against the company. The jury has found the passenger was without fault on his part. To enable him to recover he must also prove that the company was guilty of negligence, and its negligence was a cause of the injury. It is just here that the errors covered by the first, fourth, and fifth assignments, appear. The learned judge substantially charged, if the defendant in error was without fault, the company must prove that it was guilty of no negligence, thus shifting the burden of proof resting on the passenger, and throwing it on the company to disprove negligence. This was error. The duty rested on the defendant in error to prove negligence of the company. Without this he established no cause of action against it: McCully v. Clark, 4 Wright, 399; Allen v. Willard, 7 P. F. Smith, 374; Waters v. Wing, 9 Id. 211. It is true in many cases the mere fact of injury to a passenger raises the presumption of a want of care on the part of a railway company. Such is the case when the injury results from defective tracks, cars, machinery or motive power. Here there was no privity between the company and the driver of the wagon, it was not then liable for the act of the wagon on the principle of respondeat superior: Railroad Company v. Hinds, 8 Id. 512. The car did not leave its track. It is not alleged that any of the property of the company was improperly constructed, or out of repair. If we correctly understand the complaint, it is as to the speed of the car. We see nothing in the case which relieved the defendant in error from proving negligence, or that threw on the company the burden of disproving it. It is not sufficient that he be free from fault, he must prove other facts creating a presumption, at least, of negligence in the company, producing injury. The question then is on this branch of the case, whether under the whole evidence the jury is satisfied that the company did not use all just and proper care and diligence to prevent the injury?

It was urged on the argument, that the first assignment was improperly made, as the point covered thereby was withdrawn. It is, however, duly certified as a part of the record, showing that it was affirmed and bill sealed for defendant below; this creates a presumption it was read and answered in the hearing of the jury. It then had an effect not removed by its subsequent withdrawal, and may be reviewed. That question is of no practical importance now, inasmuch as substantially the same instructions are contained in the portions of the charge covered by the fourth and fifth assignments, the second and third assignments are not sustained.

Judgment reversed and a venire facias de novo awarded.

LIABILITY BEYOND ROUTE.

In the absence of a special contract the liability of a common carrier does not extend beyond the terminus of his own route. Such contract is not established, however, by proof that the carrier accepted the goods with knowledge of their destination, and named the through rate for the same. Railroad Co. v. Manufacturing Co., 16 Wall. 318; Railroad Co. v. Pratt, 22 id. 123; Darling v. Railroad Co., 11 Allen, 295; Nutting v. Railroad Co., 1 Gray, 502; Burroughs v. Railroad Co., 100 Mass. 26; Railroad Co. v. Berry, 68 Penn. St. 272; Root v. Railroad Co., 45 N. Y. 524; Babcock v. Railroad Co., 49 id. 491; Convers v. Trans. Co., 33 Conn. 166; Perkins v. Railroad Co., 47 Me. 573; Banks v. Trans. Co., 28 Vt. 209; Bimtuall v. Railroad Co., 32 id. 673; Express Co. v. Rush, 24 Ind. 403; McMillan v. Railroad Co., 10 Mich. 119; Hoagland v. Railroad Co., 88 Mo. 451; Coates v. Express Co., 45 id. 238. United States Circuit Court, E. D. Missouri, Oct. 1, 1880. Stewart v. Terre Haute & Indianapolis Railroad Co. Opinion by McCrary, C. J.

NEGLIGENCE—ACT OF GOD—UNPRECEDENTED RAINFALL.

It was stated for the opinion of the court by an official referee that upon the occasion of an universal rainfall, unprecedented in duration and quantity for many years in the district, there was imminent peril of the defendants' canal bursting; and the defendants, in order to prevent it, raised a sluice by which a large quantity of water escaped into a neighboring brook and thence into a colliery. The water, having filled up this colliery, flowed into some collieries of the plaintiffs and destroyed their works. It was found that if relief had not been afforded to the canal banks at this time, an inundation must have very shortly ensued, which would equally have destroyed the plaintiffs' works and also caused far greater devastation to property and probably loss of life throughout a very wide area; that the course adopted by the defendants was prudent and proper, and the only effectual measure which was possible in the emergency. The plaintiffs claimed in this action alternatively damage for the defendants' wrongful acts, or compensation under the Defendants' Acts of Parliament which provided for satisfaction to be made for injury or damage alleged to be sustained by reason of carrying into effect any of the provisions of that act. Held, that the plaintiffs' injury was by the finding due not to the defendants' wrongful acts nor to the effect of any of the provisions of the Defendants' Acts of Parliament, but to vis major or an act of God, and that as in any event the plaintiffs' works would have been equally destroyed, the immediate damage caused by the defendants' own act in raising the sluice was injuria absque damno and irrecoverable. Nicholas v. Marsland, L. R., 2 Ex. Div. 1: Q. B. Div., June 28, 1879. Thomas v. Birmingham Canal Navigation Proprietors' Co. Opinion by Lush, J., 43 L. T. Rep. (N. S.) 435.

KANSAS SUPREME COURT ABSTRACT—DECEMBER, 1880—NEGLIGENCE—ANIMALS KILLED BY RAILROAD TRAINS.

Where a railroad company is not guilty of negligence in failing to protect its track from swine in a township where they are not permitted to run at large, and it appears from an agreed statement of facts that a hog was killed by the negligence of the railroad company in such township; and it further appears that the negligence of the owner in permitting the animal to run at large in violation of section 46, chapter 105, Comp. Laws of 1879, contributed directly to the injury, held, the negligence of the defendant was offset by the negligence of the plaintiff, and the owner of the animal could not recover for his loss. Kansas City, Fort Scott & Gulf Railroad Co. v. McHenry. Opinion by Horton, J.

Music and Suspension Bridges.

Bands of music are forbidden to play on most of the large bridges of the world. A constant succession of sound waves, especially such as come from the playing of a band, will excite the wires to vibration. At first the vibrations are very slight, but they will increase as the sound waves continue to come. The principal reason why bands are not allowed to play when crossing certain bridges, the Suspension Bridge at Niagara for instance, is that if followed by processions of any kind they will keep step with the music, and this regular step would cause the wires to vibrate. At suspension bridges military companies are not allowed to march across in regular step, but break ranks. The regular trotting gait of a large dog across a Suspension Bridge is more dangerous to the bridge than a heavy loaded wagon drawn by a team of large horses.—[London, Ont., Free Press.

Bradley Barlow, president of the Southeastern Railway, has secured a perpetual lease of the Champlain and St. Lawrence Junction, extending from Stanbridge to Nicolet, Quebec, 65 miles. The line heretofore has been an important feeder of the Vermont Central. The Southeastern Railroad Company guarantee the interest on the bonded debt of $378,000.

The Chicago City Council has passed an ordinance permitting the Southside Street Railway Company to use an endless cable (underground) for a motive power for their lines. The company will begin laying a cable early in the spring. The cost will be over $2,000,000.

The Lake Erie, Alliance and Ohio River Railroad Company was incorporated on the 22d inst. The termini are to be Alliance and some point in Belmont county. The capital stock is $50,000. by Alfred Wright and others.

There are 42 railroad corporations in Michigan, owning 5,358¼ miles of road, and operating 6,166.71 miles. Within the State January 1, 1880, there were 3,657.74 miles of road, and 260 miles have since been built.

It is said that the Atchison, Topeka and Santa Fe has let contracts for 75 locomotives, distributed among the following-named locomotive works: Brooks, 10; Pittsburgh, 25; Manchester, 13; Hinkley, 17; Baldwin, 10.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Transported. Passengers.	Operations. Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,151	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. †(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	668,363	1,218,236	553,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	76	37	8	1,930	Allegheny Valley†.....Pennsylvania.	21,563,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	.....	.....	1,656,433	1,500,000	12,389	.....	62.6	244,210	50,940	423,449	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,359	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,300	*	5,711,049	662,784	12,634,400	14,186,500	2,577,490	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105.215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia	1,192,499	*	52,660	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	2,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,229,942	4,135,296	678,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	—	.....	.....	2,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	548,931	824,789	39,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio†..Virginia.	19,585,610	*	.....	.....	6,498,300	14,692,378	395,393	.....	428.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,350	33	131,700	—	—	389	4.0	.....	.....	.....	9,255	9,255	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio †.....Md. & W. Va.	29,543,315	12,203,063	46,223,089	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	8,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	286,007	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,080	.....	104.0	1,170,745	.....	.....	659,699	188,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	12,668,752	*	.....	.....	1,508,450	.....	.....	.....	262.6	.....	140,428	494,622	1,043,015	136,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	895,965	347,455	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6†	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	d-ficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	2	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1879	201.6	48.0	136.9	4-8.5	243	184	55	4,907	Boston and Albany.....Mass. & N. York.	29,068,415	*	1,170,317	708, 93	20,000,000	7,000,000	1,455,702	2,491,224	249.6	4 889,772	5,199,160	2,739,096	6,427,468	2,708,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	46	68	22	680	Boston and Lowell.....Mass.	5,781,306	441,334	932,767	402,141	3,250,000	3,496,400	259,947	551,703	75.1	1,045,141	2,451,750	819,843	1,210,872	404,490	1	500	....
Sept. 30, 1879	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,764	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6†	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	6	140	Boston and New York Air Line.....Conn.	4,358,317	*	4,801	36,391	3,250,000	977,000	79,493	83,021	50.0	183,202	79,176	107,589	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	677	Boston and Providence.....Mass. & R. I.	4,612,774	*	665,043	220,751	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1879	36.5	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,962	24,878	44,377	871,001	554,300	250,719	L. 79,229	52.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	593	Boston, Concord and Montreal.....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	789,349	247,312	192,877	678,123	200,872	6pf	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,060	39.0	632,307	49,800	.....	13,197	d-ficit.	—	100	....
Sept. 30, 1879	8.8	—	2.4	3-0	5	23	—	23	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	168,853	2,783	349,200	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,995	6	100	....
Sept. 30, 1879	2.5	—	0.3	3-0	1	2	—	8	Boston, Winthrop & Pt. Shirley.....Mass.	88,870	1,800	.....	.....	19,450	18,000	3,443	Loss. 223	2.5	20,817	67,950	.....	122,168	80,725	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia.	110,600	*	.....	.....	110,500	.....	.....	.....	21.0	12,600	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,669	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	6.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y.	1,477,408	*	.....	.....	494,225	880,000	289,807	.....	7.5	120,060	873,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	736	Buffalo and Southwestern.....New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	263,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,000	1,401,765	248,391	120.5	617.728	207 239	1,063,256	954,683	380,355	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,964	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	21,291	32,991	39,775	4,442	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,606	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,208	*	1,227,691	111,303	5,500,000	6,850,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410 260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,585,000	2,500,000	.....	.....	146.5	305,462	.....	.....	231,530	21,228	—	100	....
June 30, 1879	157.0	—	16.2	4-9	10	8	4	157	Cairo and Vincennes.....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,806	275,094	12,000,000	6,850,000	1,530,688	L.606,715	115.4	.....	.....	.....	550,900	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	168,749	177,273	55,387	1,215,711	1,082,650	53,308	449,632	67.0	296,511	.....	.....	495,473	202,127	3½p	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central.....Canada.	8,661,235	*	.....	.....	985,400	2,483,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,198	—	100	....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,841	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,211	34.6	76,090	21,672	73,578	57,929	2,559	6†	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,703	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18568	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1	371,579	100	....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*†.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	85,192,285	306,605	16,382,538	1,218.1	7,203,591	6,842,307	1,875,343	17,153,168	6,945,300	—	100	....
Dec. 31, 1879	168.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga.	5,182,315	*	372,892	23,626	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,284	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,892	—	37,142	26,037	648,763	500,000	996	.....	22.8	67,547	180,743	167,571	84,660	30,598	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Charlotte and Darlington.....S. C.	680,000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	423.0	9.5	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,288,716	*	534,267	133,243	23,762,136	22,526,218	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384.210	—	100	....
Sept. 30, 1879	58.6	—	14.5	4-8.5	30	22	10	419	Cheshire.....N. H. & Mass.	2,395,259	322,266	141,111	185,166	2,153,300	881,000	25,703	33,803	53 6	548,076	125,188	418,700	503,049	141,236	1	100	....
Dec. 31, 1879	243.5	145.7	199.6	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,603	*	3,537,160	4,663,315	12,490,872	11,627,850	2,597,983	579,373	840.4	3,609,638	843,429	2,034,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,186,348	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152.0	1,600,088	146,219	749,340	1,020,794	389,445	—	100	....
Jun. 30, 1879	80.0	—	10.7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80.4	.....	.....	.....	524,373	195,911	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	713	Chicago & West Michigan.....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	267.1	4-8.5	425	192	100	11066	Chicago & Northwestern. Ill. Wis. & Mich.	78,366,795	*	8,318,766	2,811,506	36,513,610	37,688,000	11,448 446	5,988,060	1,627.9	12,769,566	3,964,798	5,574,685	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	166.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,227,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	....
ept. 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	28,000	109,942	.....	30.5	12,896	.....	.....	18,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,516,547	3,722,845	1,834,371	31,004,458	27,270,225	16 526,547	4,492,865	1,857.3	8,600,517	2,076,184	4,686,353	14,817,196	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn	6,240 193	233,825	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,975	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,501,292	5,531,538	2,231.07	655,701	1,555,446	2,569,734	10,012,820	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	40.1	484 8	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,153	50 000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,836,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26876	Lehigh Valley.....N. Y. & Pa.	23,861,189	8,480,850	.....	.....	27,427,780	25,435,000	347,360	.....	293.4	4,290,281	930,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 18 9	10.5	—	1.5	3-0	3	2	1	18	Legonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	18,510	7,740	—	50	....
Dec 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,965,942	34,724	4 687,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	166.2	—	4.1	4-8.5	10	6	2	219	*Little Rock and Ft. Smith* ¶ .....Ark.	7,010,817	*	961,167	8,199	4,096,135	2,618,500	1,523,826	L. 392,276	165 2	233,329	54,516	.....	362,160	166,329	—	100	....
Se. t 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶ .....N. Y.	6,271,300	*	.....	.....	3,280,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,960	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48 403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun 30, 1879	185.2	209.7	—	5-0	186	67	33	3,112	Louisville & Nashville. Ill., T.,Ky. & Ala.	32,703,930	*	13,326,077	1,267,520	9,059,361	23,902,820	19,425,589	3,909,759	1,859.9	5,627,177	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	611	Louisville, Cincinnati and Lexington.Ky.	5,905,852	*	86,083	307,98	1,860,608	3,764,700	622,498	241,567	232.3	.....	395,673	403,333	1,129,632	425,271	8	100	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	496	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2,502	3,000,000	.....	57,366	.....	288.2	.....	169,286	416,998	696,631	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	8	Louisv.,N. A. & Ohio....Ind., Ill. & St. L.	1,303,885	*	.....	3,937	376,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,108	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	.....	6,136	.....	387,000	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,236	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	116,082	3,603,300	8,721,018	34,223	328,309	364.9	917,358	553,364	593,107	1,508,477	628,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	201	Manchester and Lawrence.....N. H.	1,000,000	.....	40,124	53,132	1,000,000	.....	21,964	108,292	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	83,609	4,565,627	4,166,200	122,559	94,247	85.6	208,841	65,830	644,887	852,671	275,745	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	893	Memphis & Charleston.....T., M. & Ala.	5,640 954	*	1,373,069	412,566	5,312,725	4,220,000	1,260,486	L. 466,579	292.9	520,486	.....	.....	862,513	281,039	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,258	428,621	188,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,821	16,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,302	5½	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	—	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,200	79,300	787	.....	10.21	17,782	14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	156.7	22.6	18.6	4-8.5	11	17	8	290	Midland of Canada .....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.2	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	153.8	6.0	9.8	4-8.5	15	8	4	283	Milwaukee L. Shore and Western...Wis.	7,091,421	*	68,738	24,665	6,000,000	1,110,000	107,781	.....	158.8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 20, 1879	108.0	—	8.0	4-8.5	18	6	3	256	Minneapolis and St. Louis....Minnesota.	3,759,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,600	393,649	114,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	59,478	63,183	825,400	1,982,569	45 023	260,069	100.0	229,441	.....	.....	525,489	239,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	276	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,366,000	41,340	.....	118.0	115,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	49,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,721,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	16,842,891	*	752,657	1,504,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,643	1,787,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.5	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,429,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	606.0	1,468,475	238,960	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	5-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,906	924	—	50	....
Mar. 31, 1880	14.5	—	23.8	4-8.5	18	17	6	288	Nashua and Lowell.....N.H.& Mass.	666,051	218,273	378,836	260,333	800,000	200,000	377,546	145,912	53.7	.....	.....	.....	404,118	172,347	6½	100	....
Jun. 30, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	.....	.....	35	1,505,800	700,000	3,816	.....	48.8	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	182.5	46.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,160	6 843 900	7,512,000	948,594	206,178	453.5	1,488,464	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1879	56.5	—	10.1	4-8.5	11	13	8	107	Naugatuck .....Connecticut.	2,137,570	*	95.885	105,633	2,000,000	.....	29,858	309,230	61.2	248,382	261,469	199,845	499,188	222,275	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick .....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	242,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,316	36,408	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	33,234	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1879	8.3	—	0.4	4-8.5	2	1	—	—	New Canaan. .....Conn.	230,746	27,198	4,017	1,967	164,050	99,878	.....	.....	8.3	17,950	37,322	4,602	13,072	1,231	—	50	....
Sept. 30, 1879	13.0	—	1.7	4-8.5	3	4	5	28	New Haven and Derby.....Conn.	1,083.419	*	5,622	8,871	447,100	525,000	125,812	.....	13.0	42,990	118,437	62,309	106,478	52,536	—	100	....
Sept. 30, 1879	83.9	15.0	25.7	4-8.5	20	18	8	451	New Haven and Northamp.Conn. & Mass.	4,035,258	796,516	129,825	61,864	2,460,000	2,340,000	140,163	109,299	169.3	374,773	278,620	311,180	588,280	238,861	—	100	....
Sept. 30, 1879	31.5	—	6.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,064	391,500	47 538	156,106	40,750	—	100	....
Sept. 30, 1879	100.0	—	16.9	4-8.5	21	15	9	259	New London Northern.... Conn. & Mass.	2,059,502	236,430	65,000	73,087	1,500,000	687,500	152,275	94,219	100.0	461,669	250,460	287,854	470,102	159,484	6	100	....
Sept. 30, 1879	14.8	—	18.0	3-0	13	77	2	32	New York and Man. Beach. .....N. Y.	643.116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1879	208.2	55.7	75.0	4-8.5	78	110	24	1,081	N. York & N. England..M., R. I. & Conn.	25.294 203	*	.....	105,164	172,670	20,000,000	4,708,000	459.292	404,744	263.9	1,549,192	2,633.937	871,187	1,933,511	446,329	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	16486	New York Central & Hudson River.N.Y.	137,757,152	*	4,060,054	2,262,191	89,428,300	40,416,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,648	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	16,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,666	29,575,912	.....	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	160.8	757.4	4-8.5	528	314	97	20524	N. Y., Lake Erie & Western..N. Y. &Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,178,745	8,218,228	3,911,138	1,009.5	14,293,876	5,491,481	6,716,892	18,698,109	7,049,182	—	100	....
Sept. 30, 1879	423.0	17.5	180.0	4-8.5	94	202	60	1,478	N. Y., N. H. & Hartford..N.Y.C.& Mass.	12,889,584	2,184,454	1,237,707	1,694,965	15,500,000	.....	331,431	2,145,282	202.3	.....	4,600,507	1,348,687	4,294,235	1,923,245	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Oswego Midland .....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	5,524,436	.....	344.0	410,479	213,161	216,100	523,592	84,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2.645.927	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	367,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219.529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	965.350	1,058,000	60,744	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	688,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	.....	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69.582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central .....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,580,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	125	13	10	530	Northern .....New Hampshire.	3,068.400	*	424,147	491,918	3,068,400	100	287,393	628,567	82.9	502,138	183,012	509,858	459,005	112,439	6½	100	....
Jun. 30, 1880	322.0	—	80.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	95,697,160	1,24 ,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,261,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677.000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,932	245,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	135,616	*	.....	.....	100,000	.....	750	.....	10.4	46,324	151,889	18,195	75,796	36,240	—	100	....
Sept. 30, 1880	249.9	49.8	63.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,936,029	539,433	7,133,800	6,787,000	636.697	754,619	299.2	2,466.588	5,526,279	1,271 449	3,518,760	1,201,647	6	100	....
Feb. 28, 1880	169.1	—	13.7	4-8.5	14	11	4	259	Oregon and California .....Oregon.	4,664,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,723	508,153	137,843	—	100	....
Dec. 31, 1879	109.0	72.6	6.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	287,907	*	10,846,646	191.668	6,000,000	5,070,000	72,026	174,190	172.5	[Five m	os. ending	May31, '80	1,138,627	572,059	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4.277,686	*	34,976	112,804	2,853,000	1,441,194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	88,238	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	4	4	448	Panama.....New Grenada	12,000,000	*	.....	.....	7,080,990	3,959,000	.....	.....	57.6	.....	28,729	161,744	2,156,387	1,120,907	13	100	....
Dec. 31, 1879	55.0	—	2.8	2-0	6	9	2	41	Peachbottom.....Pa.	577,700	78,040	36,000	.....	225.915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-3	25	11	2	2,860	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,416	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	109.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.....Pennsylvania.	89,975,140	*	81,178,558	12,834,952	68,870,200	60,267,756	14,621,161	5,224,583	1,017.6	16,116,667	5,949,645	13,684,041	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,229,700	.....	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,288	137,208	215,415	9,186	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,043,345	.....	125,092	47,896	38,040	1,924,600	593,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1.035,750	*	.....	.....	1,234,200	1,041,000	446,223	.....	64.0	142,593	29,524	67,782	202,936	54,767	—	100	....

Virginia Consol. Coupons not Taxable.

In the United S ates Supreme Court at Washington on the 24th inst., a decision was rendered in the case of H. C. G. Hartman, plaintiff in error, vs. Samuel C. Greenhow, Treasurer of the city of Richmond, Va. In error to the Virginia Supreme Court of Appeals.

On the 30th of March, 1871, the Legislature of Virginia passed an act entitled "An act to provide for the funding and payment of the public debt." By the provisions of this act the State agreed that if her creditors would come forward and surrender to her her old bonds she would issue to them new coupon bonds for two-thirds of the amounts due upon the old bonds, payable at the expiration of thirty-four years, with interest at 6 per cent., payable semi-annually, the semi-annual interest to be represented by coupons attached to the bonds, which coupons should be "receivable at and after maturity in payment of all taxes, debts, dues and demands due to the State, which shall be so expressed on their face." For the other third the Commonwealth was to give the bondholder a certificate setting forth that "payment of the amount will be provided for in accordance with such a settlement as shall hereafter be had between the States of Virginia and West Virginia in regard to the public debt of the State of Virginia existing at the time of its dismemberment." Under this act the holders of bonds of the Commonwealth amounting to about $30,000,000, had funded their bonds by March, 1872, so that at that time there were out bonds of the State for about $20,000,000 bearing 6 per cent. interest, with tax-receivable coupons attached.

On the 7th of March, 1872, the Legislature of Virginia passed an act declaring that nothing should be received in payment of taxes except gold or silver coin, United States Treasury notes or notes of United States national banks. In the case of Antoni vs. Wright the Virginia Court of Appeals held that this last-mentioned act was unconstitutional and void in that it impaired the obligation of the State's contract with her bond and coupon holders.

On the 25th of March, 1873, the State Legislature passed an act providing that there should be deducted from the coupons of the funding bonds issued under the act of 1871, when such coupons were presented in payment of any dues to the State, a sum equal to a tax of one-half of 1 per cent. on the market value of the bonds from which said coupons had been cut. This act was slightly modified in 1874, but was re-enacted in its original form in 1876.

Shortly subsequent to that time the plaintiff in error, Hartman, a citizen and property-holder of Richmond, Va., tendered to Greenhow, the tax collector of the city, in payment of taxes, $24 in coupons cut from the aforesaid funding bonds and $2 53 in money—that being the amount of taxes due by him to the State. The tax collector refused to receive the coupons at their face value in payment of Hartman's taxes, on the ground that the act of 1876 required him to deduct from the coupons the State tax of one-half of 1 per cent. Hartman thereupon applied to the Supreme Court of Appeals for a writ of mandamus to compel the tax collector to receive the said coupons and money in payment of his taxes. By an equally divided court the mandamus was refused. Hartman thereupon appealed to this court. In a long and carefully written opinion Justice Field, after reviewing the history of the debt of Virginia and the legislation of the State in reference thereto, expresses the opinion of this Court in substance as follows:

The power of the State to impose a tax upon her own obligations is a subject upon which there has been a difference of opinion among jurists and statesmen. But whatever may be the wisest rule as to the taxibility of public securities it is settled that any tax levied upon them cannot be withheld from the interest payable thereon. This was the judgment in the case of Murray vs. Charleston (96 U. S., 445), where the Court held that by the legislation of the city its obligation to its creditors was impaired, and however great its power of taxation, it must be exercised, being a political agency of the State, in subordination to the inhibition of the Federal Constitution against legislation impairing the obligation of a contract. This decision would be decisive in the present case, but the present case is still stronger for the creditor. The Funding act made the bonds issued under it payable to order or bearer and made the coupons payable to bearer. The bonds and coupons were so far distinct and independent contracts that they could be separated from each other and transferred to different hands. This Court has repeatedly held that such coupons have all the essential attributes of commercial paper, that they are separate claims against the State and may be used to support separate and independent actions.

The coupons held by Hartman, the petitioner, were distinct contracts, imposing their own separate obligations upon the State. Hartman was not the owner of the bonds to which they had been originally attached. In his hands they were as free and discharged from all liability on those bonds as though they had never been connected with them. And argument is hardly necessary to prove that an act which requires the holder of one contract to pay the taxes levied upon an other contract held by a stranger cannot be sustained. Such an act is not a legitimate exercise of the taxing power. It undertakes to impose upon one the burdens which should fall, if at all, upon another.

The Funding act stipulated that the coupons should be receivable for all taxes and dues to the State for their full amount, and upon this pledge the holders of the bonds of the State surrendered them and took new bonds for two-thirds of their amount. The act of 1876 declares that the coupons shall not be thus received for taxes for their full amount, but only for such portion as may remain after a tax subsequently levied upon the bonds to which they were originally attached is deducted. If this act does not impair the contract with the bondholder—who was authorized to transfer to others the coupons, with the quality of receivability for taxes annexed—it is difficult to see in what way it would be impaired even though the tax on the bond should equal the whole face of the coupon. If against the express terms of its contract the State can take a portion of the interest in the shape of a tax on the bond it may at its pleasure take the whole.

This Court is clear, therefore, that the act of the Legislature of the State of Virginia of 1876 requiring the tax on her bonds issued under the Funding act of March 30, 1871, to be deducted from the coupons originally attached to them when tendered in payment of taxes or other dues to the State, is in face of the previous contract with such bondholders contained in the Funding act, a law impairing the obligation of a contract, and that it is therefore void. It follows that the petitioner was entitled to his mandamus to compel the Treasurer of the city of Richmond to receive the coupons tendered to him in payment of taxes for their full amount. The judgment of the Supreme Court of Appeals of Virginia denying the writ is, therefore, reversed and the cause remanded for further proceedings in accordance with this opinion.

Philadelphia Stock Exchange.

Closing Prices for the week ending Jan. 25.

	W. 19.	Th. 20.	F. 21	Sa. 22.	M. 24.	Tu. 25.
Allegheny Val. 7 3-10s	119¼	....	....	....	....	....
7s, Income	....	....	....	....	....	36
Camden & Am. 6s, 1883	....	....	....	....	....	100¼
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1880	115	....	....	115	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	12¼	....	....	....	....	12¾
Preferred	....	50¼	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	9	....	....	10	10	....
Preferred	13¾	14	14	14¼	14	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	41¾	41¾	41¼	41¾	42¼	42¾
6s, 1884	....	....	106¼	106¾	106¼	106¾
Gold Loan	111	111	111	111	111	110¾
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	115	....	....	....	....	....
Lehigh Valley	60¼	60	59¾	60	60	59¾
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	133¾	....	....	....	....	134
Consol. mort. 6s	118	....	....	....	....	121
Consol. mort. 6s, reg	....	118	....	....	....	....
Little Schuylkill	52¼	52	52¼	52	52	51¾
Minehill & Sch. Haven	59¼	....	....	59¾	....	....
North Pennsylvania	....	57	57¼	....	57¼	57¼
1st mortgage 6s	....	....	103	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	45	45¼	45¾	46	48	47¼
6s	98¾	98¼	....	98¼	98¾	98¾
Northern Pacific	32¼	34	33¾	33¾	33¾	33¾
Preferred	63¼	66¾	66¾	66	65¾	64¾
Pennsylvania R. R.	66¾	66¾	66¾	66¾	65¾	65¾
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	125	125	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	120	120	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	120	....
Penn. State 6s, 1 series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new	117¾	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	32¼	32¼	31¾	32	31¾	30¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	125	....	....	....	....	....
Consol mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	94¾ chp	97¼	98	....	96¾	96¼
Philadelphia and Erie	21¼	21¾	21¾	22	22	....
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	124	....	....	....	....	....
Pittsb., Titusv. & Buff.	21¾	20	19¾	20¾	19	19¾
7s	99¾	100	99¾	99¾	99	100
Schuylkill Navigation	....	....	....	....	....	....
Preferred	10¾	11	11	11	11	11
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	80¾	....	....	80¾
United Co. of N. Jersey	183¼	....	185	185	185	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Jan. 25.

	W. 19	Th. 20.	F. 21.	Sat. 22	M. 24.	Tu. 25.
Baltimore and Ohio	185¼	....	....	190	190	....
6s, 1880	....	....	....	....	....	....
6s, 1885	109¾	110	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	125	125	127	125	125	124¾
2d mortgage, 7s	94¾	95	95¼	96¾	96¾	95¾
3d mortgage, 8s	52¾	52¾	52¼	53¾	54	53¾
Northern Central ($50)	44¾	44¾	45¼	46¾	48¼	47¾
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	113¾	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	50	....	....	....	....	....
O., Alex. & Manassas 7s	102	....	....	103	103	....
Pittsb. & Connellsv. 7s	122	....	....	....	....	....
Virginia 6s, Consol	73¾	73¾	73	73¾	75¼	73¾
Consol. Coupons	91¾	....	....	91¾	95	94
10-40 bonds	49¾	....	48¾	49¼	51	51¼
Deferred Certificates	14	....	....	....	14	....
Western Maryland	....	....	11	11¼	11¼	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	106	109¾	....	....	109	109¾
City Passenger R. R.	....	....	....	....	38¼	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 26.

	Th.20	F.21	Sat.22	M.24	Tu.25	W.26
Adams Express	129	130	....	129½	128	128
Albany and Susq	122	121	....	122	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	109	....	....	109	....
American Express	64½	65½	65½	66	65½	67½
Atlantic & Pacific Tel.	46½	46½	48	47½	46½	....
Burl., C.R. & Nor.	....	78½	...	79	76½	....
1st mortgage 5s	100½	100½	100½	101	100½	101
Canada Southern	78½	88½	88½	87	86½	86½
1st mortgage guar.	102½	102½	....	102½	102½	102½
Central of N. Jersey	91½	90½	91	90½	911	92½
1st mortgage 1890	....	119½	....	....	....	118½
7s, consolidated, ass.	115½	....	115½	....	....	....
7s, convertible, ass.	....	....	115½	....	....	....
7s, Income	....	....	101½	....	....	....
Adjustment	112½	....	....	113½	115	....
Central Pacific	95	92	90½	90	87½	91½
6s, gold	113	113½	....	114½	113½	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	105½	....	....
Chesapeake and Ohio	22½	23½	22½	23	23	23½
Chicago and Alton	153	152½	153	152	150	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	172	170½	169	169½	167	172
7s Consol, 1903	....	127	127½	....	....	127
Chic., Mil. and St. Paul	134	123½	123	119½	119½	119½
Preferred	128½	....	128½	128	126	126½
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	127	....	....	....	....	....
7s, gold	125	....	....	....	124½	....
1st M. (La Crosse div.	124½	....	125½	125	....	....
1st M. (I. and M. div.	....	....	....	....	....	125
1st M. (I. and D. ext	....	....	....	125½	....	....
1st M. (H. & D. div.	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	124½	....	....	124½	....	124½
Chic. & Northwestern	136½	134½	133½	131	130½	131½
Preferred	137½	145	145	....	142½	141½
1st mortgage	....	....	....	113	....	....
Sinking Fund 6s	....	....	108½	....	....	....
Consolidated 7s	....	134	....	....	....	....
Consol. Gold bonds	....	126	....	....	126	....
Do. reg	126½	....	....	....	....	....
Chic., Rock Isl. & Pac.	141	140½	140½	139	138	139½
6s, 1917, c.	....	....	....	....	124½	125½
Clev., Col., C. and Ind.	92	92	91	90½	89½	90
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	....	....	....
7s, Consolidated	....	123	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	23½	23½	23½	23½	22½	23½
1st mortgage	....	111	....	110½	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	102½	103½	106½	107½	107½	107½
Reg. 7s, 1891	113½	114	....	114	....	....
Reg. 7s, 1884	....	106	....	106	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	119½	119½	124½	123	123½	123½
2d mortgage 7s	....	....	....	....	102½	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mort. 5s, ext.	....	....	....	....	108½	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	130	....	....	130½
Great Western 1st mor.	112½	....	....	113	....	....
2d mortgage	....	110½	110	....	110½	110½
Hannibal & St. Joseph	56½	55½	54½	54	54½	56
Preferred	106½	108½	107½	107½	108½	108½
8s, Convertible	....	113	113	....	....	....
Houston & Tex. Cent.	....	....	....	....	60	60½
1st Mortgage	....	112	....	....	112	....
Illinois Central	133½	132½	133½	131½	130½	131½
Lake Shore & Mich So.	134	133½	132½	131	131½	132½
Consol. 7s	....	....	130	124	....	....
Consol, 7s, reg.	....	....	....	....	....	....
2d Consolidated	124	124½	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	92½	92½	90x	89	87½	88
7s Consolidated	....	....	....	....	....	....
Manhattan	36	35½	36	36	33½	35½
Metropolitan Elevated	109½	108	109	109	....	....
1st Mortgage	102½	103	103	103½	103½	104½
Michigan Central	125	124½	123½	121½	121½	123½
7s, 1902	....	....	....	127½	127	....
M. S. and N. I. 1st, S. F.	109½	....	....	109½	109½	109½
Morris and Essex	123½	123½	124½	....	122½	122½
1st mortgage	135	....	....	....	....	134
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	109	....	....	....	....	....
7s, Consolidated	124	....	....	....	124	....
N. Y. Cent. & Hud. Riv	153½	152½	151½	150½	150½	151½
6s, Sinking fund, 1883	....	....	....	....	105	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	134
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	124½	124½	124½	124½	124½	124½
1st mortgage	117	....	117½	....	117	117½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	133½

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 26.

	Th.20	F.21	Sat.22	M.24	Tu.25	W.26
N.Y., Lake Erie & W.	52½	50½	49½	48½	49½	50½
Preferred	94	93	91½	92½	91½	93½
2d Consolidated	101½	101	100½	100½	100½	101½
New 2d 5s fund	....	96½	96	....	96½	....
N.Y., N. Haven & Hart	....	179½	179	....	178	....
North Missouri 1st M.	121	122	....	....	....	....
Northern Pacific	33½	34	33½	33½	33½	33½
Preferred	66½	65½	66½	66½	65½	65
Ohio and Mississippi	43½	43½	44	41½	42	43½
Preferred	110	110	109½	108½	....	106
2d mortgage	....	....	....	125	....	....
Consolidated 7s	118½	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	120½
Pacific Mail S. S. Co.	55½	54½	54	52½	52½	53½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	110½	....
2d mortgage	....	....	....	....	....	....
Panama	226	....	227	....	....	....
Philadelphia & Reading	64½	62	64	63½	61½	61½
Pitts., Ft. W. & Chi. gtd	132½	129	130	....	130½	130
1st mortgage	....	....	137	....	....	136½
2d mortgage	....	....	130½	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co	14½	....	....	15	....	....
Preferred	57½	....	....	....	....	56
St. Louis & San Fran.	48½	48½	49	47	47	....
Preferred	69	69½	69½	....	....	....
1st Preferred	101½	101½	....	101½	101½	101
St. L., Alton and T. H.	....	43	43	43	43	43
Preferred	123	120	....	124	121	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	112
Income bonds	....	....	....	102	....	103
St. L., Iron Mt. & S. As.	61	60	61½	59½	60½	61½
1st mortgage	119	....	....	120	....	....
2d mortgage	....	....	....	113	113	113
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	121½	120½	120½	120	119½	120½
1st mortgage	118½	113½	113½	114½	114	114
Land Grant 7s	....	115	....	....	114½	....
Sinking Fund 8s	122½	....	....	122½	....	....
United States Express	57½	57	....	56½	57	57½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	111½	....	....	112	111	....
7s, Consolidated	112½	111½	....	....	111½	....
St. Louis Division	....	112½	....	112	....	....
Wabash, St. L. & Pac.	48½	47½	48½	47	47½	48½
Preferred	92½	92	91½	89½	88½	90½
New Mort. 7s	....	....	....	....	....	110
Wells-Fargo Express	116	....	120	....	....	121
Western Pacific bonds	....	118½	....	....	....	....
Western Union Tel	114½	....	116½	114½	115½	115
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Jan. 26.

	Th.20	F.21	Sat.22	M.24	Tu.25	W.26
Atch., Top. and San. Fe.	148½	147½	145½	149½	149½	149½
1st mortgage	....	....	....	....	....	122
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	119½	119½	....	119
Boston and Albany	171	169½	171	171	171	171
7s, reg.	....	....	....	....	....	....
Boston and Lowell	106	109½	....	....	....	....
Boston and Maine	149½	149	149½	....	....	....
Boston and Providence	....	....	160	....	....	....
Boston, Hart. & Erie 7s	56	55½	58	63½	63½	65
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	113	....	....	....	....	....
4s	91½	....	....	....	....	....
Chi., Burl. and Quincy	172	170	169	169½	169	171
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	18½	18½	18½	18½	18½	18½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	38	38	....	37½	37½	38
New 4½ Bonds	104½	104½	....	104½	104½	104½
Fitchburg	150	....	....	....	150	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	125½	125	....	....	....	....
N. Y. & New England	56½	55½	57½	62½	61	62½
7s	118	117½	....	117½	118	118
Northern, N. H.	....	100	100½	....	....	101
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ.	23	22½	....	23½	25½	25½
Preferred	....	....	....	....	....	....
Old Colony	131	130	130	130	....	130
Ph., Wil. & Balt. ($50)	72½	72½	72½	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	115	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	143	143	143	145	143	143½
Union Pacific	122½	119½	....	121	120	....
8s	....	....	113½	113½	....	....
Land Grant 7s	112½	112½	....	....	....	....
Sinking Fund 8s	....	....	120	....	120	119½
Vermont and Canada	....	....	....	....	18	....
Vermont and Mass.	....	....	....	....	....	130
Worcester and Nashua	....	....	....	68	....	....
Cambridge (Horse)	....	130	....	....	....	....
Metropolitan (")	....	78½	72½	73	73	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	....	255	250x	250	250	....
Quincy	....	38½	38	38	47½	37

New York Stock Exchange.

Closing Prices for the week ending Jan. 26.

	Th.20	F.21	Sat.22	M.24	Tu.25	W.26
FEDERAL STOCKS:—						
U.S. 4s, 1907, reg.	113½	....	113½	113	113½	....
U. S. 4s, 1907, coup.	113½	113½	113½	113½	113½	....
U.S. 4½s, 1891, reg.	....	....	....	....	....	....
U.S. 4½s, 1891, coup.	....	112½	112½	....	....	....
U.S. 5s, 1881, reg.	....	100½	....	....	....	....
U.S. 5s, 1881, coup.	101½	....	101½	....	....	....
U.S. 6s, 1881, reg.	....	....	....	....	....	....
U.S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Dec. 31.	Jan. 7
Baltimore and Ohio (sterling)	118 —120	118 —120
Central of New Jersey $100 shares	78 — 82	86 — 88
Do. Cons. Mort. Oct. '79 coupon	116 118	117 —119
Do. Adjustment bonds	112 —115	112 —116
Do. Income bonds	98 —101	103 —103
Det., Gd. Haven & Mil. Equip. bds.	113 —115	113 —115
Do. Con. M. 5 p.c. till '84 after 6 p.c.	109 —111	109 —111
Illinois Central $100 shares	130 —132	130 —132
Lehigh Valley Consol. mortgage	116 —118	116 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	135 —138	135 —138
Do. $100 shares	158 —160	156 —158
Do. Mort. bonds (sm.)	124 —126	121 —126
N.Y., Lake Erie & West., $100 shs.	51½ — 51½	50½ — 50½
Do. 6 p. c. pref. $100 shares	92 — 94	93 — 95
Do. 1st Con. Mort. Bonds (Erie)	132 —134	132 —133
Mort. Funded Coupon bonds	130 —132	129 —131
Do. do. 2d do.	106 —108	105 —107
Do. 2d Consol. Mort. bonds	100 —102	101 —103
Do. Gold Income Bonds	85 — 90	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	65 — 67	66 — 67
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	68 — 69½	68 — 69
Do. Con. Sink. Fund Mort.	118 —120	118 —120
Philadelphia & Reading $50 shares	26 — 27	28½— 290
General Consol. Mortgage	112 —114	115 — 117
Do. Improvement Mortgage	102 —103	103½—104½
Do. Gen. Mort. '74, ex-deferd. cou.	89 — 91	93 — 95
Do. Scrip for the 6 def. ½ coupons.	87 — 90	90 — 95
Pittsbg, Ft. W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	119 —121	122 —124
Do 1st pref. stock	76 — 80	78 — 79
Union Pacific Land Grant 1st mort.	114 —116	114 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, January 27, 1881.

Five per cent is the ruling rate for call loans, the exceptional rates being 4 and 6 per cent. Time loans are 4@5 per cent on good collateral. Prime mercantile paper is 5@5½ per cent.

The posted rates for prime bankers sterling are 98⅞ and 99¼@⅝; the actual rates are 98¾@98 18-16 and 99⅜@99 7-16; cable transfers are 99½ @99 5-16, and prime commercial 98 7-16@½. By the old method the posted rates for prime bankers sterling are 4.81 and 4.84½; the actual rates 4.80⅛@¾ and 4.83¾@4.84; cable transfers 4.84¼@½, and prime commercial 4.79@¼.

The Governors of the New York Stock Exchange have admitted to dealings at the Board the following securities:

New Jersey Southern Railway Company—guaranteed 6 per cent bonds to the amount of $1,-44d,600 secured by a mortgage subject to prior liens of $320,000 on all the railroads of the company, and the interest is guaranteed by the New York and Long Branch Railroad Company, which is a branch of the Central of New Jersey.

St. Paul, Minneapolis and Manitoba Railway Company—Dakota extension, first mortgage 6 per cent bonds, to the amount of $2,400,000 being an issue of $12,000 per mile on road completed or nearly completed.

Ogdensburg and Lake Champlain Railroad Company, first consolidated mortgage 6 per cent bonds, due April 1920, $3,500,000 and $1,000 000. 5 per cent income bonds due in 1920, interest payable if earned and not accumulative.

Northern Pacific Railroad Company, first mortgage railroad and land grant sinking fund 6 per cent gold bonds, $20,000,000, due January, 1921. Of the total issue $6,480,300 is held in trust, to retire $3,995,100 bonds issued on the Pend-'d-Orille division and $2,485,200 issued on the Missouri division.

The closing quotations on Thursday were: Adams Express, 129½@130; American Express, 68½@69½; American District Telegraph, 62@62¼; American Union Telegraph, 83⅛@84½; Canada Southern, 86⅜@86⅞; Central of New Jersey 93⅜@93½; Central Pacific, 89⅛@89⅝; Chicago and Northwestern, 130¾@130⅞; do. pref., 141½@142; Chicago, Burlington and Quincy, 168½@170; Chicago, Milwaukee and St. Paul, 119¼@119½; do. pref., 126¾@127¼; Chicago, Rock Island and Pacific, 138@138¾; Columbus, Chicago and Indiana Central, 25¼@25⅝; Cleveland, Columbus, Cincinnati and Indianapolis, 89¾@90; Hannibal and St. Joseph 54⅞@55; do. pref., 107@107½; Illinois Central, 133⅛@133⅜; Lake Erie and Western, 53½@54; Lake Shore and Michigan Southern, 131⅞@132; Michigan Central, 122@123; Metropolitan Elevated, 110@111; Manhattan Elevated, 86⅝@86⅞; New York, Lake Erie and Western, 50¼@50⅜; do. pref., 93@93¼; New York, Ontario and Western, 38⅝@38¾; New York Central and Hudson River, 151@151½; Ohio and Miss., 43¼@43½; do. pref., —@106; Pacific Mail, 53¾@54; St. Louis, Iron Mountain and Southern, 60¼@60¾; Union Pacific 121⅛@121⅝; United States Express, 57⅛@58½; Wells Fargo Express, 119½@120½; Western Union Telegraph, 116@116¼; Wabash, 48⅜@48½; do. pref., 90⅝@90⅞.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Boston and New York Air Line, 46; Boston, Hartford and Erie 1st, 65¾; Buffalo and Erie 7s, new, 122½; Cincinnati and Springfield 1st, guar. by Cley., Col., Cin. and Ind., 117; Chicago, St. Paul and Minn. 1st, 110; Cedar Falls and Minnesota, 22; Chicago, St. Louis and New Orleans, 56½; do. consol., 116; Chesapeake and Ohio 1st pref., 34; do. 2d pref., 24¼; do 1st, Series B, 82; do. cur. int., 49; Chicago, St. Paul, Minneapolis and Omaha, 49; do. pref., 106¼; do. consol., 106¼; Central Iowa, 40½; do. 1st, 112¾; do. deben. certif., 88; Col., Chi and Ind. Cent. 1st Trust Co. certif. ass. sup., 106½; do. Inc. 71½; Clev., Col. Cin. and Ind. consol., 120; Chicago, Milwaukee and St. Paul, La. C. and Dav. div, 97⅜; do. Southern Minn. div., 107½; do. S. W. div., 108¼; do. Chicago and Pacific div., 110½; Cleveland and Toledo S. F., 109; Chicago and Eastern Illinois 1st, 106; Chicago, Burlington and Quincy, 8s, 107; Chicago and Alton Inc., 105; Denver and Rio Grande, 90⅞; do. 1st, 114¼; do. consol., 111¼; Dubuque and Sioux City, 84½; Denver, South Park and Pacific 1st, 109; Detroit, Monroe and Toledo 1st, 112⅝; East Tenn., Va. and Ga. 1st, 115; Frankfort and Kokomo 1st, 103; Galveston, Harrisburg and San Antonio 2d, 102¾; Galena and Chicago 1st, 104½; Houston and Texas Central 2d, M. L., 124¾; Hudson River 2d, S. F., 112; International and Gt. Northern, 89½; do. 1st, 109¼; do. 2d inc., 89½; Ind., Bloom. and Western, 69; do. 1st, 84; do. 2d, 72½; do. Inc., 77¾; Indianapolis, Decatur and Springfield 1st, 106; do. 2d inc., 63; Jefferson R. R. 1st, 109½; Keokuk and Des Moines, 21; do. pref., 50; do. 1st, 105; Kansas Pacific 1st consol., 104; do. 6s, Denver Div. ass., 107¾; Louisiana and Missouri River 17; Lake Erie and Western, 55⅜; do. 1st 6s, 112; do. inc., 79; Louisville, New Albany and Chicago, 76; Laf., Bloom. and Muncie, 78; do. inc., 80; Louisville and Nashville 2d, 106; do. Gen'l mort., 6s, 104¼; do. N. O. and Mobile 1st, 103¼; Lehigh and Wilkesbarre consol. ass., 110; do. inc., 92½; Lake Shore div. bonds, 122; Marietta and Cincinnati 1st pref., 12¾; do. 2d pref., 7¾; Mobile and Ohio, 23¾; do. 1st deben., 84½; do. 2d deben., 50; do. 1st mort., 109¼; Missouri, Kansas and Texas, 46¼; do. consol. ass., 112; do. 2d, 79; Minneapolis and St. Louis 1st, 120; do. Iowa Ext. 1st, 110¼; Nashville, Chattanooga and St. Louis, 67½; do. 1st, 117; New York, Ontario and Western, 38¾; New York, Pennsylvania and Ohio Inc., 62; New York and Manhattan Beach, 36; do. 1st, 106; New York, Lake Erie and Western Inc., 91; Ohio Central, 22; do 1st, 106½; do. inc., 69½; do. Terminal Trust 6s, 102; Oregon Railway and Nav., 144½; do. 1st, 107; Ohio and Mississippi 1st, Springfield div., 116; Pittsburg, Titusville and Buffalo, 29⅞; Peoria, Decatur and Evansville, 88⅛; do. 1st, 83; do. inc., 84; Peninsular 1st, 110; Rome, Watertown and Ogdensburg, 87; do. 1st consol., 93½; St. Paul, Minneapolis and Manitoba 1st, 109; South Pacific of Mo. 1st, 105½; Southern Pacific of California, 1st, 103; St. Paul and Duluth, 39¾; St. Paul and Minn., 110; St. Louis, Kansas City and Northern R. E. 7s, 1895, 114; do. Omaha div. 1st, 119; do. St. Charles Bridge 1st, 104; do. Clarinda Branch 1st, 104; St. Louis and Iron Mt., 1st pref. inc., 96; do. 2d do., 85½; do. Arkansas Branch 1st, 112; do. Cairo and Fulton 1st, 110½; do. Cairo, Ark. and Texas 1st, 109½; St. Louis and San Francisco 2d, class A, 103; do. B, 88; do. C, 86½; do. Equip., 103; Texas and Pacific, 45¾; do. income L. G., 76½; do. consol. mort. 6s, 102; do. Rio Grande div. 1st, 99⅞; Toledo, Peoria and Warsaw 1st pref. inc. for 2d mort., 95; Texas and St. Louis 1st, 76½; Toledo and Wabash Equip., 48; Utah Southern Gen'l mort. 7s, 109; Wabash, St. Louis and Pacific, Gen'l mort. 6s, 100; do. Havana div. 1st, 99¼; Georgia 6s, 109; Louisiana 7s, consol., 54; Missouri 6s, 1886, 107⅜; do. 1887, 108⅜; do. 1889@1890, 109⅜; North Carolina 6s, F. A. 1866, 12¾; do. S. F., 3d class, 7¼; do. consol. 4s, 86; do. 6s, issued to Chatham R. R., 5½; South Carolina 6s, non-fund., 5½; Tennessee 6s, old, 48; do. new, 45; Virginia 6s, def., 15; American Union Tel., 82; Am. Dist. Tel., 62½; Canton Co., 63; Sutro Tunnel, 1⅜; Colorado Coal and Iron, 40; do. 6s, 97; New Central Coal, 27; Caribou Mining, 2¼; Central, 4⅞; Deadwood, 13; Excelsior, 6¼; Homestake, 27½; Little Pittsburg, 2¾; Mariposa, 1; do. pref., 2¼; Ontario, 34; Standard, 22¾; Starmont, 2¾.

Philadelphia.—Am. S. S. Co. 31½; Bell's Gap 7s, 101¾; Central Transp., 48½; Delaware Division Canal, 44; Elmira and Williamsport 6s, 115; Erie and Western Transp. 6s, 102¼; Empire Car Trust, 101; East Pennsylvania 7s, 114½; Huntingdon and Broad Top Mt. consol. 7s, 78½; Harrisburg City 4s, 104; Nesquehoning Valley R. R., 58; Philadelphia and Reading C. & I. deben. 7s, 47; Pittsburg, Titusville and Buffalo pref., 28; Pennsylvania 6s, 96; Philadelphia and Reading R. R. scrip, 70; do. consol. mort. gold 6s, 112¾; do. Income 7s, 79½; Pennsylvania and New York Canal 7s, 1906, 114; People's Pass. R. W. 7s, 107; Shamokin, Hazleton and Wilkesbarre 5s, 90; Steubenville and Indiana 6s, J. & J., 105; Texas and Pacific 1st mort. 6s, 108¼; do. 1st mort. 6s, Rio Grande div., 99⅞; do. consol. mort. 6s, 101¾; Union and Titusville 7s, 100¼; West Jersey deben. 6s, 1883, 101½; do. 1st mort. 6s, 1896, 118. The latest quotations are: City 6s, 110@111; do. free of tax, 128@129; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 105@105½; do. 5s, new loan, 115@117½; do. 4s, new, 108@111; Philadelphia and Reading, 30⅞@31; do. consol. mort. 7s, coup., 124@—; do. reg., 125@126; do. mort. 6s, 117@—; do. 7s, 1893, 120¾@121¼; United New Jersey R. R. and Canal, 184@185; Pittsburg, Titusville and Buffalo R. R., 19½@19⅝; do. 7s, 99¼@100⅛; Camden and Amboy mort. 6s, 1889, 114½@115; Pennsylvania R. R., 65½@65⅝; do. gen'l mort., coupon, 124¾@125; do. reg., 125@—; do. consol. mort. 6s, reg., 118@120; Little Schuylkill R. R., 51¾@52¼; Morris Canal, 60@64; do. pref., 164@165; Schuylkill Nav., —@5; do. pref., 10¾@11; do. 6s, 1882, 80@80¾; do. 1872, 102@105; Elmira and Williamsport pref., 52@—; do. 6s, 112@115; do. 5s, 96@98; Lehigh Coal and Navigation, 42⅜@42½; do. 6s, 1884, 106½@108; do. R. R. loan, 117@—; do. Gold Loan, 110¾@111; do. consol. 7s, 114@116¼; Northern Pacific, 33⅝@33¾; do. pref., 64¾@64⅞; North Pennsylvania, 57⅜@57⅝; do. 6s, 107@110; do. 7s, 117@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 21⅜@22; do. 6s, 101⅞@102; do. 7s, 117@119; Minehill, 59½@—; Catawissa, 18⅜@18¾; do. pref., 50¼@50½; do. new pref., 48¼@48¾; do. 7s, 1900, 120@—; Lehigh Valley 59½@59⅝; do. 6s, coupon, 121@123; do. reg., 121@122¼; do. 2d mort. 7s, 132@135; do. consol. mort., 117⅞@118; Fifth and Sixth streets (horse), 125@—; Second and Third, 105@115; Thirteenth and Fifteenth, 74@75; Spruce and Pine, 56@57; Green and Coates, 99@103; Chestnut and Walnut, 85@90; Hestonville, 19@19½; Germantown, 68@70; Union, 119@122½; Lombard and South, 12½@18; West Philadelphia, 86@88; People's, 18¾@19½; Continental, 101@—.

Boston.—Atchison, Topeka and Santa Fe 7s, Dutch Stamp, 121; do. 5s, 100; do. plain, 97½; Boston and Maine 7s, 1894, 127½; Boston and Albany 6s, 119¼; Boston Land, 10⅝; Boston Water Power, 13⅞; Brookline Land, 5⅜; Boston, Revere Beach and Lynn, 115; do. 6s, 109; Boston, Clinton, Fitchburg and New Bedford, 51; Boston, Hartford and Erie 6s, 58; Burlington and Missouri River 6s, in Nebraska non exempt, 104¾; Boston and Lowell 5s, 1895, 105¾; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 108½; do. Wisconsin Valley div., 105¼; Central of Iowa, 41½; do. 2d pref., 67; Chicago and West Michigan, 78; Cincinnati, Sandusky and

Cleveland 7s, 106; Cheshire R. R., 65; Connecticut and Passumpsic Rivers R. R., 89¾; Chicago, Iowa and Nebraska, 140; Chicago and Iowa 8s, 99½; Detroit, Lansing and Northern 7s, 117½; Danville, Olney and Ohio River R. R., 100; do. 7s, 100; Eastern (N. H.) R. R., 90; Eel River R. R., 66; Essex R. R. 6s, 1896, 108; Flint and Pere Marquette 28⅝; do. pref., 87; Fort Wayne and Jackson pref., 75; Fort Scott Branch 7s, 111; Fitchburg 6s, 1894, 128; Iowa Falls and Sioux City, 65; Jackson, Lansing and Saginaw 8s, 1885, white, 111½; Kansas City, Lawrence and Southern 4s, 104; Kansas City St. Joseph and Council Bluffs 7s, 121½; Kansas City, Fort Scott and Gulf, 80; do. pref., 130; Little Rock and Ft. Smith, 62½; do. 7s, 113¾; Louisiana and Missouri River, 15½; Mexican Central block, old, 118; do. new series, 105½; Marquette, Houghton and Ontonagon, 81; do. pref., 74; do. 6s, 98; Manhattan Beach Imp. Co. 7s, 86¾; New Mexico and Southern Pacific 7s, 118; New York and New England 6s, 1905, 105¾; Nashua and Rochester, 59¾; Oregon R. W. and Nav., 145½; Ogdensburg and Lake Champlain income, 6s, 37; do. consol. 6s, 90; do. 6s, 1897, 103⅝; Old Colony 6s, 1897, 118½; Pullman Palace Car 7s, 1888, 107½; Rutland, 57⅝; do. pref., 29¼; do. 1902, 99¾; do. 5s, 1899, 79½; Republican Valley 6s, E D., 104½; do. W. D., 104½; Portsmouth, Gt. Falls, and Conway, 25; do. 7s, 86; Portsmouth and Dover, 104¼; Summit Branch, 23¾; Southern Kansas and Western 7s, 112; Toledo, Delphos and Burlington 6s, income, 45½; do. 6s, 1910, 94; Union R. W., 150; Vermont Central 7s, 1886, consol., 105⅝; Vermont Central and Vermont and Canada 8s, 1889, equip., 74; Wisconsin Central, 29¼; do. 2d Series, 63½; Atlantic Mining, 18½; Allouez, 4½; Aztec, 1⅝; Blue Hill, 4⅝; Brunswick Antimony, 23; Catalpa, 2⅞; Copper Falls, 15; Duncan, 3¾; Dana, 50c.; Douglas, 3; Franklin, 17; Huron, 5½; Harshaw, 9¾; Madison, 1; Mesnard, 1⅛; National, 2½; Orford, 9⅛; Osceola, 40; Pewabic, 21½; Pontiac, 75c.; Ridge, 6⅜; Sullivan, 6⅞; Silver Islet, 36; Star, 2¼; St. Clair, 3¼; Tecumseh, 6½; Washington, 37½c.

Baltimore.—Atlanta and Charlotte Air Line, 45; Atlantic Coal, 1.45; Baltimore City 5s, 1916, 118⅛; do. 5s, 1894, 116; do. 6s, 1900, 128; do. 6s, 1886, new, 112; do. 6s, 1890, 118½; Chesapeake and Ohio Canal 6s, 80; North Carolina 4s, 84½; Richmond and Danville bonds 1885, 103; Virginia 10-40 coupons, 94; Virginia Peelers, 29½; Virginia Black Scrip, 9¼; Western Alabama 2d 8s, 117. The latest quotations are: Baltimore and Ohio, 188@—; do. 6s, 1885, 110@—; Northern Central, 47⅞@48; do. 6s, 1885, 107¾@107¾; do. 5s, 1926, 98¾@99½; Marietta and Cincinnati 1st 7s, 125@126; do. 2d 7s, 95½@96½; do. 3d 8s, 53½@53¾; Richmond and Danville, 89@90; Western Maryland, 12½@—; N. W. Va. 3d guar., 107¾@—; Western Maryland 2d pref., 109½@110; Orange, Alex. and Manassas 7s, 102¾@103½; Virginia and Tennessee 6s, 102¾@103; Wilmington, Columbia and Augusta, 6s, 106¾@108; Chesapeake adn Ohio Canal 6s, 80@85; Baltimore City 6s, 1886, 112@112½; do. 6s, 1890, 118@119½; do. 6s, 1900, 122@—; do. 5s, 1894, —@116; do. 5s, 1900, 115½@—; do. 5s, 1916, 118½@119; Virginia consols., 78@78¼; do. consol. coupons, 93⅛@93½; do. 10-40 bonds, 51⅜@51½; do. 10-40 coupons, —@94.

Population of the United States.

The following statement was submitted to Congress on the 18th inst.:

DEPARTMENT OF THE INTERIOR,
CENSUS OFFICE,
WASHINGTON, January 18, 1881.

Hon. Carl Schurz, Secretary of the Interior:

SIR—I have the honor to report that on Saturday, the 15th inst., the last returns of population were received at the Secretary's office, completing the tenth census of the United States. Carefully revised, the computation gives the following as the population of each State and Territory on June 1, 1880. Very respectfully,

Your obedient servant,
FRANCIS A. WALKER,
Superintendent of Census.

States.	Population.	States.	Population.
Alabama	1,262,794	Tennessee	1,542,463
Mississippi	1,131,592	Maryland	648,946
Arkansas	802,564	Texas	1,192,575
Missouri	2,168,804	Massachusetts	1,783,602
California	864,686	Virginia	1,512,800
Nebraska	452,433	Michigan	1,627,331
Colorado	194,649	West Virginia	618,448
Nevada	62,265	Minnesota	780,806
Illinois	3,078 769	Wisconsin	1,315,480
Ohio	3,198,239	Connecticut	622,688
Indiana	1,978,300	New Hampsh'e	346,984
Oregon	1,747,672	Delaware	146,654
Iowa	1,624,620	New Jersey	1,130 983
Pennsylvania	4,282,786	Florida	267,851
Kentucky	995,966	New York	5,083,010
Rhode Island	276,528	Georgia	1,589,048
Louisiana	1,648,708	North Carolina	1,400,000
South Carolina	995,622	Kansas	995,966
Maine	940,103	Vermont	332,286

Total States	49,369,595

Territories.	Population.	Territories.	Population.
Arizona	40,441	Washington	75,120
New Mexico	118,430	Idaho	32,611
Dakota	135,180	Wyoming	20,788
Utah	143,906	Montana	39,157
Dist. of Col'bia	176,638		

Total Territories	783,272
Grand total	50,152,866

Interest and Dividends.

The Connecticut and Passumpsic Rivers and Massawippi Valley Railroad Companies have declared a dividend of 2 per cent., payable Feb. 1.

The Cedar Rapids and Missouri River Railroad Company has declared a dividend of $1 per share on the common stock and $3 50 on the preferred stock, payable Feb. 1.

The Iowa Railroad Land Company has declared a dividend of $1 50 per share to stockholders of record on the 15th inst., payable Feb. 1.

The Car Trust of Pennsylvania has declared a quarterly dividend of 1½ per cent. on series A and B stock; and the Railway Equipment Trust of Pennsylvania a quarterly dividend of 2 per cent. on series A stock—both payable at the office of the Pennsylvania Annuity Company, Philadelphia, on the 1st of February.

At the annual meeting of the Woodstock (Vt.) Railroad Company, held on the 19th inst., the report of the Treasurer was presented, showing the total receipts for the fiscal year to have been $20,687.96; the expenses, $20,679.18, and the net $8.78. The increased business of the road for 1880 over 1879, amounted to $1,941.53.

Annual Report of Cooper Union.

The annual report of the trustees of the Cooper Union has been prepared for presentation to the Legislature of the State and to the Common Council of the city of New York. It shows that the receipts for the year ending December 31, 1880, amounted to $60,379 27 and the expenditures for carrying on the various schools, etc., were $45,454 24. The balance January 1, 1880, was $4,218 77. Money was borrowed during the year amounting to $1,852 54, which increased the income to $65,945 98. The loans paid off during the year amounted to $16,786 25. There is now a balance in the treasury of $3,705 09, and there is due for rents $2,280 83. The current indebtedness is as follows: loans, $12,348 56; accounts audited, $5,319 56—making a total of $17,668 12. The report is signed by Peter Cooper, Wilson G. Hunt, F. Tiemann, Edward Cooper, John E. Parsons and Abram S. Hewitt.

At the annual election of the Pittsburg and Chicago Railway Company, held on the 10th inst., the following directors were elected: Genl. James S. Negley, D. E. Culver, H. R. Low, Grinnell Burt, Hon. J. S. Robinson, Hon. L. F. Mansfield, Jas. S. Negley, jr., Gen. Saml. K. Scwenk, and W. N. Riddle. The officers are: Jas. S. Negley, President; D. E. Culver, Vice-president; Wm. N. Riddle, Treasurer; and Jas. S. Negley, jr., Secretary.

The Directors of the Pittsburgh, Newcastle and Lake Erie Railroad Company for the year 1881 are: Hon. John R. McPherson, Genl. James S. Negley, Hon. H. R. Low, Genl. Saml. K. Schwenk, Hon. Grinnell Burt, Wm. B. Scott, W. N. Riddle, Hon. Charles Siedler, and Delos E. Culver. The officers are: Delos E. Culver, President; Gen. Jas. S. Negley, Vice president; W. N. Riddle, Treasurer; and Jas. S. Negley, jr., Secretary.

On the 15th inst. the directors of the Island Creek and Richmond Mineral Railroad Company, appointed Genl. Jas. S. Negley of Pittsburg, Pa., general manager and financial agent of their company. It is the intention of the company to extend their line to Canton. A permanent location of the proposed extension will be made immediately after the return of Genl. Negley, who is now out on the line.

At a meeting of the directors of the New York and New England Railroad Company on the 25th inst., the resignation of President Hart was accepted, and Vice-President J. H. Wilson was elected his successor. Messrs. Jonas H. French and W. O. Taylor were also made members of the directory for the ensuing year. Mr. Taylor takes Mr. Hart's place in the Board and represents the State, and Mr. French succeeds Mr. James Sturgis, who has resigned.

The Texas and Pacific Railway is completed to Abilene, Taylor County, 195 miles west of Dallas and 22 miles from Beard, the present operating terminus. Passenger trains will run to Abilene by the middle of next week, it is stated. Abilene has been selected by cattle and railroad men as a site for a large and important place. It is expected that the Texas and Pacific will be finished to El Paso within twelve months.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. '80 5
" " pref.100	4,599,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. '80 1½
Boston and Albany 100	20,000,000	M. & N	Dec. '80 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. '80 4
Boston and Providence..100	4,000,000	M. & N.	Nov. '80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 3½
Burl. & Mo. Riv. in Neb.100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	331,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*..... 50	1,159,500	October.	Oct.'80 $1
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*..... 50	689,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '81 1
" " pref.100	769,600	F. & A	Feb. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. 81 3½
" pref.... 50	400,000	J. & J	an. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb. '81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 80 3½
" pref...100	2,425,400	M. & S.	Sept '80 3½
Chicago, Burl. & Quincy.100	31,004,466	M. & S.	Dec. '80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12 279,483	A. & O.	Oct. '80 3½
Chicago & N. Western..100	14,988,267	J. & D	Dec. '80 3
" pref.100	21,525,353	quarterly	Dec. '80 1½
Chicago, R. I. & Pacific..100	30,000,000	quarterly	Feb. '81 1½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug.'80 4
Concord..... 50	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*....100	350,000	J. & D.	Dec. '80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Feb. '81 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Oct. '80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Jun. '80 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" pref. 50	1,211,250	quarterly	July 80 2
Delaware*..... 2	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Nov.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Jan. '81 1½
Detroit, Lans. & Nor...100	1,874,000	F. & A.	Aug.'80 2½
" pref 10	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*..... 50	1,409,200	J. & J.	Jan 81 3
East Mahanoy*..... 50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga...100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 2½
Eel River.....100	3,000,000	— & —	Dec. '80 4
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'80 2½
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*..... 50	1,000,250	quarterly	Sept.'80 1½
Fitchburg..... 100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia..... 100	4,200,000	J. and J	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '80 3½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '81 2
Illinois Central.....100	29,000,000	M. & S.	Mar. '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Feb. 81 1½
Jo. Co. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,600,000	J. & D.	Dec. '80 1
" pref.100	800 000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	49,480,500	F. & A	Feb. '81 4
" " (prer.).100	533,500	F. & A.	Feb. '81 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,555	quarterly	Jan. '81 1
" pref. 50	106,300	quarterly	Jan. '81 2½
Little Miami*..... 50	5,871,450	quarterly	Dec. 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 81 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,488	J. & J.	July '69 3
Louisville & Nashville...100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep.'66 3a
" " 2d pref.. 50	4,460,368	M. & S.	Sep.'66 3a
Massawippi*.....100	400,000	F. & A.	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Jan. '81 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '81 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....100	12,416,000	quarterly	Jan. 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800.000	M. & N.	Nov.'80 3½
Nashua and Rochester...100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,266	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 3
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	Jan. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,104,700	.....	... .
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '81 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov.'80 1½
Northern Central 50	5.842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455 000	quarterly	Feb. 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 3½
Panama.....100	7 000,000	quarterly	Feb. '81 5
Paterson and Hudson*..100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. 80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,250,100	quarterly	Jan. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Jan. 81 1½
" Special Imp..100	5,504,300	quarterly	Jan. '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½a
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,161,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. 80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Jan. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3 050.000	A. & O.	Oct. '80 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	Feb 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,456,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn).....100	809,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180,000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050.000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200.000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102.540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	382,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 50	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	300,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '78 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 100	400,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A.	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (prof.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3.000 000	J. & D.	June'80 5
Calumet and Hecla Mining. 100,000 S.		F.M.A.N	Feb. '81 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	5,673,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '81 5
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 3½
National Tube Works....100	1,000,000	quarterly	Oct. 80 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car.....100	5,990,200	F.M.A.N	Nov.'80 2
Quicksilver, common....100	5,708,700	.....	.....
preferred 100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,760,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co...100	255,000	A. & O.	Oct. '80 5
United States Express....100	7,000,000	F.M.A.N	Feb. '81 1
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	41,056,000	quarterly	Jan. '81 1½

Canadian Counterfeit Note List.

1s.

Charlottetown, P. E. I. Union Bank. Green Letter Issue. Photograph. Green letters "one" painted on.

Dominion of Canada. Dated Ottawa. Letter D Present Gov't issue. Has a blurred appearance. Good imitation.

St. John, N. B. Bank British No. America. Lithograph. Badly done, retouched with pen. "New Brunswick" across end of bill.

Montreal, Quebec. Bank of Montreal. Vignette. Title of Bank, Right upper corner, 1 on ships under full sail. Left upper corner, two Indians and Shield.

Toronto, Ont. Bank of Toronto. Vignette. Lumberman, axe, and log.

2s.

Charlottetown, P. E. I. Union Bank. Green Letter Issue. Photograph. Green letters "two" painted on.

Montreal, Quebec. Bank of Montreal. Vignette. View of Niagara Falls. Cars and bridge.

Ottawa, Ont. Bank of Montreal. Dated March 1, 1852. Ottawa printed in red across the bill; coarse engraving.

Toronto, Ont. Bank of Toronto. Vignette. Shield lion and unicorn.

Toronto, Ont. Quebec Bank. Toronto Branch. Old issue; Dated 1860. Recalled. The issues of this Bank since 1863 have green backs.

4s.

Montreal, Quebec. City Bank. Vignette. Vulcan, anvil, &c. Right end, Female, Lion and Unicorn Left end, Lion, &c. The City Bank and Royal Canadian Bank are merged, forming the Consolidated Bank of Canada.

St. John, N. B. Bank British N. America. Photograph.

Toronto, Ont. Dominion Bank. Vignette. Horses and Cattle in farm yard. Right end, Britannia with trident. Nos. and letters vary. Sig. on counterfeit, W. H. Holland, Jr., Cashier engraved, genuine written, Date of issue, Feb. 1, 1871. Lathe work around 4 defective; numbering bad. Few genuine.

5s.

Charlottetown, P. E. I. Union Bank. Photograph. Green-letter issue. Green-letters "five" *painted* on back; in genuine they show through from face of bill.

Kingston, Ont. Bank British N. America. Vignette. 1. Arms of Great Britain. Date of issue May 1st, 1875.

2. Same bank. Vignette. Dated Quebec, 22d Nov. 1871. Photograph, No. 44,490. Large green 5 painted across center of bill. Old issue.

Toronto, Ont. Canadian Bank of Commerce. Letter C. Dated May 1, 1871. Very dangerous.

Toronto, Ont. Bank of Toronto. Vignette.
1. View of Suspension Bridge.
2. Same bank. Vignette. Farmer seated on grain. Raised from 1. Well done.

10s.

Halifax, N. S. Merchants' Bank. Vignette. Dated January 1, 1874. Steamship under sail. 10 TEN 10. Figures in red, and word Ten in green ink across bottom of face of bill. Ten dollars across each end of note. Some with red and others green backs. Engraver's imprint, *Blades, East & Blades*, London, between signatures.

Fredericton, N. B. Peoples Bank New Brunswick. Photograph. Detected by brownish tint. Plate A.

Ottawa, Ont. Bank of British N. America. Photograph.

Montreal. Consolidated Bank of Canada. All tens of this bank are worthless, having been stolen unsigned and signatures forged.

Montreal. City Bank. Vignette.
1. British Coat of Arms. Parliament spelt Parliment.
2. Vignette. Britannia with Spear and Shield. Raised from 1. The City Bank and Royal Canadian Bank are merged, forming the Consolidated Bank of Canada.

Toronto, Ont. Ontario Bank. Letter A. Work well done.

20s.

Quebec. Quebec Bank, Toronto Branch. Raised from 4. Old issue. Dated 1856. Recalled. The issues of this Bank since 1863 have green backs.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY,
No. 9 Nassau st.,
NEW YORK, Jan. 5, 1881.

THREE DOLLARS PER SHARE WILL BE paid on presentation of Dividend Warrant No. 11, on or after February 1, at this office, or at the office of the Company in San Francisco. Transfer books will be closed from January fifteen (15) to February first (1), both inclusive, as per order of Board of Directors.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, Dec. 21, 1880.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of FOUR PER CENT upon its capital stock, payable on the FIRST day of FEBRUARY next at this office.

The Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 30th inst., and will be reopened on the morning of Saturday, the 5th day of February next.

E. D. WORCESTER, Treasurer.

NOTICE.

The Louisville and Nashville Railroad Company declared this day a semi-annual dividend of 3 per cent upon the stock of the company, payable on and after the 1st of February. Dividends on stock registered in New York will be paid at the office of the company, No. 52 Wall st. The transfer books will be closed on the 22d January and reopen on the 3d February.

E. H. GREEN, President.

NEW YORK, Jan. 5, 1881.

CAPITAL $3,000,000.—OFFICE OF THE INTER STATE IMPROVEMENT AND CONSTRUCTION CO., Room 17, No. 115 Broadway, New York, January 13, 1881.

This company proposes to construct a railroad between Indianapolis, Ind., and Springfield, Ohio, connecting the Indiana, Bloomington and Western Railway with the lines of the Cincinnati, Sandusky and Cleveland R. R. Co., to be completed by October 1, 1881.

Stockholders of the I., B. & W. R. R. Co. have the privilege of subscribing until February 5 for $1,500,000 of INTER-STATE IMPROVEMENT AND CONSTRUCTION COMPANY stock in the proportion of six shares for every ten shares of I., B. & W. stock standing in their names on the books of the Railway Co., but no fractional share will be issued. The books will be open at this office for such subscriptions from February 1 to February 5.

Twenty per cent must be paid upon all subscriptions, for which receipts will be given, and the balance in instalments as required.

J. R. MAXWELL, President.

ALFRED SULLY, Treasurer.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments. 716 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.

WANTED.

DETROIT MUNICIPAL BONDS.
DETROIT AND BAY CITY R. R. BONDS.

BUY AND SELL.

SCIOTO VALLEY R. R. FIRST 7s, DUE 1996.
SCIOTO VALLEY R. R. CONSOL. 7s, DUE 1910.
CAR TRUST CERTIFICATES.
CINCINNATI GOLD 6s, DUE 1906.
COLUMBUS AND TOLEDO TRUST 7s, DUE 1910.
COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

D. A. Easton,
58 BROADWAY.

Brown, Brothers & Co.,

NO. 59 WALL ST., N. Y.,

BUY AND SELL

BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.

Issue Commercial and Travelers' Credits *IN STERLING*,

AVAILABLE IN ANY PART OF THE WORLD.

And in France, in Martinique and Guadaloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

John H. Davis & Co.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth,

BANKERS,

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH. GEO. R. SHELDON.

Paine & Webber,

BANKERS AND BROKERS,

(Members of the Boston Stock Exchange.)

48 Congress St., Boston.

Transact a general Banking business.

Buy and sell Stocks and Bonds on commission in all markets. Correspondence solicited.

FRANCIS & LOUTREL,

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FOR 1881-2.

TO BE PUBLISHED IN NOVEMBER, 1881.

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Classified Business Directory

of the Business and Professional men in the Cities, Towns, and Villages of Ontario, with a

CLASSIFIED BUSINESS DIRECTORY

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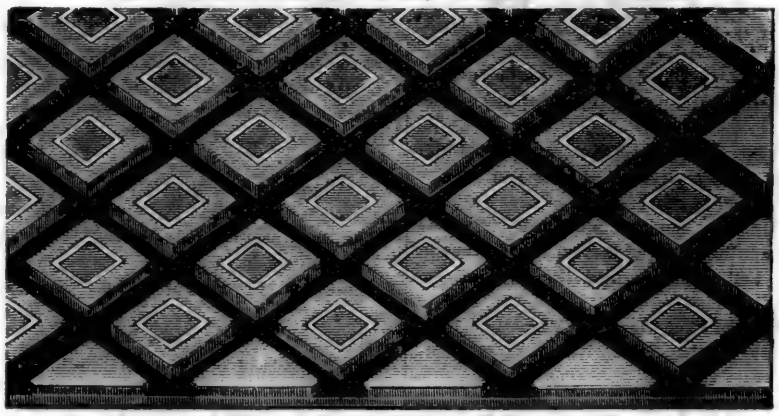
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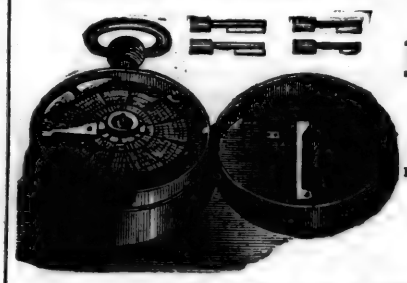


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STATEMENT JANUARY 1st, 1880.

Fire Assets	$11,109,626 21
Fire Liabilities	3,944,358 23
Surplus as regards Policy Holders	**$7,165,267 98**

STATEMENT U. S. BRANCH JANUARY 1, 1881.

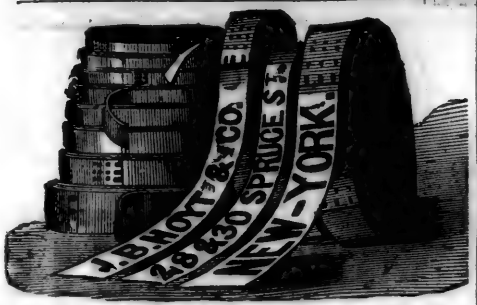
ASSETS.

Real Estate	$647,850 00
Government, State, and City Bonds	1,813,950 00
Loans on Bond and Mortgage	1,185,400 00
Cash in Bank and all other Assets	816,234 16
Total Assets	$4,463,434 16

LIABILITIES.

Unpaid Losses	$291,756 48	
Unearned Premiums	1,857,312 00	
Amount reclaimable under Perpetual Policies	303,504 48	
All other Liabilities	200,819 73	2,653,392 69
Surplus		**$1,810,011 47**
Income, 1880		$2,841,270 48
Expenditures, 1880		2,297,084 69

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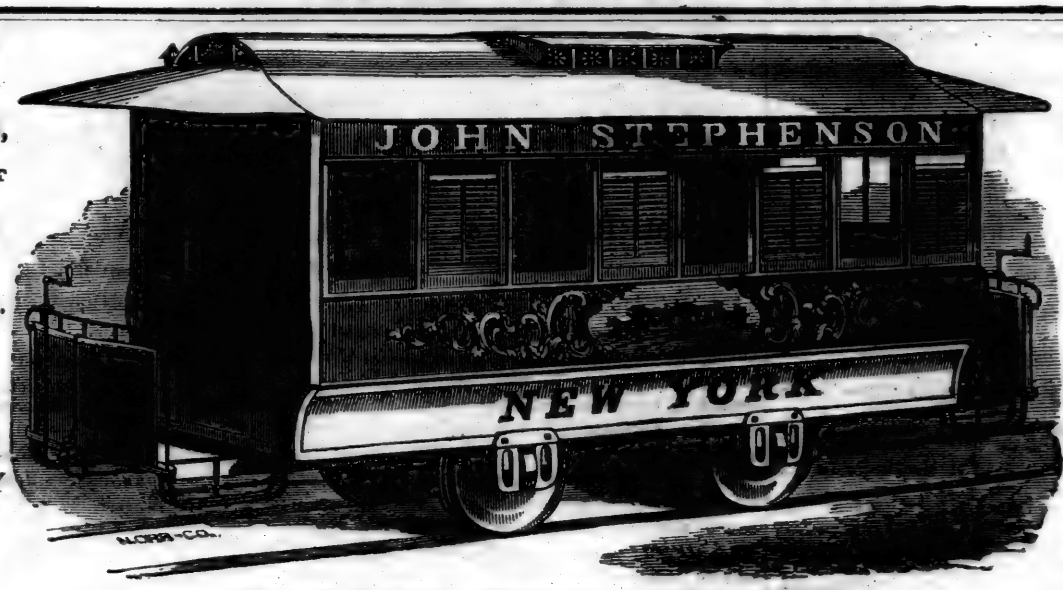
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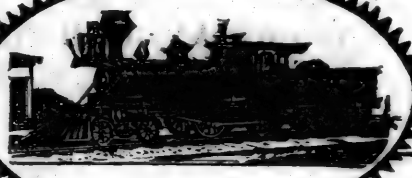
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The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

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Facts well worthy the consideration of travelers.

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 6.] NEW YORK, FEBRUARY 5, 1881. [WHOLE No. 2,337, VOL. LIV.

State Encouragement of Agricultural and Commercial Development.

THE VAST IMMIGRATION OF 1880—ITS CHARACTER AND UTILIZATION—INDUCEMENTS TO CAPITAL—SYSTEMATIC DISTRIBUTION AND ENCOURAGEMENT OF IMMIGRANT LABOR NEEDED—STATE BUREAUS OF IMMIGRATION.

There are few ways in which the people of a growing State can show more enterprise just now than in adopting measures for the encouragement of immigration and the turning of the channel for the same in the right way for the best utilization of it in the development of public and private resources. The immigration of 1880 exceeded by over 125,000 that of any previous year in the history of our country, and the tide is not slacking only so far as it is temporarily affected by the danger and hardship of winter travel. It is a noticeable fact also that the immigrants who have sought this country during the past year have been of a more than usually desirable class, estimated by what they brought with them, both of nationality and money. Great Britain and Germany furnish by far the largest proportion of the immigrants coming here, more than one-half of the total number, in fact, coming from Canada and the British Isles. There has been a current supposition that one great reason for the increase in immigration in 1880 was to be found in the troubled condition of Ireland, but the official returns show that out of 296,025 coming from British dominions considerably less than one-third came from Ireland direct, while nearly one-half came from Canada.

The amount of money brought by each immigrant is estimated as considerably larger on an average than usual. The total number of immigrants in 1880 was 586,068, and an estimate has been made by those most conversant with the matter that the average sum of money brought by each person can be put at fifty dollars. These facts, concerning the character of the people coming here now, indicate an acquirement of positive value in two conspicuously direct sources of utility, while there are other less easily estimated features of this immigration that will prove of greater or less value to the country, as they may be wisely or carelessly directed and employed.

It is evident that the majority of the immigrants coming now are in good condition to make themselves of service in devoloping our resources, and they give encouraging promise of being valuable additions to our working and producing population. They are not refugees, and they are not driven by plague or pestilence to seek a more friendly and a healthier land. This vast increase in immigration is not caused by the poverty and needs of any famine-stricken country, or by the devastation of war or the alarms of political revolution. The immigrants come as a rule bringing some little property with them, and in many cases the property being of that description which indicates the purpose of their coming to be the establishment of homes and permanent settlement. This is strikingly obvious when it is remembered that nearly one-fourth of the entire immigration last year was from Canada; and though many of these have probably landed at Canadian ports, and simply come through Canada to the United States, still a large number of them are people who have lived and worked in Canada for years at farming, manufacturing, mining and building, and they cross over into the States, bringing with them habits and training peculiarly adapted to the requirements of their new home, so similar in many respects to those of the locality they leave.

The distribution of the benefits to be derived from this immigration will depend largely upon the enterprise and wisdom shown by the different States in encouraging settlers to seek certain domains. A careful study of the undeveloped resources of a State, its manufacturing, agricultural, mineral and commercial needs and prospects, should be made by practical and unprejudiced men. If it is found that there is a promising field for the starting of certain branches of manufacturing or the developing of special departments of agriculture, or the working of mines, or the construction of railroads, then let especial attention and legislative action be turned toward utilizing and encouraging immigration for the specific purposes which offer the strongest prospects of return to the State and to individuals. Judicious exemption from taxation for a certain period of years, adjusted to the actual amount of capital used in selected enterprises, and to the employment furnished to labor, is an inducement which is but natural and just, and which increasing enterprise and local rivalry will make more and more of a necessity. Encouragement can be wisely given to immigrant labor direct, in addition to the inducements offered foreign and local capital, by provisions looking especially to the establishing of homesteads, or at least for providing economical and comfortable quarters, where important works are being pushed, or manufactories started; immigrants in these respects not being obliged to depend wholly upon the varying ideas of employers or speculative changes, but instead being enabled to rely upon substantial provision being made for them on an economical and permanent basis by the State. This would involve the establishment of a State commission or bureau of immigration. The importance of such a department in each State can hardly be overestimated when a glance is taken at the vast number of immigrants seeking our shores with such a diversity of pursuits in view, and at the widely differing character of the resources of the various States, which, well understood in regard to their approaches and special attractions, could be so advantageously presented to the world under a wise systematized management.

Why the Firth of Forth is not to be Bridged.

There is something novel in these days in recording the abandonment of a vast scheme of railway engineering. This, however, is the fate of the scheme for bridging the Firth of Forth. The bridge, as originally designed, was to have been one of the new wonders of the world. It would have surpassed the Tay bridge almost as far as that unfortunate structure surpassed similar works. It has been given up solely on the ground of expense. The Board of Trade has very properly insisted on applying the lessons taught by the fall of the Tay bridge; and the Directors think the new

requirements as to strength and solidity are too costly to be complied with. The advantage to be derived from shortening the route from the capital along the east coast af Scotland is, in fact, not of sufficient value to pay for the vast works it would require. Railway companies have been too ready to lavish capital on undertakings which are more striking as engineering works than profitable as investments, and the disaster to the Tay bridge has checked the disposition to combine boldness of design with cheapness of execution. Cheap bridges, such as those which cross the Mississippi at Quincy or Hannibal, are not in accordance with English habits. We believe that there are no great river bridges in the United States over which a train runs at full speed. Just as every train stops where one railroad crosses another, so it lowers it speed to almost the slowest possible movement in crossing a bridge. If this had been the rule in this country the Tay bridge might have been standing, and the Forth bridge might have been built on the original scheme. But bridges made for full speed must be made as solid as engineering skill can make them.—[London News.

Bridges.

Mr. B. F. Bowen at the Convention of Surveyors and Civil Engineers, recently held at Columbus, O., read an interesting paper on bridges from which we give the following extracts: Convenience in trade and general intercourse prompted men at a very rude stage in society to construct bridges, the most rudimentary of which consisted of trees or timber fallen from bank to bank, or stepping stones at the shallow places in the stream. Then the laying of hewed logs from stone to stone was probably the next advance in this important branch of improvement. Since the dawn of civilization all conceivable plans, fixed and movable, have served their time and temporary purposes—the "Corduroy" bridge, "Floating" bridge, "Flying" bridge, "Sliding" bridge, "Girder" bridge, "Lattice" bridge, "Swing" bridge, "Suspension" bridge, "Arches," "Trusses," "Tubes," "Pontoons" and "Draws." Of all these the Truss bridge is most generally used in this country; of these there are a great variety.

Some of the principal ones were designed by Town, Burr, Howe, Pratt, Whipple, Post, Fink, Bollman, Warren, Linville and others, all of whom have graciously acknowledged the paternity. These trusses all have their distinctive features, and many points of merit, as claimed by these authors or inventors; and some are admirably adapted, in point of construction, to do the work for which they were intended, but when first introduced, the designers of some did not seem to properly understand the mechanical principles of their own plans, and consequently there was no scientific distribution of the materials in the different members to meet the resultant strains that came upon them. In many cases, the different members were all made uniformly of the same size from end to end of truss. It then remained for modern and more skilled engineers to improve and perfect, from such as these, some of the best plans in use at the present day. A man who has the boldness to discard old plans and the genius to contrive better ones is certainly entitled to a great deal of credit. But [when a patent is issued for a plan it does not necessarily follow that the patentee knows all about the bridge he has designed. The most eminent engineers of the present day file but few caveats.

To give a detailed description of all the different kinds of bridges, or discuss their merits or demerits, is beyond my purpose. It is, however, a well conceded fact that the science of bridge construction did not keep pace with the art of house building or science of architecture. It has been said that in ancient times "men builded better than they knew." Solomon's temple may have been built by inspiration, but that source of knowledge has never been successfully applied in bridge construction. Semiramis, Darius and Xerxes were the bridge builders of ancient times. At least the most important works were credited to them. While Greece boasted of her architectural grandeur, and was even at the summit of her magnificence, there was not a bridge in the country worthy the name. This condition of things may be accounted for on the very probable theory that the country was divided into small provinces, and the rivers taken for their natural boundaries; that the provinces had but little social or commercial intercourse, and were frequently at war with each other. Therefore the necessity for permanent bridges under such circumstances was not very great, and hence the slow progress made in the science of bridge construction during these early ages. * *

There are many things in connection with bridge building that cannot be determined by any mathematical formula, but must depend on the intelligence and well-directed judgment of the engineer in charge of the work. First, an accurate survey of the site should be made, to determine the horizontal distances and vertical heights; the mean and extreme high water should be determined. Then the particular kind of bridge best adapted to the site and locality; whether it should be over grade, under grade or middle grade; level or inclined, covered or open. Then the work to be done or the load to be carried, whether the traffic will be heavy or light, should all be taken into account. Then the kind of materials to be used; the ratio of the strength of the bridge to the imposed load or the "factor of safety;" the strength or value of the materials to be used, should be well considered. These matters can only be determined by experiments which have been so frequently made, and so generally published, that the subject is reasonably well understood by the profession. Authors, however, sometimes differ, through a wide range; hence the necessity of having the "factor" well on the side of safety. All these things should be considered and determined upon. Then comes the application of the exact science of force and resistance, which is the distinguishing feature of civil engineering, and determines the distribution of the load assumed, and the measure of the resultant forces in the direction of the various members of the structure; also designates the positive from the negative forces, and determines the size and shape of the different members best calculated to resist the applied force.

The importance of having a plan well matured in all its details, is obvious, and it is equally important to have an impartial and intelligent supervision during the construction of the work; as avarice and cupidity have spoiled many well designed bridges. The county commissioners are undoubtedly the proper officials to determine when and where highway bridges should be built, their general features and the approximate amount of money to be expended. The supervision of the work, in all its details, should then devolve upon some county official, who by reason of his education and experience, is qualified to discharge this important duty. If this was the law and the rule, instead of the exception, every county in the State would have better bridges for the same money.

Every man engaged in surveying and civil engineering should seek to elevate the profession and attain a high degree of proficiency, because in this way only can the business be made respectable and fairly remunerative. It is well to keep in mind the fact that the profession is to some extent one of arbitration, to determine what is equal and exact justice between conflicting interests. And in all work we should never lose sight of good faith, fair dealing and strict integrity, as they are the bright jewels and the main anchor in the profession.

Debt and Resources of Minnesota.

The State Auditor of Minnesota in his biennial report to the Legislature estimates the increase of taxable property in the State during 1880 at $15,283,828, a total in two years of $28,264,501. The total taxable value of all property is placed at $258,055,543. Of the bonded debt he says:

The recognized bonded debt has been reduced during the last two years from the constitutional limit of $500,000 to $290,000 of which amount $175,000 pertains to the State building loan of 1873 and $115,000 to the temporary seed-grain loan for grasshopper sufferers. Taxes have been levied in the several counties against the parties receiving the benefit of the seed-grain loan and will be collected the present year, sufficient to redeem the balance of the bonds of the temporary loan. The receipts of the sinking fund and the surplus accumulations of the interest fund from taxes already levied, with the ordinary levy for one more year, will be sufficient to redeem the outstanding bonds of the building loan and pay the entire regular State debt during the ensuing two years.

Referring to the unrecognized State debt the Auditor says:

In the year 1858, under authority of a constitutional amendment providing for a loan of the State credit to the extent of $5,000,000 for railroad purposes, bonds to the amount of $2,275,000 were issued, running twenty-five years, bearing 7 per cent interest, no part of which has ever been paid. The principal and accumulated interest now amount to about $5,850,000.

The Utah Northern Railroad has 21 locomotives actively employed and 15 new ones ordered. As each locomotive requires ten box and two flat cars, the total rolling stock for 1881 will be 720 cars and 36 locomotives.

The New South Wales Parliament has passed bills authorizing the construction of 471 miles of railway. Harvest prospects in that country and Australia are excellent.

The narrow gauge railroad running from Eureka to Ruby Hill, in Nevada, is about six miles long and pays 100 per cent per annum.

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New York, Saturday, February 5, 1881.

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WITH the streets of New York in an almost impassable condition, the reported statement of Mr. Austin Corbin that he would be willing to give bonds for cleaning the streets at $100,000 a year less than the average cost for the last four years, is refreshing. His plan would be to use the sweepings as fertilizers for farm-lands suburban to New York, the sweepings to be distributed at certain points to farmers at the cost of transportation. In addition to the transportation business given directly in this way, a source of revenue to the carrier would be expected in the increased product of lands along the line of the road.

IN ANSWER to the insinuation concerning large corporations being provocative of communism, Hon. Leland Stanford pointedly says to the Board of Trade and Transportation: "Leave the railroad industry uncrippled, leave the control of railroad property as you leave that of other property, and you will never have reason to ask such a question. It seems to me that communism does not come from the people who seek to control only their own property, but rather from those who wish not only to control and regulate properties in the creation of which they had no part or ownership, but also the labor of others bestowed in their management. What you propose in regard to railroad property is to my mind on a par with the principles contended for by the communists, and the agitator Kearney advocated no doctrine in regard to property more atrocious than the principles embodied in the 'Granger cases' and the laws which they sustain."

A PLAN is under way, it is said, for raising $5,000,000 abroad for the development of farms on Long Island. The main incentive to this will be found in the improved railroad facilities which are now promised to the much-abused and long-suffering property owners of the Island. There is an evident intention on the part of those interested in the Long Island Railroad to do as much as is practicable in improving the land along their line, but it would appear from this proposed plan of farm improvement that other resources for providing means are to be employed outside of the application of direct railroad earnings, any unwise appropriation of which must necessarily weaken the very source from which stimulus for this local improvement arises. The theory that successful railroad management must first of all see that fair returns are made for service in its primary duties before taking upon itself the burden of broader work, is a solid one; and Long Island is likely to see it illustrated.

HON. JOHN H. STARIN, of New York, received a marked compliment in Washington last week, when, during the consideration of the Post Office Appropriation Bill in the House of Representatives, and in the midst of an unusual pressure of business, the floor was yielded to him, and the passage of his Saratoga Monument Bill secured, by unanimous consent. Mr. Starin has been untiring in his efforts in behalf of this measure, which secures the appropriation of $30,000 for the erection of a suitable monument to commemorate the decisive victory of the Revolution, the battle of Schuylerville and General Burgoyne's surrender. His services and brilliant success in this, and the advocacy of other well-chosen measures, will be appreciated not only by his immediate constituency, of the Twentieth New York District, but by the people generally throughout the State. Since 1856 Mr. Starin has been largely interested in transportation business in and about New York, especially in river and Long Island Sound transportation, where his enterprise has secured results of great value to the public. The improvement of Starin's Glen Island, off New Rochelle, and its development into one of the most select and best managed Summer resorts adjacent to New York, is an illustration of this. He is a native of Fulton county, where he is personally identified with important agricultural and commercial interests; he is also connected with two or three prominent banking institutions of this State. Few men, having such important and varied interests in charge, particularly the exacting interests pertaining to large transportation enterprises, have given to the public the benefit of such extended practical experience as Mr. Starin has been enabled to give in his political and congressional career. During the last campaign his party was the constant recipient of the benefits of his enterprising liberality and his strong executive abilities.

A Promising Outlook for Southern Transportation Interests.

The renewed activity in railroad interests in the Southern States, which has been very apparent during the past few months, indicates some important changes that are not unlikely to occur in regard to Southern shipping and commerce. With the opening of new railroads in the Southwest, and the completion of additional connecting lines to the grain-producing sections, fresh incentives are given for turning more of a current of grain transportation toward the southern Atlantic seaports than has heretofore gone in that direction. An illustration of this is seen in the fact that the first grain elevator on the south Atlantic coast was opened last week at Port Royal, South Carolina. It is a fact of no slight significance.

The railroads of the South, notwithstanding the years of depression through which they have passed, form very important and strong parts of our railroad system, and some of them are in a much more prosperous and healthy condition than may have been generally supposed. Their managers have been for years putting into practice the utmost economy in all departments of transportation, a result of which will be readily apparent in a position as competitors where so much must be dependent upon economical management.

The lines which have been forced to reduce operating expenses to a minimum are prepared to place freight rates on the same basis, at least so far as the exercise of economical habits and ways of management affects the matter. A possibility of turning even a small part of the grain current toward south Atlantic seaports will stimulate into action many ideas of railroad improvement and enterprises pertaining to the extension of railroad facilities in the southern section which have existed for years, though perhaps of necessity in a dormant state.

Southern transportation will receive great benefit from the rapid opening up of the extreme Southwest by the great lines hurrying on to make outlets for the abundant agricultural and mineral wealth of Mexico. These great lines of the Southwest will prove liberal feeders to certain favorably situated roads running to southern ports. Many of the agricultural products of Mexico will naturally seek these routes for climatic reasons, while for somewhat similar and other reasons a considerable passenger traffic will be created

across the Gulf States *en route* for Europe and the Atlantic coast. These influences will stimulate enterprises looking to the providing of better ocean shipping facilities from ports in the South; indications of this are seen in the starting of such works as the new grain elevator at Port Royal, and other plans under consideration for the benefit of shipping interests of that coast. With the turning of a fair amount of traffic through this channel, a general impetus will be given to industries along the lines of the transportation companies, and the South will begin to feel the benefits of a long-needed condition of traffic and commerce.

Illinois Central Railroad.

REPORT OF THE DIRECTORS TO THE SHAREHOLDERS

The directors are gratified in reporting an increase in traffic for 1880—both gross and net—as compared with that of the previous year. The gross earnings for the past year were $8,304,811 81, against $7,234,464 06 for 1879. The tonnage has largely increased. The gain in net was $282,-091 76. In the accompanying abstracts net returns for 1880 are shown as below:

From traffic	$8,479,012 61
" land	156,520 86
" interest on bonds	112,000 00
	$8,747,532 97

From this sum, besides paying interest on debt and dividends on shares, permanent improvements were made to the extent of $842,823 56, including the relaying of 115 miles of track in steel, the construction of 3 iron bridges, 9 heavy freight engines and 227 cars, also additional double tracks at the entrance to Chicago, and a new dock. There was still a balance from the year's operations, of $501,641 14.

In 1877-1878 the permanent expenditure account was reduced $3,816,675 40, leaving the charge to this account at $33,000,000, at which point it has stood for two years, the capital expenses being taken from current income.

The Branch Line, running south-west and west from Otto, has been extended to a junction with the Northern Division at Minonk, giving us a second independent connection between that Division and the Chicago Branch. As yet, the new line is not represented by bonds or other obligations beyond the $200,000 shown in the last annual statement.

16,000 tons, additional, of steel rails have been purchased, and, when laid, will complete in steel the entire original line.

The pressure of the business for the past year has made it necessary to order at least 500 more cars, and it will be the aim of the management to avoid restriction of traffic from want of rolling stock.

The operation of the New Orleans Line has been attended with absolute success. The 550 miles, from East Cairo to New Orleans, will have been entirely rebuilt the coming Autumn, the grades reduced to a maximum of 35 feet, the important bridges replaced with iron, the superstructure thoroughly renewed. Since the present management took possession, 49,000 tons of steel rails have been purchased, and the last of these will be laid the coming summer, following which, the running time from Chicago to New Orleans can be reduced to 36 hours. The renewals of this line have been chiefly derived from its surplus income, after paying current interest on all bonds prior to those issued under the new second mortgage. The interest on these last does not become a mortgage obligation until after December, 1882. No floating debt has been created in the course of thoroughly equipping this line for business. The traffic has greatly improved, amounting last year to $3,711,000. This year's income will supply the means necessary to make it a first class railway. Through traffic has increased so rapidly that, in view of delays occurring at East Cairo in the transfer to the Southern gauge, the management has several times reported the necessity of suspending the shipment of freight altogether. A change of gauge to correspond to that of the Illinois Central is imperative, and will be made this year.

The board has decided to enter into a plan reducing the fixed interest charge on the New Orleans Line, and offering to holders of all classes of bonds thereon a new 5 per cent Bond, to be dated the 15th of June next, and made payable in 1951; the Illinois Central holding of First and Second Mortgage Bonds to be exchanged into the new security. The like even exchange will doubtless be accepted by the holders of, say $5,-000,000 of 8 per cent Bonds to mature within the next five years, as well as by holders of the new Second Mortgage Bonds. Ultimately it is likely to be accepted by the old bondholders generally even before the maturity of their bonds, for the new security promises to command a premium beyond the current value of the early maturing 8 per cents. The Illinois Central Company remains the owner of $6,661,000 Bonds of undoubted security, and holds, also $6,670,000 in shares of the New Orleans Line, that is, two-thirds of the whole capital. The present traffic points to a return on the share capital which will be helped by the reduction of the interest charge.

The directors request the shareholders to note the fact that the investment in the New Orleans Line, valued on the books at $9,299,522 43, is the unincumbered property of this company. At some future day it may be deemed advisable to sell part of the bonds of that line, proportionately discharging the Illinois Central debt, which has already been reduced to $12,000,000. The accounts show the absorption, into a fund designated as the "Investment Fund," of the net Income surplus of 1880 and previous years, leaving the credit to that fund $5,395,089 50.

The board has under consideration the construction of a bridge across the Ohio River at Cairo.

Coupling Cars.

The business of making up railroad trains, and especially freight trains, where the old fashioned link and pins are used to connect two cars, is dangerous, and results in numerous accidents whereby the life and limb of brakemen and yardmen are placed in jeopardy. In fact, a large per centage of the railroad accidents that occur happen to the men engaged in coupling cars. It has been time and again suggested that measures could be taken that would avert most of these casualties, and several devices looking to this object have been originated. One of these, which has been found to be of practical value, has just been adopted by the Kansas Pacific Railroad, the Superintendent of which issues an order, that is to be stringently enforced, stating that "a supply of sticks for coupling cars, and belts for carrying the same, have been furnished, and all trainmen, yardmen, and others required to make couplings, must forthwith provide themselves with the same, and use them at all times when making couplings, in accordance with rule 28. Employes must be furnished with belts and sticks before put to work, and will be required to return them on leaving the service of the company. Failing to do so, the sum of $1 will be deducted from their pay." This is a humane movement on the part of the railroad that should be followed by every other railroad in the country. The cost to the railroads for supplying the necessary number of these coupling devices would be comparatively small, while the benefits derived would be very great. The present system of coupling freight cars is dangerous and disgraceful, especially in view of the fact that a safer mode is entirely practicable as well as inexpensive. The number of railroad employes annually maimed or killed while coupling cars is very large, and common humanity demands an immediate change to be made for the better protection of the life and limb of these employes.—[Rochester (N. Y.) Union and Advertiser.

Styles in Railroad Passenger Cars.

There is as much change in the style of railroad passenger cars as in house architecture or ladies, bonnets, and constant improvement in the fashion and quality of the work is insisted upon by managers of roads. At present the change of taste seems to be in the direction of inside finish. In the best passenger cars now made the old-fashioned elliptic window heads are replaced by a square finish—lighter woods like cherry and silver gray being substituted for black walnut, which is regarded as too heavy, and the old gilt mouldings are done away with, the natural grain of the wood being the only ornament. The baskets above are also made square, the metal being as nearly as possible of the same color as the wood finish around them. These improvements do away with the showy appearance of the interior of the old cars, but give an exceedingly rich and elegant effect. The head linings of canvas are also being to a great extent replaced by wood.—[Hartford (Conn.) Evening Post.

Ohio Central Railroad.

The Ohio State Journal says that it is proposed to extend the Ohio Central railroad from Corning to McConnellsville, a distance of seventeen miles, which will put Columbus in direct communication with the Muskingum Valley and a great district of valuable trade, and then adds:

The Ohio Central Railroad Company has proposed to extend its line to Malta, opposite McConnellsville, if the people of that place will raise a donation of $65,000, or a subscription to the stock of the company amounting to $85,000, and free right of way. If this is raised by the first of March they agree to put the road in operation by the first of October. The company is able to do just what they agree to do. This extension will put Columbus within three hours' ride of McConnellsville. The outlook is that the stock of the Ohio Central, already valuable, will be as valuable as that of any other road in the State, as the resources along its line are almost inexhaustible.

Northern Central Railway.

The following is a comparative statement of the gross earnings, operating expenses and net earnings of the Northern Central Railway for the month of December, 1879 and 1880:

	1880.	1879.
Gross earnings	$494,310 48	$414,598 98
Operating expenses	270,404 86	224,809 88
Net earnings	$223,906 12	$189,789 10

For the twelve months ending December 31, 1879 and 1880, the gross earnings, operating expenses and net earnings were:

	1880.	1879.
Gross earnings	$5,050,387 29	$4,107,948 82
Operating expenses	3,255,268 45	2,861,941 97
Net earnings	$1,795,118 84	$1,246,006 85

New York Canals.

The Annual Report of Hon. Silas B. Dutcher, Superintendent of Public Works, recently submitted to the Legislature, contains the following statement of the tolls and tonnage of the Canals during the past four seasons of navigation :

	Tolls.	Tonnage.
1877	$880,896	4,955,963
1878	993,848	5,171,320
1879	941,574	5,362,372
1880	1,155,257	6,462,290

The above statement shows an increase in the tonnage of 1880 over 1879 of 20½ per cent, and an increase in tolls over the same year of 22.7 per cent (a greater increase in tolls than tonnage) notwithstanding a greater free list, and a reduction of tolls on a few articles. Regarding the reduction of tolls the Superintendent says :

The reduction in tolls has reached a point beyond which it is not prudent to go much, if any, further. Any further reduction should be confined to merchandise from tide-water, giving every encouragement possible to the carrying of west bound freights, every ton of which secures a return of at least two tons by the same route, and every ton of westward bound freight driven to other routes carries with it two tons of eastward bound freight, to the detriment of our commercial interests.

The report states that the cost of ordinary repairs and operating expenses amounts to $740,366 12, and the total expenses, including extraordinary repairs, to $747,394 39, and then adds :

Owing to the condition of the banks and prism, locks, bridges, and other structures, the higher prices of material and labor, and the larger volume of business, the necessary repairs and the efficient operating of the canals have required a larger expenditure than during the previous year ; but it is pleasing to notice that while the total expenditures of this office for ordinary repairs have increased from $620,827 61 for the fiscal year ending Sept. 30, 1879, to $740,366 12 for the fiscal year ending Sept. 30, 1880, or about 19 per cent, the increase from tolls has increased from $907,479 96 to $1,183,352 74, or 30 per cent.

Of the $280,793, estimated by the State Engineer and Surveyor in March last to be necessary to put the canals in good navigable order, $115,000 was expended. On the subject of future competition with the Canadian Canals, Mr. Dutcher says :

With the completion of the Canadian canals at an early day, the competing power of the Erie Canal will be fully tested. Every improvement that can be made to add to its capacity and usefulness should be made promptly, and the revenues carefully husbanded and devoted to such improvement. The larger vessels on Lake Erie and the ocean, with such improvements as can be made in the Erie Canal and the best possible terminal facilities at Buffalo and New York for loading and unloading boats, coupled with a low fixed rate of harbor and commission charges at those ports, will help New York to maintain her commercial supremacy. The extraordinary increase in the productions of the country, and the still more extraordinary demand for our agricultural products abroad, coupled with the inability of the railroads to afford sufficient carrying facilities, demonstrate to our people more clearly than ever before the value of this great waterway.

The Superintendent recommends, as did his predecessors, that the Oneida Lake Canal be abandoned, as it is worthless for any practical purpose.

He calls attention to delays to navigation caused by the boats of the New York Steam Cable Towing Co., and recommends that the act permitting the introduction of this system of towing be repealed. He submits a report from R. D. Ford of Buffalo, and E. P. Roberts of New London, in which they refer as follows to the Steam Canal Boats :

We have watched with satisfaction the rapid growth into favor of the steam canal boats. Their increase in number is the best guarantee of their success. During the past year very many new ones have been added to the list, and from the whole number we can only mention one that is an injury to the canal. Great improvements have been made in the machinery of these boats, and they are rapidly becoming cheaper and better and must eventually supersede all other modes of transportation on the canals. It is our opinion that the State should, for the good of the canals, give them all the advantages possible to develop their abilities.

It is recommended by the superintendent that the provisions of law should be so amended by the Legislature that "in the advertising and letting of contracts for bridge work, all parties interested in the erection of bridges on different plans may have opportunity to propose for the same, to be afterward reported to, and subjected to, the approval of the Canal Board, thus encouraging competition and resulting in the construction of these structures at a large saving to the State."

Referring to the improvements which should be made in the canals, the Superintendent says :

With the average volume of business of the last few years, a little can be done each year under ordinary repairs to secure this desired result. Additional facilities of whatever character needed to maintain our commercial supremacy should be granted. We should strive not only to keep New York City the commercial metropolis of this great Nation, but to make her the metropolis of the world.

Personal.

Mr. M. E. Ingalls is the newly elected president of the Kentucky Railroad Company.

Mr. Gowen is reported as having left London for Naples to meet Mr. John W. Garrett, President of the Baltimore and Ohio Railroad Company.

Mr. Walter Kalte, Chief-Engineer of the New York, Ontario and Western Railroad, is arranging to put the entire uncompleted part of the line under contract.

President Evans says the lines of the Mutual Union Telegraph Company to Boston and to Philadelphia will be completed this month, and to Washington within sixty days.

Mr. Amos G. Hull, a prominent member of the New York Bar, read a valuable paper before the Medico-Legal Society, of this city, on Wednesday evening, on the legal interpretation of "Undue Influence."

Mr. F. W. Baldwin, for many years connected with the Central Vermont Railroad at St. Albans, Vt., has received the appointment of assistant superintendent on the Denver and Rio Grande Railroad.

Mr. Charles Crocker and party, upon their recent return from the terminus of the track of the Southern Pacific Railroad, were entertained by the City Council of Tucson, Arizona, during their stay at that city.

Mr. J. T. Dodge, civil engineer, in charge of the Yellowstone Divisiot of the Northern Pacific Railroad, is soon to make a report of his surveys in the Yellowstone Valley, which cover a distance of 800 miles, including preliminary and located lines.

Col. S. T. Suit is president of the new Washington City and Point Lookout Railroad Company. Construction work on this road was commenced last week, the constructors for which are Messrs. P. P. Dickerson & Co. of this city.

Mr. George L. Bliss is said to have negotiated a right of way for the Northwestern Railroad to the Black Hills, arrangements having been made with the Indians at Spotted Tail and Red Cloud Agencies. For a right of way 200 feet wide the price reported is $110 per mile.

Mr. Lewis E. Skinner, who has recently been appointed superintendent of the Little Miami division of Cincinnati and St. Louis Railroad, has been connected with that division in various capacities for more than twenty years, and his promotion is considered a well deserved recognition of merit.

Mr. Jas. E. Childs has been appointed general superintendent of the Ontario and Western Railroad, with headquarters at Middletown, N. Y. Mr. Theodore Houston is vice president and general manager, Mr, N. R. Hankins superintendent of the middle division and Mr. C. W. Lampher of the northern division.

Among the prominent railroad men stopping in New York during the past few days have been, Mr. H. Victor Newcomb, of Louisville, Ky., Mr. J. H Devereux president of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company, and Mr. L. J. Seargeant of the Grand Trunk Railway of Canada.

Mr. W. S. Nell, who died in Selma, Ala., January 15th, in his seventy-eighth year, is said to have been the first railroad conductor in this country, having been one of the first employees of the Charleston and Hamburg (S. C.) Railroad. He was rigidly abstemious in his ideas and habits, it being said of him that he never touched tobacco in any form, tasted coffee or tea, nor drank a drop of spirituous, vinous or malt liquors until on his death-bed.

It is said of Messrs. W. H. & C. B. Stevens, owners of the Eastern Ohio Railroad, a little road eight miles long in Guernsey County, O., that in building the road they involved themselves financially, and that during the three years depression in business from 1874 to 1877, in order to prevent themselves from being sold out or making an assignment, they performed all the work necessary in operating and maintaining the road—one of them acting as engineer, the other as conductor, and both assisting in handling freight and repairing the road. They are now reported out of debt, with their road in good condition.

Imports and Exports of the United States.

From the report of the Chief of the Bureau of Statistics at Washington of the imports and exports of the United States, we learn that the excess of exports of merchandise, stated in specie values, was as follows: Month ending December 31, 1880, $51,483,844; month ending December 31, 1879, $21,277,042; the twelve months ending December 31, 1880, $192,846,407; the twelve months ending December 31, 1879, $251,557,029. The excess of imports of gold and silver coin and bullion was as follows: Month ending December 31, 1880, $75,764,154; month ending December 31, 1879, $5,877,822; twelve months ending December 31, 1880, $69,229,822; twelve months ending December 31, 1879, $67,375,960. The excess of the value of exports over imports of merchandise during the first six months of the current fiscal year amounted to $161,682,913.

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union.	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
Northampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B. May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,009 *to* 19,083
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,825

100s.

Baltimore, Md	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,009 *to* 19,083
Lynn, Mass	*National City Bank*	121 *to* 150	66,796 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

Counterfeit Note List.

HOW TO USE THE LIST.

All paper money in the United States is printed in sheets of four notes of one denomination on each sheet. Each bill bears a letter called the check letter, usually A, B, C or D, which appears on its upper left hand, and lower right hand corner. The notes are always numbered in their order on the sheets; thus all notes lettered A, will bear the number 1 or a number which divided by 4 will leave 1 remainder; the number accompanying B divided by 4 will leave 2 remainder, C, 3 remainder, D, no remainder. All genuine notes with letters A and C will have odd numbers, and all with B and D even numbers.

The counterfeiter makes his plate commonly from one bill and rarely prints more than one of the four letters. As soon as a spurious bill is discovered measures are taken to redeem all good bills of that denomination, bearing the same letter. This leaves the counterfeit alone in the field.

All bills bearing the letters given in the foregoing list should be refused by all non-experts.

We can assure our subscribers that there are no counterfeit bills on paper currency of the United States, which are known to the Secret Service Division at Washington at this date.

The National Bank notes printed in Italics are stolen and are worthless.

Banks starred do not exist, and the whole issue is fraudulent.

Kentucky Central Railroad.

At the annual meeting of the stockholders of the Kentucky Central Railroad Company, held at Covington, Ky., on the 25th ult., the report of the President was presented, from which we learn that the earnings of the road for the eight months ending with December, 1880, were:

From freights	$278,853 63
From passengers	143,105 28
From express	12,400 00
From United States mail	9,430 84
From other sources	3,288 96
	$447,078 21

The expenses for the same period were:

Road expenses	$82,317 62
Train expenses	79,952 01
Station & office expenses	51,490 68
Taxes	8,716 60
Loss and damage	1,954 48
Repairs	43,702 16
Renewals	35,328 21
	303,461 76
Net earnings	$143,616 45

In consequence of a change in the time for holding the meetings the report covers only a period of eight months, from May 1 to December 31, 1880. During five months of the time embraced in the report rates for transportation of freights and passengers were greatly demoralized, owing to the action of others over whom we had no control. This seriously affected the earnings, especially from freights. Another cause operated to lessen the freight earnings. Owing to an extensive failure of the wheat crop in the South, the crop in Central Kentucky was mostly sent South instead of North as heretofore. Yet, notwithstanding these unfavorable conditions, the books show an increase in the freight earnings compared with the earnings during the corresponding month of the preceding year of $6,737 67 and in the passenger earnings of $9,075 15.

Concerning the extension of the road South the President says:

The Louisville and Nashville Railroad Company has agreed to extend its Knoxville branch from Livingston, its present terminus, to the Tennessee State line, in the direction of Knoxville, and the Knoxville and Ohio road, which is now in operation from Knoxville to Caryville, has agreed to extend its line to a connection with the branch of the Louisville and Nashville Railroad. And the Kentucky Central has secured the privilege of connection and the right of traffic, substantially which it sought. To secure therefore, to the Kentucky Central the advantages of a direct connection with Knoxville, Tenn., and thence with Southwest Virginia, North Carolina and South Carolina systems of railroads, also with Atlanta, Ga., and all points in the South connected by rail with that important railroad centre, it is only necessary to extend its road to a connection with the Knoxville branch of the Louisville and Nashville road.

Dividend-Paying Mines.

The following table shows the number of dividend-paying gold and silver mines, dealt in at the New York Mining Exchanges, together with the amount of dividends paid, the date of the last dividend, etc.:

	Dividends paid.	Last Dividend.	Shares in Mine.	Last Div. p. c.
Amie silver, Col.	$305,000	May, 1880	500,000	10
Barbee & W. silver, Utah	60,000	Nov. 1880	100,000	10
Bassick silver, Col.	25,000	Feb. 1880	100,000	25
BelleIsle, silver, Nev.	300,000	Dec. 1879	100,000	25
Bobtail, gold, Col.	125,030	Sept. 1879	227,326	15
Bobtail Tun., gold, Col.	72,000	Dec. 1879	20,000	40
Bodie, gold, Cal.	1,200,000	Mar. 1880	100,000	25
Breece, gold, Col.	2,000	Feb. 1880	200,000	10
Briggs Con., gold, Col	8,000	Dec. 1879	100,000	4
Caribou, silver, Col	50,000	Mar. 1880	100,000	10
Chrysolite, silver, Col.	1,100,000	April 1880	200,000	50
Climax, gold, Col.	180,000	Aug. 1880	200,000	30
Copper Knob, g'd, N. Car.	15,000	Nov. 1880	500,000	2
Deadwood, gold, Black Hills	100,000	Jan. 1881	100,000	25
Dunkin, silver, Col	105,212	Jan. 1881	200,000	12½
Excelsior, gold, Cal.	850,000	Sept. 1880	100,000	25
Father de Smet, gold, Dakota	240,000	July, 1880	100,000	30
Freeland, silver, Col.	50,000	May, 1880	200,000	25
Great Eastern, gold, Dakota	16,000	July, 1880	300,000	1
Homestake, g'd, Dakota	810,000	Dec. 1880	100,000	60
Horn Silver, Utah	200,000	Jan. 1880	400,000	25
Hukill, silver, Col.	210,000	Dec. 1878	200,000	10
La Plata, Col.	255,000	Nov. 1880	200,000	7½
Leadville Con., silver, Colorado	150,000	Jan. 1880	200,000	15
Little Chief, silver, Col.	700,000	Aug. 1880	200,000	50
Little Pittsburg, silver, Col.	1,350,000	Mar. 1880	200,000	50
Moose silver, Col	550,000	Mar. 1878	200,000	25
North Belle Isle	15,000	Sept. 1880	100,000	15
Ontario Silver, Utah	3,150,000	Jan. 1881	100,000	50
Plumas, gold, Cal.	151,000	July, 1879	100,000	8
Robinson Con., silver, Col.	175,000	Sept. 1880	200,000	50
Silver King, silver, Arizona	500,000	Dec. 1880	100,000	25
Standard, gold, Cal.	2,400,000	Jan. 1881	100,000	75
Stormont, silver, Utah	135,000	Nov. 1880	150,000	30
Tombstone, silver, Arizona	500,000	Jan. 1881	500,000	10

The California Northern Railroad, 28 miles in length, uniting Marysville with Oroville, was sold on the 22d ult. to N. D. Rideout for $40,000, under a decree of foreclosure issued from Department 7 of the Superior Court in San Francisco, September 6, 1880.

Organization.

The directors of the Columbus and Xenia Railroad Company, elected on the 27th ult., are: J. R. Swan, William Dennison, Henry C. Noble, Robert Neil, George M. Parsons, P. W. Huntington, Alfred Thomas, John W. Andrews, Henry Hanna, Charles P. Cassilly, R. A. Harrison and Thomas D. Messler.

The Rochester and State Line Railway Company has filed articles of reorganization to be known as the Rochester and Pittsburg Railroad, with a capital of $2,500 000.

Mr. Thomas D. Messler, of Pittsburg, has been elected a director of the Cincinnati and Newport Bridge Company to fill the vacancy in the Board caused by the death of Alfred Gaither. Mr. Messler was also elected President of the Company pro tem.

The Cincinnati, Van Wert and Michigan Railroad Company has been incorporated with a capital of $2,000,000. The office of the company is at Van Wert, Ohio.

The directors of the Grand Railway Company, recently elected, are: Wm. B. Sewall, John F. Osgood, John W. Leighton, George F. Williams, George Lewis. The officers are: President, John C. Pratt; Vice President, John D. Parker; Clerk and Treasurer, George Lewis. H. E. Sheldon was appointed agent by the board of directors.

Articles of incorporation were filed with the Secretary of State of Colorado on the 22d ult., of the New Mexico and Rio Grande Railway Company, with a capital of $1,000,000. The base of operations will be in Arapahoe County, Col., and in Socorro County, N. M. The principal office will be in Denver. The trustees of the company are A. P. W. Skinner, Joseph W. Riggs, B. S. Knowlton, Frank A. Robertson and Theodore F. Brown. On the same day articles were filed incorporating the Denver, Grand River and Utah, a company with a capital of $2,000,000 in $100 shares.

The Evansville and Seymour, and the Evansville, Seymour and Bellefontaine Railroad Companies have been consolidated. The new company will be known as the Evansville, Seymour and Bellefontaine Railway Company. The office of the company is at Seymour, Ind.

Amended articles of association of the Mitchel, French Lick and Duboise Railroad Company were filed in the office of the Secretary of State of Indiana on the 25th ult.

The directors of the Little Miami Railroad Company, elected on the 27th ult., are: A. D. Bullock, C. R. Cassilly, W. H. Clement, Julius Dexter, Henry Hanna, L. B. Harrison, H. J. Jewett, Joseph Longworth, Thomas D. Messler, Joseph H. Rogers, J. R. Swan, Louis Ballauf.

The Cincinnati Central Railroad Company—an organization which proposes to build a belt railway for connecting railways and also an elevated railway for rapid transit to the suburbs—opened its books on the 29th ult., and the stock was subscribed on the spot and 10 per cent paid in. The total capital is to be $1,000,000. Theodore Cook is President of the company.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (–) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,263,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	547	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. †(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373 461	.....	177.2	877,547	289,615	6 3,383	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley†.....Pennsylvania.	21,56 4,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,248	.....	259.5	1,314,406	786,556	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,169,683	—	32,241	.....	1,656,432	1,500,000	12,489	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,949	662,734	12,634,400	14,136,500	2,577,430	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,560	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,819	—	100	....
Sept. 30, 1879	387.5	35.8	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	2,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,497	2,259,843	4,135,286	648,508	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,765	543,961	824,789	38,749	6	100	....
Sept. 30, 1879	408.9	20.0	35.7	5-0	85	26	14	1,016	Atlantic, Mississippi and Ohio†..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,350	33	121,700	—	—	389	4.0	.....	.....	.....	9,255	9,255	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio †.....Md. & W. Va	29,543,315	12,203,063	46,223,039	835,939	19,792,566	29,386,875	1,421,260	33,204,657	547.1	8,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch †.....Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	767,757	.....	.....	285,007	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	12,668,752	.....	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,043,015	136,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,388	71,150	3,533,500	6,500,000	182,002	L. 932,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	342,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1879	201.8	48.0	136.9	4-8.5	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	29,068,415	*	1,170,317	709,793	20,000,000	7,000,000	1,456,702	2,491,224	249.8	4,889,772	5,199,160	2,738,096	6,427,483	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	46	68	22	680	Boston and Lowell.....Mass.	5,781,306	441,934	932,767	402,141	3,250,000	3,496,400	259,947	551,703	75.1	1,045,141	2,451,750	819,843	1,210,872	404,490	1	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	38	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,800,000	89,776	1,761,995	126.5	1,736,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,317	*	4,801	36,391	3,260,000	970,000	79,493	83,021	50.0	163,302	79,176	107,369	259,497	116,608	—	100	....
Sept. 30, 1880	44.0	19.7	42.1	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,043	220,758	4,000,000	500,000	607,266	391,311	67.7	862,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1879	36.5	—	8.2	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass	1,381,575	155,962	24,876	44,377	871,001	654,300	260,719	L. 79,229	52.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	38	30	17	593	Boston, Concord and Montreal.....N. H	2,850,000	*	1,919,274	188,667	1,800,000	2,555,800	15,849	585,694	165.8	789,349	247,312	192,877	678,123	200,872	6pf	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,060	39.0	632,307	49,800	....	13,197	deficit.	—	100	....
Sept. 30, 1879	8 8	—	2.4	3-0	5	23	—	28	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,853	2,783	349,200	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,998	6	100	....
Sept. 30, 1879	2.5	—	0.3	3-0	1	2	—	8	Boston, Winthrop & Pt. Shirley.....Mass.	88,870	1,800	—	—	19,450	18,000	3,443	Loss. 223	2.5	20,817	67,950	.....	122,168	30,725	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brightbore.....Virginia	110,000	*	.....	.....	110,500	—	.....	.....	21.0	12,600	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.1	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y	132,500	175,013	.....	.....	300,000	80.000	4,439	.....	7.0	74,409	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	8.1	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island. N.Y	1,477,408	*	.....	.....	494,223	580,000	289,807	.....	7.5	120,060	873,960	7,328	203,031	102,924	—	100	....
Sept. 30, 1879	43.8	—	..	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	—	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,896	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	236	Buffalo and Southwestern.....New York.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	551,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila. N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,800	1,401,765	248,391	120.5	617,728	207,239	1,063,256	954,683	280,355	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont	1,413,961	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	24,291	32,994	39,775	4,432	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,406	*	1,227,691	111,303	5,500,000	6,850,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410 260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,595,000	2,500,000	.....	.....	146.5	305,452	.....	.....	231,520	21,228	—	100	....
June 30, 1879	157.0	—	16.2	4-9	10	8	4	157	Cairo and Vincennes.....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,068	895,014	138,806	275,094	12,000,000	6,850,000	1,530,688	L. 606,715	116.4	.....	.....	.....	550,900	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	18.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,885	868,749	177,273	55,387	1,216,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	8	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central.....Canada.	3,661,285	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	142.0	—	12.1	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	486,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,211	34.6	75,090	21,672	73,578	57,929	2,559	6	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	—	713.5	1,079,243	103,703	.....	3,199,490	1,537,938	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,340	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	78.4	56.9	188.9	4-8.5	258	220	22	18562	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*†.....Cal. Nev. & Utah	135,021,029	8,080,469	10,234,033	1,461,793	54,276,500	85,192,285	806,605	16,382,538	1,213.1	7,203,591	6,842,307	1,875,348	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,687	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug. N. C., S. C. & Ga	5,132,315	*	372,892	25,826	2,578,000	2,700,971	444,941	105,122	195.0	566,525	62,384	93,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,892	—	37,442	26,037	648,763	500,000	996	.....	22.8	67,517	139,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Charlaw and Darlington.....S. C	680.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,668	26,531	—	100	....
Sept. 30, 1879	423.0	9.3	48.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	34,238,716	*	534,267	183,243	23,762,136	22,526,216	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire.....N. H. & Mass.	2,395,239	322 266	141,111	185,166	2,183,300	831,000	25,703	83,804	53 6	548,076	125,188	418,700	503,049	141,236	1	100	....
Dec. 31, 1879	243.5	145.7	199.5	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,603	*	3,537,160	4,663,315	12,490,372	11,627,850	2,597,988	579,373	840.4	3,609,638	843,429	2,634,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,000,088	146,219	749,310	1,020,724	389,445	—	100	..
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	.....	1,750,000	52,814	.....	80 4	.....	.....	.....	524,373	195,911	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan. .....Mich.	6,238,201	429,640	38,923	119,443	6,151,000	480.000	114.740	75,467	245.6	537,908	248,287	345 467	654.283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	18066	Chicago & Northwestern. Ill. Wis. & Mich.	72,365,795	*	8,318,765	2,811,506	36,513,610	37,688,000	11,448 446	5,988,000	1,627.6	13,763,565	3,964,798	5,574,635	17,349,849	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	16.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,22 .440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	143,571	270,585	45,477	—	100	....
Sept. 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chicago and Tomah.....Wisconsin.	211,342	—	13 400	28,000	109,942	.....	.....	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,866	1,857.3	8,600,517	2,076,184	1,686,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,2 0 193	233,525	730,016	115 027	5,151,440	953,000	255,520	45,100	208.1	330,734	71,007	101,562	491,078	136,146	—	100	....
Dec. 31, 1879	416.5	1 615	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	84.4	84.8	196.7	4-8.5	495	134	116	16533	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	70,740,479	14,378,000	4,807,829	2,477,188	60,000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	61.0	182.1	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	23,861,180	3,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,643,385	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,684	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	18,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,044,241	*	1,995,442	34,724	4,637,300	2,015,000	34,946	259,661	195.5	1,219,194	835,541	767,769	1,382,496	440,790	8	50	....
Sept 30, 1879	94.8	63.5	12.4	4-8.5	78	21	19	259	*Little Rock and Ft. Smith* †.....Ark.	7,010,817	*	961,167	8,199	4,066,136	2,648,500	1,525,826	L. 293,278	165.2	233,829	54,516	.....	362,160	156,829	—	100	...
Dec. 31, 1879	16.5	—	1.2	4-8.5	2	3	1	78	Long Island †.....N. Y.	6,271,300	*	.....	.....	3,280,600	2,479,712	725,356	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	338,359	—	100	....
Jun. 30, 1879	185.7	209.7	—	5-0	186	67	33	3,119	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48,403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	174.9	—	23.2	4-8.5	32	28	17	511	Louisville & Nashville, Ill., T., Ky. & Ala.	32,703,932	*	13,326,077	1,257,520	9,059,361	22,902,820	10,425,589	3,909,759	1,839.9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, Cincinnati and Lexington. Ky.	5,99 ,352	*	86,083	307,93	1,860,603	3,764,700	522,498	241,567	232.2	.....	395,873	403,832	1,129,632	425,271	—	50	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	4	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696,621	99,974	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,803,885	*	.....	3,987	379,100	.....	946,104	L. 1,382	86.5	.....	6,592	10,760	17,100	df. 1,752	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	McKean and Buffalo.....Pa.	804,376	*	6,135	.....	357,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,235	26,279	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,363	563,364	595,107	1,508,477	638,397	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	Manchester and Lawrence.....N. H.	1,000,000	*	40,124	53.132	1,000,000	.....	21,964	103,295	26.1	.....	.....	.....	175,899	100,745	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	86	27	11	593	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,485	.....	.....	862,518	201,039	—	100	....
Dec. 31, 1879	284.0	—	102.9	4-8.5	219	118	34	5,192	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Michigan Central.....Mich.	23,579,901	*	1,770,782	195,321	18,788,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,246,794	2,647,202	5½	100	....
Jun. 30, 1879	166.7	22.6	18.4	4-8.5	11	17	8	290	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,782	14,580	9,332	21,647	6,282	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Midland of Canada .....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,298	123,106	248,829	60,489	—	100	....
Jun. 20, 1879	108.0	—	8.0	4-8.5	13	6	3	236	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158.8	261,793	76,983	158,950	287,505	96,921	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	278	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,589	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	676.0	232.0	101.0	4-8.5	88	34	27	1,569	Missouri, Kansas and Texas..M. K. & Tex.	4,512,500	*	31,000	10,340	2,147,500	2,366,000	41,840	.....	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	288.3	11.2	84.0	4-9	107	54	27	2,427	Missouri Pacific.....Missouri.	47,210,382	*	.....	.....	21,405,000	25,805,382	.....	.....	808.0	2,721,621	296,652	676,785	3,344,292	1,368,772	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	15,842,391	*	782,667	1,564,245	800,000	15,123,000	675,970	1,560,328	421.6	2,641,642	896,401	1,893,657	3,922,893	1,783,784	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	76	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	20,459,244	*	790,892	1,148,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	385,552	2,284,616	824,966	—	100	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	100	....
Mar. 31, 1880	14.5	—	23.8	4-8.5	18	17	6	288	Nashua and Lowell.....N. H. & Mass.	349,650	9,300	.....	.....	124 150	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	666,051	218,273	378,836	260,333	800,000	200,000	377,546	145,912	53 7	.....	.....	.....	404,116	172,347	6½	100	....
Jan. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St. L..T. Ala. & Ky.	2,009,581	*	.....	35	1,305,300	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Sept. 30, 1879	56.5	—	10.1	4-8.5	11	18	8	107	Naugatuck.....Connecticut.	14,360,900	*	178,593	976,150	6,848 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	2,137,570	*	95,886	105,633	2,000,000	.....	29,858	309,230	61.2	243,382	261,469	199,845	469,188	222,276	10	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76 196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	84,451	102,927	6,927	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,815	36,405	—	100	....
Sept. 30, 1879	8.3	—	0.4	4-8.5	2	1	—	—	New Canaan.....Conn.	2,268,342	*	9,428	33,224	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1879	18.0	—	1.7	4-8.5	3	4	5	—	New Haven and Derby.....Conn.	230,746	27,198	4,017	1,967	164,050	99,878	.....	.....	8.3	17,950	37,822	4,602	74,174	74,174	3	100	....
Sept. 30, 1879	83.9	15.0	25.7	4-8.5	20	18	8	28	New Haven and Northamp. Conn. & Mass.	1,083,419	*	5,622	8,871	447,100	525,000	125,812	.....	13.0	42.990	118,437	62,369	106,478	52,536	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	451	New Jersey and New York. N. J. & N. Y.	4,035,268	796,516	129,825	61,864	2,460,000	2,340,000	140,163	109,299	169.3	374,773	278,620	311,180	588,280	238,861	—	100	....
Sept. 30, 1879	100.0	—	16.9	4-8.5	21	15	9	20	New London Northern.....Conn. & Mass.	2,614,878	*	.....	.....	1,187,400	1,084,500	416,813	.....	36.0	157,664	391,500	47,538	156,106	40,750	—	100	....
Sept. 30, 1879	14.8	—	15.0	5-0	13	77	2	299	New York and Man. Beach.....N. Y.	2,069,502	236,420	65,000	73,081	1,500,000	687,500	152,275	94,219	100.0	461,659	250,760	287,854	470,102	159,484	6	100	....
Sept. 30, 1879	208.2	55.7	75.0	4-8.5	76	110	24	32	N. York & N. England..M., R. I. & Conn.	649,116	202,426	579,016	66,100	500,000	975,200	6,268	9,206	22.8	164,624	1,062,936	12 072	296,464	112,048	16	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	1,081	New York Central & Hudson River. N. Y.	25,294 203	*	105,164	172,670	20,000,000	4,708,000	459.292	404,744	263.9	1,549,192	2,633,937	871,187	1,933,511	486,319	—	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	181	202	—	16486	New York Elevated.....N. Y.	137,757,158	*	4,050,034	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,542	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	628	314	97	20594	N. Y., Lake Erie & Western. N. Y. & Pa.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,666	29,875,912	.....	2,229,849	1,068,149	10	100	....
Sept. 30, 1879	123.0	17.5	180.0	4-8.5	94	202	60	3,478	N. Y., N. H. & Hartford. N. Y. C. & Mass.	138,035,767	2,184,454	1,587,562	2,976,842	83,247,000	67,173,745	3,218,228	3,911,158	1,009.5	14,293,876	5,491,431	8.715 892	18,693,109	7,049,152	—	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Ohw go Midland.....N. Y.	12,888,584	*	1,237,707	1,094,965	15,500,000	.....	331,491	2,145,282	202.3	.....	4,660.507	1,348,687	4,294,285	1,923,245	10	100	....
Sept. 30, 1879	62.6	—	57.7	4-8.5	25	31	12	258	N. Y., Providence & Boston..Conn. & R. I.	26,377.340	*	.....	.....	6,800.522	16,078 500	3,524,436	.....	344.0	410,479	218.161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	225.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N. C.	2,648.022	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	18	6	189	Northeastern †.....S. C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219,529	—	100	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	Northern Pennsylvania (P. & R.).....Pa.	2,148,131	*	58,610	21,289	985.350	1,058,000	60,744	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	2.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	8,391,077	1,750,936	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	162	69	42	6.095	Northern Central.....Md. & Pa.	291.881	*	.....	.....	81,550	180,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	17,449	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern.....New Hampshire.	13,206,050	4,196,107	3,412 019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,580,879	7,920.866	4,107,949	1,216,007	—	50	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn. Dak., Wash. &c.	3,068,400	*	424,147	491.913	3,068,400	100	287.393	628,567	82.9	602,138	183,012	509,868	439,005	112,439	5½	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N. Y.	95,697,160	1,243,531	9,137,262	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren.....Pa.	5,677,000	*	533,206	103,471	5,077,000	992,000	419,688	.....	122.0	362,895	103,982	245,696	472,172	104,390	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	58	2,610	Old Colony.....Mass. & R. I.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,838	15,195	75,796	36,340	—	100	....
Feb. 28, 1880	199.1	—	18.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	10,598,336	1,191,819	1,928,028	529,488	7,128,800	5,787,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,618,769	1,201,647	6	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	4,864,578	527,802	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,728	503,153	137,843	—	100	....
Jan. 31, 1880	155.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	267,907	*	10,856,646	191.663	6,000,000	5,070,000	72,026	174,190	172.5	[Five months ending May 31, '80			1,138,627	721,059	2	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	4.277,686	*	34,976	112,864	2,853,000	1,441,194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	12,000,000	*	.....	.....	7,000,000	3,9 9,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,860	Pennsylvania Coal.....Pa	577,700	73,040	36,000	.....	275.915	481.400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania †.....Pennsylvania.	2,000,000	*	1,600,000	.....	5,000,000	472,500	308,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	18	7	4	169	Peoria, Pekin & Jacksouville.....Ill.	69,975,140	*	81,173,558	12,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,667	5,548,645	13,684,041	21.743,628	9,992 008	4½	50	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	3,229,700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,186	—	100	....
Sept. 30, 1879	64 0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va. & N. C.	1,043,245	.....	125,092	47,898	38,040	1,924.600	893,143	.....	38.5	257,564	66,458	310,780	194,690	65,871	—	50	....
										1,035,750	*	.....	.....	1,334,200	1,041,000	449,223	.....	64.0	142,693	29,524	67,782	262,936	54,767	—	100	....

During the year ending January 25, 1881, 340 miles of track were laid on the Southern Pacific Railroad of California from Clara Grande, Arizona, to 35 miles east of Denning station, New Mexico. The junction with the Atchison, Topeka & Santa Fe Railroad at Denning will be effected about the 1st of March. The Southern Pacific Railroad is now built 50 miles southeast of this proposed connection, and the Atchison, Topeka & Santa Fe Railroad 100 miles southwest from San Marcial.

Statement of the Public Debt of the United States, February 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. bonds, 1881 (Oregon,) 1861	$710,550 00	$3,552 75
6 per cent. 1881 bonds, 1861	144,339,900 00	721,699 50
6 per cent. 1881 bonds, 1863	57,216,100 00	286,080 50
5 per cent. funded loan of 1881	469,651,050 00	5,870,638 13
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907	738,480,550 00	2,461,601 83
Refunding Certificates	867,250 00	2,890 83
3 per cent. navy pension fund, 1868	14,000,000 00	35,000 00
Aggregate of debt bearing interest	$1,675,265,400 00	$11,256,463 54
Interest due and unpaid		3,059,712 81

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 00
5 per cent. Texas indemnity bonds, 1850	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	374,700 00	2,072 66
6 per cent. 5-20 bonds, called June, 1864	66,000 00	594 51
6 per cent. 5-20 bonds, called 1865	79,050 00	49,751 22
5 per cent. 10-40 bonds, called, 1864	1,201,800 00	228,508 76
6 per cent. Consol. bonds, called, 1865	503,750 00	225 85
6 per cent. Consol. bonds, called, 1867	1,679,600 00	242,219 84
6 per cent. Consol. bonds, called, 1868	553,450 00	81,293 67
6 per cent. loan, 1861, matured Dec, 31, 1880	2,147,000 00	17,811 61
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861	3,000 00	864 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863	44,975 00	2,286 85
5 per cent. 2 year notes, 1863	35,750 00	1,832 99
6 per cent. compound interest notes, 1863-64	236,190 00	47,892 55
7 3-10 per cent. 3 years' treasury notes, 1864-65	144,300 00	5,293 08
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,900 00	244 19
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$7,273,285 26	$753,389 60

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,710 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	8,630,000 00	
Coin certificates, 1863	6,541,480 00	
Silver certificates, 1878	46,800,220 00	
Unclaimed interest		7,927 03
Fractional currency, 1862, 1863 and 1864	$15,620,433 12	
Less amount estimated as lost or destroyed, act of June 21, 1879	8,375,934 00	
	7,144,499 12	
Aggregate of debt bearing no interest	$415,857 925 12	$7,927 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$202,266,550 00	
Bonds at 5 per cent	469,651,050 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,480,550 00	
Refunding certificates	867,250 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,675,265,400 00	$14,316,176 35
Debt on which interest has ceased since maturity	7,273,285 26	753,389 60
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,726 00	
Certificates of deposit	8,630,000 00	
Coin and Silver Certificates	53,341,700 00	
Fractional currency	7,144,499 12	
	$415,857,925 12	
Unclaimed interest		7,927 03
	$2,098,396,613 38	$15,077,492 98
Total debt, principal and interest, to date, including interest due and unpaid	$2,113,474,103 36	

AMOUNT IN TREASURY.

Interest due and unpaid	3,053,712 81
Debt on which interest has ceased	7,273,285 26
Interest thereon	753,389 60
Gold and silver certificates	53,341,700 00
U. S Notes held for redemption of certificates of deposit	8,630,000 00
Cash balance available Feb. 1, 1881	148,616,447 41
	$221,674,535 08
Debt, less amount in Treasury, Feb. 1, 1881	$1,891,799,568 28
Debt, less amount in Treasury, on the 1st ult.	1,899,181,735 99
Decrease of debt during the month	$7,382,167 71
Decrease of debt since June 30, 1880	$50,272,727 06

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	8,141 60
Totals	$64,623,512 00	$323,117 56

Interest paid by United States, $49,528,566 66; interest repaid by transportation of mails, &c., $14,052,966 26; interest repaid by cash payments: 5 per cent net earnings, $658,198 87; balance of interest paid by United States, $34,820,401 53.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, January 31, 1881.

JOHN SHERMAN,
Secretary of the Treasury.

Blast Furnace Industry.

The relative condition of the blast furnace industry for the past five years is shown in the following condensed table of the furnaces in and out of blast on the 1st of January, 1877-'81:

Number of Furnaces in blast:

	1877.	1878.	1879.	1880.	1881.
Charcoal	73	79	79	93	160
Anthracite	87	98	96	165	162
Bituminous	84	86	82	126	151
Total	244	263	257	384	473

Number of Furnaces out of blast:

	1877.	1878.	1879.	1880.	1881.
Charcoal	209	189	180	146	112
Anthracite	136	128	130	67	76
Bituminous	123	132	123	80	68
Total	468	449	433	293	256

The Little Miami Railroad Company received from all sources during the year 1880, including rental from lessee, $686,875, paid 8 per cent dividends on its stock, and other items amounting to $668,816; and had a cash balance of $77,977 January 1, 1881. From the surplus fund $100,000 of bonds which matured January 1 have been paid.

Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 1.

	W. 26	Th. 27.	F. 28	Sa. 29.	M. 31.	Tu. 1.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	36	36	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	115	....	....	....	....	115
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	50¼	....	50¼	50¼
7s, new	....	125	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	125	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	10	....	....	9¾
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	42¾	43¼	42¾	42¼	41¾	42
6s, 1884	106¾	106¾	106¾	....	....	106¾
Gold Loan	111	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	115¾	....	116	....	....	....
Lehigh Valley	57¾	59¾	59¾	59¾	59¾	59¾
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	121¾	121	....	....	....	....
2d mort. 7s	....	....	....	....	135	135
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	51¾	51¾	51¾	51¾	51	....
Minehill & Sch. Haven	59	....	59	58¾	58¾	....
North Pennsylvania	....	57	57¼	....	57	....
1st mortgage 6s	108	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	48	47¾	47¾	47¾	47¾	47¾
6s	98¾	98¼	98¾	98¼	98¾	98¾
Northern Pacific	35¾	35	35¾	36¼	36¼	36¾
Preferred	65¾	66¾	67	67	66¾	66¾
Pennsylvania R. R.	65¾	65¾	65¾	65¼	64¾	65¾
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	125	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s, 3d series	....	....	....	....	....	....
do. 3d series	105	....	105¾	....	....	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	30¾	32	31¾	31¾	31¾	31¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	125	....	....	....	....
Consol mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	96 chp	95	96	95¾	95¾	96
Philadelphia and Erie	22¾	22¾	22¾	22¾	22¼	21¾
1st mortgage, 6s	102	....	102	....	102¾	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	....	....	....	....	....	121
Pittsb., Titusv. & Buff.	19¾	19¾	19¾	20¼	20	20
7s	99	....	....	99¾	102¾	98
Schuylkill Navigation	....	....	....	....	....	....
Preferred	11	11	....	....	....	....
6s, 1872	....	104¾	....	....	....	....
6s, 1882	80¾	....	....	....	....	80¾
United Co. of N. Jersey	184¾	185	185	....	....	....
Hestonville, (Horse)	....	....	....	....	....	21
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Feb. 1.

	W. 26	Th. 27.	F. 28	Sat. 29.	M. 31.	Tu. 1.
Baltimore and Ohio	....	192¼	....	195¼	195¼	195¼
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	110
Central Ohio (50)	....	....	49	49	49	49
1st mortgage	115	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	126	126	125	125	121
2d mortgage, 7s	97¼	96	95¾	95¾	95	95
3d mortgage, 8s	53¾	53¾	52¾	....	51	50¾
Northern Central (50)	48	47¾	47¾	....	....	....
2d mortgage, 6s 1885	108	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	114¾	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	124	125	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	122	....	122	....	122	122
Virginia 6s, Consol	78	78¾	80	79¾	80	79¾
Consol. Coupons	93	....	93	93¾	93¾	93¾
10-40 bonds	51¾	51¾	51¾	51¾	52	51¾
Deferred Certificates	....	....	....	13	....	....
Western Maryland	....	....	....	13¾	13¾	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	112	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	109¾	....	....	109¾	110	
City Passenger R. R.	....	....	38	....	37¾	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 2.

	Th.27	F.28	Sat.29	M 31.	Tu.1.	W.2.
Adams Express.....	130	128	....	128	128	128½
Albany and Susq.....	....	....	120	....	....	121
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
American Express.....	69	70½	70	70½	70	70½
Atlantic & Pacific Tel.	47½	48½	47	48	47½	47
Burl., C. R. & Nor.....	....	80	80½	76½	76	77½
1st mortgage 5s.....	100½	100½	100	101	100½	....
Canada Southern.....	86½	87½	86½	84	86	85
1st mortgage guar...	102½	102½	....	102½	....	102
Central of N. Jersey ..	93¼	93½	92½	92	92½	91½
1st mortgage 1890	....	....	....	....	....	118½
7s, consolidated, ass..	116	....	....	....	....	....
7s, convertible, ass.....	....	....	....	....	....	....
7s, Income.....	101	102	....	....	....	101
Adjustment.....	113	113½	.	113½	112½	113
Central Pacific.....	89½	91	90½	90½	89	89½
6s, gold.....	....	113½	..	114	....	....
1st M. (San Joaquin).....	....	....	108½	....	....	....
1st M. (Cal. and Or.).....	104½	....	....	....	....	....
Land grant 6s.....	....	....	....	....	....	....
Chesapeake and Ohio...	24½	23½	24½	23½	24	23½
Chicago and Alton ..	152	152	151	150	148½	149
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
Sinking Fund.....	112	112	....	....	....	....
Chic., Burl. & Quincy	170	171½	171½	170	169	170
7s Consol, 1903.....	127½	127½	127½	....	....	127½
Chic., Mil. and St. Paul	119½	119½	118½	115½	116½	114½
Preferred.....	127	....	....	....	124½	....
1st mortgage, 8s.....	....	....	....	137½	....	....
2d mortgage, 7 3-10s.....	....	....	....	....	....	....
7s, gold.....	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	....	124½	....	....
1st M. (I. and M. Div.)	....	....	....	....	....	....
1st M. (I. and D. ext)	....	125	....	....	....	....
1st M. (H. & D. div.)	....	....	117½	....	116½	....
1st M. (C. & M. div.)	....	....	....	....	120	....
Consolidated S. F.....	....	....	124	....	....	....
Chic. & Northwestern	130½	130½	130½	128	128½	126½
Preferred.....	141	141½	141½	140	139½	139½
1st mortgage.....	....	....	....	....	....	....
Sinking Fund 6s.....	....	....	....	....	....	....
Consolidated 7s	134	....	....	....	....	....
Consol. Gold bonds.	....	125½	126	125	125½	125
Do. reg.....	126	....	....	....	....	....
Chic., Rock Isl. & Pac.	138½	138½	137½	138½	136½	135½
6s, 1917, c.....	....	....	....	....	124½	124½
Clev., Col., C. and Ind.	90	89½	89½	89½	86	87
1st mortgage.....	....	....	....	....	....	....
Clev. & Pittsburg guar		130	127½	128½	129½	129
7s, Consolidated.....	....	....	....	....	....	....
4th mortgage.....	....	....	....	....	....	....
Col., Chi., & Ind Cent	25½	25½	26½	25½	27½	25½
1st mortgage..... ..	111	....	....	....	110½	....
2d mortgage.....	....	....	....	....	....	....
Col. & Hudson Canal	107	107	106½	105	105½	105½
Reg. 7s, 1891.....	....	116½	....	115	....	116
Reg. 7s, 1884.....	....	....	....	....	....	....
7s, 1894.....	....	119	....	....	....	....
Del., Lack. & Western	124	124	123½	121½	122½	121
2d mortgage 7s.....	....	....	....	....	....	....
7s, Consol. 1907.....	....	....	....	....	....	....
Erie Railway.....	....	....	.....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mort. 5s, ext.....	....	....	111	....	....	....
3d mortgage.....	110	....	....	111	....	....
4th mort. 5s, ext.....108		....	....	....	107	....
5th mortgage.....	....	....	....	....	....	....
7s, Consol. gold.....	....	....	....	130½	....	....
Great Western 1st mort...	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	111½	....
Hannibal & St. Joseph	55	55½	55	53	54	52½
Preferred.....	107½	108½	107½	105½	108½	105½
8s, Convertible.....	....	....	....	....	112½	....
Houston & Tex. Cent.....	....	....	....	69	70	....
1st Mortgage.....	....	....	111½	112	....	111½
Illinois Central.....	133½	133½	134½	132½	132½	132½
Lake Shore & Mich So.	132	132½	131½	129½	130½	127½
Consol. 7s.....	....	....	....	130½	....	....
Consol, 7s, reg....	....	....	....	....	....	128½
2d Consolidated.....	....	....	....	123	..	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds.....	....	....	....	....	....	....
Louisville & Nashville..	88½	88½	88½	87½	87½	87
7s Consolidated.....	....	....	121½	....	....	121½
Manhattan	36½	36½	38½	38½	43½	41½
Metropolitan Elevated..	111½	110	114½	114½	119½	117½
1st Mortgage	104½	104½	104½	105	104½	105
Michigan Central.....	122	122½	121½	120½	121	119½
7s, 1902.....	....	....	....	127	....	127
Mil. S. and N. I. 1st, S.F....	....	109½	....	....	....	110
Morris and Essex	122	....	122½	122½	122	122
1st mortgage.....	....	....	....	133	....	....
2d mortgage.....	118½	118	117½	....	....	....
7s of 1871.....	....	....	....	....	....	....
7s, Convertible.....	....	....	....	....	....	....
7s, Consolidated.....	....	....	....	124½	125	....
N. Y. Cent. & Hud. Riv	151	151	150	148½	149½	146½
6s, Sinking fund, 1883		....	....	....	....	....
6s, Sinking fund, 1887	110½	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
1st mortgage, reg...	....	....	....	....	....	....
N. Y. Elevated.....	126½	124½	127	128	127½	128½
1st mortgage.....	118	118	117½	118	118	....
N. York and Harlem.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
mortgage.....	....	....	....	....	....	....
1st mortgage, reg.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 2.

	Th.27	F.28	Sat.29.	M 31.	Tu.1.	W.2.
N.Y., Lake Erie & W..	50½	50½	49½	48½	49½	48½
Preferred.....	9 ½	93½	92	89½	90½	90
2d Consolidated.....	101½	101½	101	100½	100½	100½
New 2d 5s fund.....	96½	93½	96	....	95½	95½
N.Y., N. Haven & Hart	....	178	180	....	....	....
North Missouri 1st M..	121½	....	....	....	....	....
Northern Pacific.....	34½	36	36½	36	37	36½
Preferred	66½	66½	66½	65½	66½	66
Ohio and Mississippi..	43½	44½	44	42½	42½	42
Preferred.....	....	....	....	104½	102	....
2d mortgage.....	126	....	....	....	....	....
Consolidated 7s.....	....	....	....	....	....	....
Consol. Sinking fund		120½	....	....	....	....
Pacific Mail S. S. Co..	53½	54½	54½	52½	53½	52
Pacific R. R. of Mo.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	114	....	....	....	....
Panama.....	....	226	....	....	....	....
Philadelphia & Reading	64½	62½	61½	63½	62	64½
Pitts., Ft. W. & Chi. gtd	132½	130	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	110½	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car.....	....	....	....	....	....	....
Quicksilver Mining Co	14½	....	....	....	14	15
Preferred.....	....	55½	55	55	....	56
St. Louis & San Fran..	48½	47	....	....	....	46½
Preferred.....	68	68½	68	....	66½	67
1st Preferred.....	101½	102	95x	97	....	96½
St. L., Alton and T. H.	45½	43½	52	49½	51	50½
Preferred.....	122½	128½	130	129½	137½	139½
1st mortgage.....	....	....	....	....	....	....
2d mort. preferred.....	....	112½	....	....	....	....
Income bonds.....	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	66½	61½	61½	58½	60½	59½
1st mortgage.....	....	118½	....	118½	....	....
2d mortgage.....	113	113	....	....	....	112
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	121½	123½	122	120	118½	116½
1st mortgage	114½	114	114	114	114	113½
Land Grant 7s.....	....	....	114½	....	....	....
Sinking Fund 8s.....	123	....	....	....	....	....
United States Express.	58	58	59	60	60½	....
Wabash.....	....	....	....	....	111½x	....
1st mortgage	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
7s, Consolidated.....	....	....	....	....	....	....
St. Louis Division		112½	113	113½	....	....
Wabash, St. L. & Pac.	48½	50½	49½	48	49½	48
Preferred	90½	91½	91½	88½x	88½	87½
New Mort. 7s.....	....	....	....	....	....	....
Wells-Fargo Express.	120½	120	120	....	....	....
Western Pacific bonds....	....	....	111½	....	....	....
Western Union Tel...	116	118	119½	115½	116½	114½
7s, S. F. conv., 1900.....	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Feb. 2.

	Th.27	F 28.	Sat.29.	M 31.	Tu.1.	W. 2.
Atch., Top. and San. Fe.	149½	150	150½	149½	148½	139
1st mortgage..... ..	....	152	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Land Grant 7s.....	....	118½	....	122	118	....
Boston and Albany...	171	170	170	150	169	170
7s, reg.....	....	....	....	....	....	....
Boston and Lowell ..	109½	....	....	....	....	....
Boston and Maine....	....	149	149	....	....	148
Boston and Providence	160	....	....	....	....	....
Boston, Hart. & Erie 7s	60	60½	60½	60	59½	59½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt.....	....	....	....	114½	114	114½
4s.....	....	....	....	....	....	....
Chi., Burl. and Quincy	174	171	172½	170	169½	170
7s	....	....	126½	....	....	....
Clin., Sand. and Clev...	18½	18½	20½	22½	22½	23
Concord ($50).....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....	38	38½	....	....	....	37
New 4½ Bonds.....	104½	104½	....	....	104½	....
Fitchburg.....	....	....	....	150	....	....
Kan. C., Top. & West.....	....	....	....	....	....	....
Michigan Central.....	....	....	....	121½	....	120
N. Y. & New England..	60½	57½	58½	57½	57½	57
7s.....	....	....	....	118	118	118
Northern, N. H.....	101	102	....	....	102½	....
Norwich & Worcester.....	....	....	....	....	....	....
Ogden. & Lake Champ	26	....	25	25	25	25
Preferred.....	60½	....	....	....	....	....
Old Colony.....	129½	....	....	129½	129½	129½
Ph., Wil. & Balt. ($50).	72½	72½	....	72½	72	71½
Portl'd, Saco & Ports....	....	....	....	....	114	....
Pueblo & Ark. Val.....	....	....	....	....	....	....
7s	....	....	....	113½	....	118½
Pullman Palace Car....	143½	143½	....	142	140½x	140
Union Pacific.....	121½	122½	122½	121½	....	....
6s.....	....	114	.	....	....	113½
Land Grant 7s.....	....	....	....	....	....	....
Sinking Fund 8s.....	119½	119½	....	....	119½	....
Vermont and Canada.....	....	....	....	154	....	....
Vermont and Mass.....	....	....	....	....	....	....
Worcester and Nashua (8	....	....	....	....	....	....
Cambridge (Horse).....	....	....	....	....	....	....
Metropolitan (")...	73½	....	....	....	75	76½
Middlesex (").....	....	....	....	....	....	....
Cal & Hecla Mining Co.	250	250	250	....	250	250
Quincy.....	....	35½	35½	37½	37½	37

New York Stock Exchange.

Closing Prices for the week ending Feb. 2.

	Th.27.	F.28.	Sat.29	M.31.	Tu.1.	W.2.
Federal Stocks:—						
U. S. 4s, 1907, reg.....	112½	....	113½	112½	112½	....
U. S. 4s, 1907, coup.....	112½	113	....	112½	113½	112½
U. S. 4½s, 1891, reg....	112½	....	....	112½	111½	....
U. S. 4½s, 1891, coup...	112½	....	....	112½	111½x	....
U. S. 5s, 1881, reg.....	....	....	....	100½	....	....
U. S. 5s, 1881, coup.....	101½	....	....	101½	....	....
U. S. 6s, 1881, reg.....	101½	....	....	101½	....	....
U. S. 6s, 1881, coup.....	....	....	....	101½	....	....
U. S. 6s, 1880, reg.....	....	....	....	....	....	....
U. S. 6s, 1880, coup.....	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.....	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.....	....	....	....	....	103½x	....

London Stock Exchange.

	—Closing Prices— Jan. 14.	Jan. 31
Baltimore and Ohio (sterling).....	117 —119	118 —117
Central of New Jersey $100 shares..	88 — 92	88 — 93
Do. Cons. Mort. Oct. '79 coupon...	117 — 119	117 —119
Do. Adjustment bonds.....	114 —116	114 —116
Do. Income bonds.....	105 —108	106 —106
Det., Gd Haven & Mil. Equip. bds.	113 —115	114 —116
Do. Con. M. 6 p.c. till '84 after 6 p.c	110 —112	110 —112
Illinois Central $100 shares.....	129 —131	135 —137
Lehigh Valley Consol. mortgage....	116 —118	116 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	135 —138	135 —138
Do. $100 shares.....	155 —158	158 —160
Do. Mort. bonds (ex...).....	121 —122	121 —126
N.Y., Lake Erie & West., $100 shs...	52½— 52¾	53 — 53½
Do. 6 p. c. pref. $100 shares.....	96 — 98	95 — 97
Do 1st Con. Mort. Bonds (Erie)...	132 —134	132 —134
Mort. Funded Coupon bonds.....	129 —131	129 —131
Do. do. 2d do.	105 —107	105 —107
Do. 2d Consol. Mort. bonds.....	101 —103	101 —103
Do Geld Income Bonds.....	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds....	66 — 67	65 — 66
Do. Prior Lien Bonds (sterling)...	108 —110	106 —110
Pennsylvania, $50 shares.....	68 — 69½	68 — 69
Do. Con. Sink. Fund Mort.....	118 —120	120 — 122
Philadelphia & Reading $50 shares.	33 — 34	28½— 33
General Consol. Mortgage	114 —116	114 —116
Do. Improvement Mortgage.....	103 —104½	103½—104½
Do. Gen. Mort. '74, ex-deferd. cou.	96 — 98	98 —100
Do. Scrip for the 6 def. ½ coupons.	90 — 95	92 — 97
Pittsbg, Ft W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	122 —124	122 —124
Do 1st pref. stock	77 — 79	77 — 79
Union Pacific Land Grant 1st mort.	114 —116	114 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, February 3, 1881.

The quotations for call loans in the money market is 5@6 per cent secured by stock collateral, and 3@4 per cent when the collateral consists of United States bonds. Time loans are 3½@4½ per cent, and prime mercantile paper is 4½@5 per cent.

The posted rates for prime bankers' sterling are 4.83 and 4.86; the actual rates are 4.82@½ and 4.85@½; cable transfers 4.85¾@4.86¼. Prime commercial bills are held at 4.80¾@4.81.

The Chicago and Alton Railroad Company have declared a semi annual dividend of 4 per cent on the preferred and common stock, payable March 1.

The St. Louis, Alton and Terre Haute Railroad Company have declared a dividend of 3 per cent on the preferred stock, payable February 19.

The following decision in reference to the assignment of registered Government bonds has just been rendered by the First Comptroller of the Treasury:

First—The owner of Government registered bonds inscribed in a fictitious name may by such name assign them to a bona fide purchaser.

Second—The Government, as a matter of strict right, is under no obligation to pay the holder of bonds fraudulently caused by him to be registered (inscribed) in a fictitious name.

Third—Bonds inscribed in a given name are presumed to be owned by some person of that name, and purchasers under one assuming to be owner under a fictitious name must, to secure a

transfer of registry or payment, first make clear proof of his ownership; second, of the good faith of the transaction; third, by bond indemnify the United States against loss or expense, and to pay any awful claimant; and fourth, furnish such other evidence and do such acts as may, under the circumstances, be practicable and reasonable.

Fourth—If bonds be inscribed in the name of one person, but purchased with the money of another, as between them a trust may arise, unless it be rebutted, by relationship or any other fact, in such cases questions may arise as to the power of courts of equity to give relief.

Fifth—The Government is not bound, even on notice of latent equities in bonds, to protect them, but may deal with the party holding in regular form the legal title.

Sixth—There may be cases in which bonds may so far disclose the character of a trust as to make it the duty of the Government not to permit transfers in violation of it.

The closing quotations on Thursday were: Adams Express, 128@130; American Express, 69@70; American District Telegraph, 59½@60½; American Union Telegraph, 79@80; Atlantic and Pacific Telegraph, 46¾@47; Canada Southern, 83¼@83½; Central of New Jersey 91⅝@92; Central Pacific, 87½@88; Chicago and Northwestern, 126¾@127⅞; do. pref., 137⅞@138½; Chicago and Alton, 147@148; Chicago, Burlington and Quincy, 170½@171; Chicago, Milwaukee and St. Paul, 114@114⅛; do. pref., 123@125½; Chicago, Rock Island and Pacific, 134½@135½; Columbus, Chicago and Indiana Central, 25¾@26; Cleveland, Columbus, Cincinnati and Indianapolis, 85½@86⅛; Hannibal and St. Joseph, 52¼@52½; do. pref., 101⅜@104⅞; Illinois Central, 131½@131¾; Lake Erie and Western, 52½@52¾; Lake Shore and Michigan Southern, 127⅜@127½; Michigan Central, 118¼@119; Metropolitan Elevated, 118⅛@118½; Manhattan Elevated, 42⅞@43; New York, Lake Erie and Western, 48⅜@48½; do. pref., 88⅛@88½; New York, Ontario and Western, 41¾@41⅞; New York Central and Hudson River, 147½@147¾; Ohio and Miss., 42¼@42⅜; do. pref., 103¼@106; Pacific Mail, 51¾@51⅞; St. Louis, Iron Mountain and Southern, 59@59¼; St. Louis, Alton and Terre Haute, 48½@49⅜; do. pref., 137@138; Union Pacific 116@116¼; United States Express, 58@60; Wells Fargo Express, 118@119½; Western Union Telegraph, 115¼@115¾; Wabash, St. Louis and Pacific, 48¼@48½; do. pref., 87½@87¾.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am, Dock and Imp. Co. 7s, 126; Boston and New York Air Line, 48; Boston, Hartford and Erie 1st, 59½; Cedar Falls and Minnesota, 25½; do. 1st, 106¾; Chicago, St. Louis and New Orleans, 54; Chesapeake and Ohio 1st pref., 35; do. 2d pref., 26; do. 1st, Series B, 82; do. cur. int., 51; Chicago, St. Paul, Minneapolis and Omaha, 48; do. pref., 105¼; do. consol, 106¼; Cincinnati, Sandusky and Cleveland, 46; Central Iowa, 43; do. 1st pref., 76; do. deben. certif., 91; do. Inc., 65½; Col., Chl. and Ind. Cent. Inc., 74½; do. 1st Trust Co. certif. ass. sup., 106⅛; Chicago, Milwaukee and St. Paul, La. C. and Dav. div, 98; do. Southern Minn div., 107¾; Chicago, St. Paul and Minn. 1st, 112; Chicago and Eastern Illinois 1st, 106¾; Denver and Rio Grande, 98; do. 1st, 114; do. 1st consol., 112⅛; Denver, South Park and Pacific 1st, 108; Delaware and Hudson 1st Penn. div., 123; Frankfort and Kokomo, 25; do. 1st, 106¼; Galena and Chicago 1st, 101¼; Galveston, Harrisburg and San Antonio 1st, 102; Houston and Texas Central 2d, M L., 126; Ind., Bloom. and Western, 61; do. inc., 84; do. 1st, 83; do. 2d, 73; International and Gt. Northern, 65; do. 1st, 109¼; do. 2d Inc., 90⅛; Indianapolis, Decatur and Springfield 2d, 67; Jefferson 1st, 110; Keokuk and Des Moines, 24; do. pref., 55½; do. 1st 102; Kansas Pacific 1st consol., 104; do. 6s, Denver Div. ass., 107¾; Louisiana and Missouri River 25; Lake Erie and Western, 52¼; do. 1st, 109¾; do. inc., 79¼; Louisville, New Albany and Chicago, 76; Lehigh and Wilkesbarre consol. ass., 109¾; do. inc., 94½; Laf., Bloom. and Muncie inc., 82; Louisville and Nashville Gen'l mort., 6s, 104⅜; Marietta and Cincinnati 1st pref., 12; do. 2d pref., 7; Mobile and Ohio, 23; do. 1st, 108½; do. 1st deben., 83½; Missouri, Kansas and Texas, 46¾; do. consol. ass., 109, do. 2d, 82¼; Missouri Pacific, 90; do. 1st consol., 106; Metropolitan Elevated 2d, 94½; Nashville, Chattanooga and St. Louis, 74; New York, Ontario and Western, 41½; New York, Pennsylvania and Ohio inc., 61½; Ohio Central, 30½; do. 1st, 106; do. Terminal Trust, 102⅞; do. Inc., 65¾; Oregon Railway and Nav., 160⅞; do. 1st, 107; Ohio and Mississippi 1st, Springfield div., 115¾; Pittsburg, Titusville and Buffalo, 40; do. pref., 60; Peoria, Decatur and Evansville, 35½; do. inc., 81; do. Evansville div., 78; Rensselaer and Saratoga, 132; Rome, Watertown and Ogdensburg, 38; do. 1st consol., 90⅞; St. Paul Minneapolis and Manitoba, 89¼; do. 1st, 109; do. 2d, 106; St. Paul and Duluth, 39⅛; do. pref., 71¾; St. Louis, Kansas City and Northern R. E. 7s, 114; do. Clarinda Branch 105; Southern Pacific of California, 1st, 104; South Pacific of Mo. 1st, 105¼; St. Louis and San Francisco 2d, class A, 103; do. B, 88½; St. Louis and Iron Mt., 1st pref. inc., 96; do. 2d pref., 86; St. Paul and Sioux City 1st, 114; Toledo and Wabash Equip., 49¼; Texas and Pacific, 53¼; do. income L. G., 82½; do. consol., 104; do. 1st, Rio Grande div., 99; Wabash, St. Louis and Pacific, Gen'l mort., 100⅛; Winona and St. Peter 1st, 110; Arkansas 6s, Fund Act, 25½; Alabama Class A, 72½; do. B, 95; Georgia 7s, end., 110; do. 7s, new, 112; Louisiana 7s consol., 54½; Missouri 6s, 1888, 110; North Carolina S. T., 3d class, 85⅜; South Carolina 6s, non-fund., 5⅛; Tennessee 6s, new 49½; do. old, 49; Virginia 6s, consol., ex-mat. coupon, 80; American Union Tel., 81½; Am. Dist. Tel., 61; Colorado Coal and Iron 43¾; do. 1st 6s, 91½; Consolidation Coal, 41½; New Central Coal, 28½; Maryland Coal, 27; Sutro Tunnel, 1¼; Canton Co., 63; Central Mining, 4¾; Deadwood, 13; Excelsior, 6¼; Homestake, 27½; Little Pittsburg, 5⅛; Mariposa, 3; Silver Cliff, 4¼; Starmont, 2¾; Standard, 22¾

Philadelphia.—Am. S. S. Co. 31½; do. 6s, 110½; Catawissa new pref., 49; Central Transp., 48⅜; Chesapeake and Ohio Canal 6s, 90; Delaware Division Canal, 45; Empire Car Trust, 101; Huntingdon and Broad Top Mt. consol. 7s, 75; Harrisburg and Lancaster 6s, 105¼; Morris Canal, 63; do Boat Loan 7s, 107; Nesquehoning Valley R. R., 59; Pittsburg, Titusville and Buffalo pref., 30; Philadelphia and Reading R. R. scrip, 70½; do. conv. 7s, 70; do. ex-coupon, 64½; do. deben. 6s, ex-coupon, 50; do. Income 7s, 80; do. consol. mort. gold 6s, reg., 113; Philadelphia, Germantown and Norristown, 110; Pennsylvania and New York Canal 7s, 1906, 125; Pittsburg Av. 7s, 1886, 109; People's Pass. R. R. 7s, 106½; Pennsylvania Co. 6s, 108¾; Philadelphia and Reading C. & I. deben. 7s, ex-coupon, 52; Pennsylvania Canal 6s, 106½; Perkiomen 1st 6s, 98¼; Shamokin, Hazleton and Wilkesbarre 6s, 96; St. Paul and Duluth, 89; do. pref., 72; Steubenville and Indiana 6s, F. & A., 107; do. J. & J., 105; Texas and Pacific, 51¼; do. consol. mort. 6s, 103½; do. Inc. L. G., 81½; do. 1st mort. 6s, 108½; Union and Titusville 7s, 100; Western Pennsylvania 6s, Pittsburg Branch, 106; West Jersey and Atlantic 6s, 106½; Warren and Franklin 7s, 107; West Chester and Philadelphia 7s, 120. The latest quotations are: City 6s, 110@111; do. free of tax, 128@128½; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 105@105½; do. 5s, new loan, 117@117½; do. 4s, new, 108@111; Philadelphia and Reading R. R., 31½@31¾; do. consol. mort. 7s, coup. 124½@—; do. reg., 121¾@126; do. mort. 6s, 117@—; do. 7s, 1893, 121@121¼; United New Jersey R. R. and Canal, 185@—; Buffalo, Pittsburg and Western, 20@20⅛; Pittsburg, Titusville and Buffalo 7s, 97¾@98¼; Camden and Amboy mort. 6s, 1889, 114½@115; Pennsylvania R. R., 65@65⅛; do. gen'l mort., coupon, 124¾@125¼; do. reg., 125@—; do. consol. mort. 6s, reg., 118@120; Little Schuylkill R. R., 51@51¼; Morris Canal, 62@64; do. pref., 164@165; Schuylkill Nav., —@5; do. pref., 10½@11½; do. 6s, 1882, 80@80½; do. 1872, 104@105; Elmira and Williamsport pref., 52@—; do. 6s, 112@115; do. 5s, 96@98; Lehigh Coal and Navigation, 42@42½; do. 6s, 1884, 106½@106¾; do. R. R. loan, 117@—; do. Gold Loan, 110¾@111; do. consol. 7s, 115¾@116¼; Northern Pacific, 36¾@36⅞; do. pref., 66¼@66½; North Pennsylvania, 57@—; do. 6s, 106½@110; do. 7s, 118@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 21¾@22¼; do. 6s, 102@102½; do. 7s, 117@118; Minehill, 58¾@60; Catawissa, 13@—; do. pref., 50½@51; do. new pref., 48⅞@49⅛; do. 7s, 1900, 120@—; Lehigh Valley 59@59⅛; do. 6s, coupon, 121¼@123; do. reg., 121@122¼; do. 24 mort. 7s, 132@135; do. consol. mort., 117⅞@118; Fifth and Sixth streets (horse), 125@—; Second and Third, 105@115; Thirteenth and Fifteenth, 74@75; Spruce and Pine, 56@57; Green and Coates, 99@103; Chestnut and Walnut, 85@90; Hestonville, 20¼@20¾; Germantown, 68@70; Union, 119@122½; Lombard and South, 12½@18; West Philadelphia, 88@89; People's, 16⅞@18; Continental, 101@—.

Boston.—Atchison, Colorado and Pacific 6s, guar., 101; Atchison, Topeka and Santa Fe Rights off, 133¼; do. Rights, 9⅛; do. 8s, inc., 109; do. 5s, 97; do. 7s, Dutch Stamp, 121; Atchison, Jewell Co. and Western 6s, 100¼; Atlantic and Pacific blocks, 118; Boston and Lowell 6s,

1896, 109¾; Boston and Albany 7s, 1892, 127¼; do. 6s, 1895, 118¾; Boston Water Co., 18⅜; Boston Land, 10½; Brookline Land, 5¾; Boston, Clinton, Fitchburg and New Bedford, 46; do pref., 125; Boston, Revere Beach and Lynn, 115; Burlington and Missouri River in Nebraska, non exempt, 105; Boston and Maine 7s, 1893, 127; Boston, Concord and Montreal 6s, 1899, 106½; Chicago, Milwaukee and St. Paul, Wisconsin Valley div., 105⅝; do. 6s, Dubuque div., 108½; Central of Iowa, 37; do. 2d pref., 58; Cincinnati, Sandusky and Cleveland pref., 22; do. 7s, 106; Chicago and West Michigan, 77½; Connecticut and Passumpsic Rivers R. R., 88; Connotton Northern, 23⅜; Connotton Valley, 26⅛; Chicago and Southwestern 7s, 1899, guar., 123⅞; Detroit, Lansing and Northern 7s, 118; Eastern (N. H.) R. R., 90; Flint and Pere Marquette, 27¼; do. pref., 87½; Fort Wayne and Jackson, 65; do. pref., 75; Florence, El Dorado and Walnut Valley 7s, 1907, 113; Grand River Valley 8s, 1886, guar., 113; Iowa Falls and Sioux City, 65½; Illinois Grand Trunk 8s, 1890, 116½; Jackson, Lansing and Saginaw 8s, white, 1885, 111; Kansas City, Fort Scott and Gulf, 82½; do. pref., 133; do. 7s, 112; Kansas City St. Joseph and Council Bluffs 7s, 121; Little Rock and Ft. Smith, 63; do. 7s, 113½; Louisiana and Missouri River R. R., 22; do. pref., 41; Mexican Central blocks, new, 105¾; do. old, 117; Manchester and Lawrence, 160; Marquette, Houghton and Ontonagon, 32½; do. pref., 74; do. 6s, 99; New York and New England 6s, 106; Nashua and Rochester, 58¾; Norwich and Worcester 6s, 1897, 119¼; Ogdensburg and Lake Champlain income, 6s, 38⅛; do. consol. 6s, 90¼; Old Colony 1897, 117; Portsmouth, G. Falls, and Conway, 25½; Pullman Palace Car 7s, 1888, 107¼; do. 8s, 1892, 4th Series, 117¾; Republican Valley, 104; do. deferred, 90; do. 6s, W. D., 104; Rutland, 5¾; do. pref., 29; do. 6s, 100; Summit Branch, 21; Southern Kansas and Western 7s, 111¾; Stanstead, Shefford and Chambly 7s, 1887, 55¼; Sioux City and Pacific 6s, 1808, 101¾; Vermont Central 1st 7s, 1886, consol., 10; Wisconsin Central, 25¼; do. pref., 27½; do. 2d Series, 65½; Boston 6s, 1894, 125¾; Cleveland 7s, 1891, 121; do. 7s, 1895, W. L., 129; do. 6s, 1896, 116¾; Cincinnati 7.30, 1899, 130; Chicago 7s, 1892, 121¼; St. Louis City 6s, 1887, 109; Atlas Mining Co., 25c.; Allouez, 4½; Atlantic, 17½; Aztec, 1⅜; Blue Hill, 5¼; Brunswick Antimony, 21½; Catalpa, 2¾; Copper Falls, 15¼; Douglas, 3½; Duncan, 3⅞; Dana, 62½c.; Franklin, 16½; Harshaw, 9½; Huron, 5⅝; Minnesota, 8; Mesnard, 1½; National, 2¼; Osceola, 39½; Orford, 10½; Pewabic, 21¼; Silver Islet, 35; St. Clair, 3¼; Sullivan, 7¾; Washington, 35c.

Baltimore.—Atlantic Coal, 1.25; Atlanta and Charlotte Air Line, 47; do. 7s, 102; do. Inc 78; Baltimore and Ohio 2d pref., 118; Baltimore City 6s, 1890, 119½; do. 5s, 1916, 120; do. 5s, 1900, 116¼; do. 5s, 1894, 116; Chesapeake and Ohio Canal 6s, 80; Consolidation Coal, 41; George's Creek Coal, 100; Maryland Defense 6s, 107; N. W. Va. 3d mort. guar., 107½; Northern Central 5s, 99; Richmond and Danville, 88; do. old, 100; South Side 2d mort., 100½; Virginia and Tennessee 2d, 6s, 103; Virginia 10-40 coupons, 93¾; Virginia Peelers, 80; do. Peeler coupons, 11; Wilmington, Columbia and Augusta 6s, 106¾. The latest quotations are: Baltimore and Ohio, —@196; do. 6s, 1885, 109½@110; Northern Central, 47@—; do. 5s, 1926, 98¾@99; Marietta and Cincinnati 2d 7s, 95@95½; do. 3d 8s, 50½@50⅝; Richmond and Danville, 87½@90; Western Maryland Railroad, 13½@13¾; Orange, Alex. and Manassas 7s, 102¾@—; Orange and Alex. 4th 8s, —@59¼; Wilmington, Columbia and Augusta, 6s, 106½@108; Chesapeake and Ohio Canal 6s, 80@81; Union Canal, ind., 116@—; Pittsburg and Connellsville, 7s, —@122; Baltimore City 6s, 1890, 119@—; do. 6s, 1893, 120@—; do. 5s, 1894, —@117; do. 5s, 1900, 116@—; do. 5s, 1916, 119@—; Virginia consols., 79½@80; do. consol. coupons, 93½@93⅝; do. 10-40 bonds, 52½@52½; do. 10-40 coupons, 93⅝@94; City Passenger R. R. 87½@38.

Canadian Pacific Railway.

The annual report of the Canadian Minister of Railways states in reference to the Canadian Pacific that the line from the terminal point of the Canada Pacific Railway, near the eastern end of Lake Nipissing and Fort William, 650 miles in length, has been surveyed and measured for its entire distance. Between Prince Arthur's Landing and Fort William, a distance of six miles, communication has been obtained by the purchase of a line owned by a private company. From Fort William to Rat Portage the rails are laid for 171 miles from Thunder Bay. From Keewatin to Red River, 112 miles, the rails are laid over the entire distance. For a distance of sixteen miles, over and beyond Red River up to Victoria Junction, no line has been constructed. From Winnipeg, westward, the line extends past Portage la Prairie, on the Assiniboin, to the western boundary of the Province of Manitoba. The road is now in operation to Portage la Prairie, a point seventy miles west of Winnipeg, and the rails are laid to within a few miles of the western boundary of Manitoba.

Heating Railroad Cars.

Considerable complaint is being made to the Ohio Commissioner of Railroads, in regard to the manner in which the Ohio postal cars are heated. Section 3,351, Revised Statutes, relating to the manner of heating cars, was originally passed in the interest of what is known as the Winslow stove. These stoves are in general use in Ohio upon railroads. They rest upon a tank of water, which is expected to extinguish the fire in case of accident. The postal clerks admit that the principal of this stove is good, but assert that in practice it is not likely to work well, because no instance was ever known of any water being put in one of the tanks except for experimental purposes. The law compels railroad companies to invest in an expensive patent stove. But no provision is made for compelling the car porter to keep the reservoirs supplied with porter. In this way an additional expense is caused to the companies and no additional security furnished passengers. In fact if but a small quantity of water be placed in the tank its existence there is liable to prove a source of danger. If thrown upon a hot fire a large body of steam would arise which is more dangerous than the fire itself in a close car. It is suggested that the railroad companies should water their stock less and their stoves more if they are bound to carry the Winslow stoves any way. There was quite a racket in the Legislature over this matter last winter and the useless sections were repealed, but the stoves are still in use.—[Ohio State Journal.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for December, 1880, as compared with the same month in 1879, shows

An increase in gross earnings of	$93,903
An increase in expenses of	479,705
A decrease in net earnings of.....	$385,802

The twelve months of 1880, as compared with the same period in 1879, show

An increase in gross earnings of	$6,639,793
An increase in expenses of....	4,242,307
An increase in net earnings of....	$2,397,486

All lines west of Pittsburg and Erie for the twelve months of 1880 show a surplus over liabilities of $3,046,510, being a gain over the same period in 1879 of $1,422,870.

Philadelphia and Reading Railroad.

At a meeting of the Board of Managers of the Philadelphia and Reading Railroad Company, held in Philadelphia on the 29th ult., resolutions were adopted to the effect that, as the Musical Fund Hall cannot be engaged for the 14th of March next, and the Assembly Buildings can, it is resolved that the meeting of stockholders, to receive the annual report of the President and managers, to take such action in reference to the affairs of the company as may seem advisable, and to elect a President, six managers, Treasurer and Secretary, shall be held on Monday, March 14, at noon, at the Assembly Buildings, in that city, instead of the 7th of March, as fixed heretofore. In the notice of the call for the meeting the Secretary says: "With a view to avoiding all doubt, it is advisable that proxies shall be dated within three months of the date of meeting."

How to Preserve Your Paper.

With the opening of the year and the commencement of new volumes of periodicals considerable inquiry is made concerning the best way of preserving publications. A long felt want in this respect is met in Von Laer's Perfect Binder, which is equally well adapted to use as a temporary file or a permanent binding. By a very simple device requiring no needles and avoiding any mutilation of the sheet, each paper can be securely and readily fastened and as readily removed when desired without disturbing other copies. On the library shelf the binder has the appearance of a solid bound volume, and on the table or desk, for constant use, its compactness and convenience is equally shown. We have never found a more substantial and in all respects satisfactory method of preserving our paper for ready reference. The manufacturer of the binder is Mr. E. L. Lambie, 626 E Street, N. W., Washington, D. C.

The gross earnings of the Philadelphia and Erie Railroad Company for the month of December, 1880, were $281,918 73, the expenses, $168,510 63, and the net earnings, $113,408 10. The net earnings for the year 1880 were $1,869,379 35; for 1879, $961 549 74—increase, $407,829 61.

The Oregon and California Railroad commenced running regular passenger trains on the 24th ult.; and on the same day the narrow gauge railroad commenced running regular passenger and freight trains from Bay's Landing to Silverton and North Santiam.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. '80 5
" " pref.100	4,599,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	Dec. '80 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D.	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. '80 4
Boston and Providence..100	4,000,000	M. & N.	Nov. '80 4
Attleborough Branch..100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 3
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,159,500	October.	Oct.'80 1½
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '81 1
" " pref 100	769,600	F. & A	Feb. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey..100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. 81 3½
" pref..... 50	400,000	J. & J	an. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb. '81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. 81 4
" " pref...100	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy.100	31,004,466	M. & S.	Dec. '80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	ct. '80 3½
" " pref.....100	12 279,483	A. & O.	Oct. '80 3½
Chicago & N. Western.100	14,988,257	J. & D	Dec. '80 3
" pref.100	21,625,358	quarterly	Dec. '80 1½
Chicago, R. I. & Pacific..100	20,000 000	quarterly	Feb. '81 1½
Chicago & West Mich....100	6,161,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb. '81 4
Concord..... 50	1,800,000	M. & N.	Nov. 80 5
Concord and Ports.*.....100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv...1 0	2,175,700	F. & A.	Feb. '81 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Jun. '80 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*..... 2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Jan. '81 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref.10	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan 81 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga....100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	Dec. '80 2½
Del River..... 100	3,000,000	— & —	Dec. '80 4
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'80 2½
" " pref. 50	500,000	J. & J.	Jan '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia 100	4,200,000	J. and J	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F & A.	Feb. '81 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '81 2½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '81 2
Illinois Central 100	20,000,000	M. & S	Mar. '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Feb. 81 1½
Io. Ce & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central 1 0	4,500,000	J. & D.	Dec. '80 1
" pref.100	500 000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	49,466,500	F. & A	Feb. '81 4
" " (year.).100	633,500	F. & A.	Feb. '81 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehi n Valley 50	27,332,566	quarterly	Jan. '81 1
" pref. 50	106,300	quarterly	Jan. '81 2½
Little Miami*..... 50	5,871,450	quarterly	Dec. 80 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*..... 50	$1,648,100	J & J.	Jan. 81 2½
Louisville & Nashville..100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Jan. '81 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '81 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....1 0	42,416,000	quarterly	Jan. 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Sep. '80 2
Morris and Essex*..... 50	15,000,000	J. & J.	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800,000	M. & N.	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R..100	89,428,330	quarterly	Jan. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. 81 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2
N.Y., Lake Erie & West.100	77,107,70	.....	..
" " pref...100	8,146,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '81 2
Nieg. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,627,150	quarterly	Feb. '81 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455 0 0	quarterly	Feb. 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 1½
Panama.....100	7 000,000	quarterly	Feb. '81 5
Paterson and Hudson*..100	632,000	J. & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. 80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Jan. '81 1½
" Special Imp..100	5,504 300	quarterly	Jan. '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces..100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga*100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass..100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,900	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½s
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	676,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*....100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	Jan'e'79 3½
Stockbridge and Pittn.*..100	448,700	J. & J.	July 79 3½
Summit Branch*..... 50	4,126,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Jan. '81 2½
Utica, Chenango & S.V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3 050,000	A. & O.	Oct. '80 3
Wab., St. L. & Pacific....100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	Feb 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.)..... 100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey..... 100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. 81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.. 76	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N.Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City..... 100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge..... 100	903,600	J.A.J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180.000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600.000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102.540	.....	Oct. '78 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.)..... 25	208,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 3
Phg. Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 10	982,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 50	400,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'78 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan. '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.) 50	2.888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express..... 100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3.000 000	J. & D.	June'80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb, '81 $5
Central Mining Co.....100	... .	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C & I..100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4.400,000	F. & A.	Feb. '76 1½
Mariposa Gold..... 100	2,836,600	.....	.....
" pref.....100	3,668,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Molingona Coal Co.....100	306,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Oct. 80 2
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car.....100	5,990.200	F.M.A.N	Feb. '81 2
Quicksilver, common ...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy K. R. Bridge.....100	1,750,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Feb. '81 1
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	41,050,000	quarterly	Jan. '81 1½

Railroad Law.

CONTRACTS FOR LOCATION OF RAILWAYS AND STATIONS.

In a new country like ours, in which railways are every day being constructed, it is a very common thing for an individual to offer a company, projecting a new railway, a grant of land or a donation of money to induce a particular location of the route or of a station, and for the railway to accept the benefit subject to the condition. The public policy of such contracts has been considerably discussed in the courts. These contracts sometimes contain a condition prohibiting the company from erecting any other station within certain limits. The decisions are therefore to be ranked under two heads, first, those containing such restriction, and second, those not containing it.

In regard to the first we are not aware that there is any conflict of opinion. In Marsh v. Fairbury & Northwestern Ry. Co., 64 Ill. 414; S. C., 16 Am. Rep. 564, A. D. 1872, it was held that specific performance of a contract to locate a railway depot on plaintiff's land and at no other point in the town, would not be enforced. The court said: "The location of railroad depots has much to do with the accommodation of the wants of the public. And when once established, a change of affairs may require a change of location, in order to suit public convenience. We cannot admit that an individual is entitled to call for the interference of a court of equity to compel a railroad company to locate unchangeably its depot at a particular spot to subserve the private advantage of such individual. Railroad companies, in order to fulfill one of the ends of their creation—the promotion of the public welfare—should be left free to establish and re-establish their depots wheresoever the accommodation of the wants of the public may require." The plaintiff "must be left, for whatever remedy he may have, to his suit at law for damages."

In St. Louis, Jacksonville & Chicago Railroad Co. v. Mathers, 71 Ill. 592; S. C., 22 Am. Rep. 122, A. D. 1874, the same doctrine was applied in a suit to compel the reconveyance of land granted on condition that no stations should be built within three miles of a certain place.

In St. Joseph & Denver City Railroad Co. v. Ryan, 11 Kans. 602; S. C., 15 Am. Rep., 357, A. D. 1873, the agreement was to construct and maintain a station on the granted lands, and not have any other within three miles. It was held that an action for breach of this contract would not lie. The court say, among other things: "The public have a right to say that railroad companies shall not be permitted, though private corporations, to make any contracts which would prevent them from accommodating the public in the matter of transportation and travel. * * * Railroad corporations are, as we have seen, public agencies and perform a public duty. They are agencies created by the public with certain privileges and subject to certain obligations. A contract that they will not discharge, or by which they cannot discharge those obligations, is a breach of that public duty and cannot be enforced. * * * The number and location of the depots, so as to constitute reasonable depot facilities, vary with the changes and amount of population and business. A contract to leave a certain distance along the line of the road destitute of depots is in contravention of this duty." State v. Hartford & N. H. R. Co., 29 Conn. 538, cited in this case, is not in point, for that was a case where the road had been constructed to the terminus directed by the charter, namely, the navigable waters of New Haven harbor, and subsequently by agreement with another road its terminus had been removed from those waters and located a mile and a half distant at the station of the other road in New Haven. Mandamus issued to compel the running of trains to the original terminus.

The doctrine of the Ryan case was held, in such an action, in Williamson v. Chicago, Rock Island & Pacific Ry. Co., Iowa Supreme Court, March, 1880, 22 Alb. L. J. 29.

Second: But some courts have gone much beyond the doctrine of these cases, and have held that an agreement between an individual and a railroad company for the location of a depot at a particular place, in consideration of money or property, and without any restrictive provision, is against public policy, and void. Pacific R. Co. v. Seeley, 45 Mo. 212; Bestor v. Wathen, 60 Ill. 138; Fuller v. Dame, 18 Pick. 472.

The leading case seems to be Fuller v. Dame, 18 Pick. 472. This was an action on a note given in consideration of an agreement to locate a station on certain lands of the payee. The station was built accordingly, but the court held the note not enforceable because the agreement was against public policy. The court, by Shaw, C. J., said: "The work is a public work, and the public accommodation is the ultimate object. In doing this a confidence was reposed in them, acting as agents for the public—a confidence which it seems could be safely so reposed, when it is considered that the interests of the corporation as a company of passenger and freight carriers was identical with the interests of those who were to be carried—that is with the public interest. This confidence, however, could only be safely so reposed under the belief that all the directors and members of the company should exercise their best and their unbiased judgment upon the question of such fitness without being influenced by distinct and extraneous interests, having no connection with the accommodation of the public or the interests of the company. Any attempt, therefore, to create and bring into efficient operation such undue influence has all the injurious effects of a fraud upon the public, by causing a question which ought to be decided with a sole and single regard to the public interests to be affected and controlled by considerations having no regard to such interests. * * * It is obvious that if one large land-holder may may make a valid conditional promise to pay a large sum of money to a stockholder, or influential citizen, on condition that a work of great public improvement may be so fixed as to enhance the value of his estate, all other great land-holders may make like promises, on similar conditions, and great public works, which should be conducted with a view to the public interest, and to the just rights of those who make advances for the public benefit, would be in danger of being overlooked and sacrificed in a mercenary conflict of separate local and private interests."

In Bestor v. Wathen, 60 Ill. 138, the agreement was to build a station on some vacant lots where there was no town, with a view to building up a town there. The court said: "Rendered into plain English, the contract in this case was a bribe on the part of Wathen and Gibson to the president and other officers of the railway company, and to the contractors who were building the road, of an undivided half of one hundred and sixty acres of land, in consideration of which the road was to be constructed on a certain line and a depot built at a certain point. Now, if this was the best line for crossing the Illinois Central, considered with reference to the interests of the stockholders and of the public, then it was the duty of the officers of the company to establish it there; and if they intended so to do because it was the proper line, but professed to be hesitating between this and another line in order to secure for themselves the contract under consideration, as is somewhat indicated by the evidence, then they were practicing a species of fraud upon the defendants and using a false pretext in order to acquire defendants' property without consideration. If, on the other hand, this line was not the best, but was adopted because of this contract, the case is still stronger against complainants. If such was the fact, they are asking the court to enforce the payment of a bribe, the promise of which induced them to sacrifice their official duty to their private gain. If, as a third contingency, the choice lay between this line and another equally good, but not better, and they were influenced by this contract to adopt this line, then, although neither the company nor the public has been injured, yet the defendants have made their official power an instrument of private emolument in a manner which no court of equity can sanction. In this particular case no wrong may have been done, and yet public policy plainly forbids the sanction of such contracts because of the great temptation they would offer to official faithlessness and corruption." "The defendants in the court below filed a cross-bill, asking the court to cancel this contract as a cloud upon their title, and this was done. In the view we have taken of the case, the contract should be regarded as so far against public policy that neither party is entitled to the aid of the court. The defendants have entered into a contract, the effect, or at least the tendency of which, was to induce the complainants to commit a breach of duty." And it was held that it made no difference that a town was subsequently built up there.

In Pacific R. Co. vs. Seeley, 45 Mo. 212, Seeley agreed with the Pacific Railroad Company to deed it a certain lot of ground for purposes of speculation in consideration that the company would locate a freight and passenger depot on his land. The Massachusetts case was approved, and the court held that although in one sense the company was a private corporation, yet its chartered privileges were granted, in part, to subserve the public interests; that such an agreement might be superinduced by a prospect of mere gain, and thus the general welfare and good of the public might be sacrificed to subserve mere

private interests ; that for this reason such an agreement was against public policy and void.

Up to this point we conceive that there can be no difference of opinion. The first class of cases are clearly impolitic, and the second hardly less so. Indeed, the Massachusetts case is cited and approved in the Kansas case in the first class.

But there is a third class of cases, of which we have not spoken, namely, where a grant or donation is made to induce the location of the route or station at a particular city, town, or village, with no restriction, of course, against running to other like places. This is said by some to be distinguishable from the subservience of mere private and individual interests. Accordingly, contracts involving such circumstances have sometimes been upheld.

Thus, in C. B. R. Co. vs. Baab, 9 Watts, 458, it was held that "an agreement to pay an incorporated railway company a certain sum to induce the location of their route at a particular place is valid and binding, and may be enforced by action." The court there said: "To be allowed to do the best for the company's welfare by the use of every means not expressly interdicted is one of the conditions on which the stockholders subscribed their money, and it is one by which the public will not be found to suffer, for managers will doubtless have sufficient sagacity to see that the location which best serves the public is that which will give the company the greatest run of customers. It is most politic therefore to let such a company manage its affairs according to the dictates of its interests." The action was on a subscription paper signed by many inhabitants of Harrisburg to induce the company to cross the river at a certain part of the town.

In New Albany, etc., R. Co. v. McCormick, 10 Ind. 499, the action was on a subscription of stock conditioned that the railway should be located through Lafayette, and cross the Wabash river north of Brown street in that town. This was held valid.

In Jewett v. Lawrenceburgh, etc., R. Co., 10 Ind. 539, there was a subscription of stock conditioned that the road should be located within twenty rods of St. Omer. The subscription having been paid, and the condition not complied with, it was held that the money might be recovered.

In First National Bank of Cedar Rapids v. Hendrie, 49 Iowa, 402; S. C. 31 Am. Rep. 153, it was held that notes given in consideration that a projected railroad should be built to Council Bluffs rather than another place, were enforceable. The court said: "This court has sustained statutes authorizing taxes in aid of railroad corporations to be voted by the people, on condition that their roads were built through the town or township where the vote was had. Notes and contracts conditioned for the payment of money upon the completion of railroads to points indicated have been held to be supported by sufficient consideration." Citing two Iowa cases. This case was distinguished in the Williamson case, supra. The court admit that Holladay v. Davis, 5 Or. 40, is opposed to their view, but they are mistaken in the concession, for the court in that case expressly declined to give any opinion on the question, and based their decision on another point, namely, that the consideration moved to an agent and not to the principal.

We are inclined to think that the third class of contracts are not against public policy. They involve no sacrifice of public or private interests as do the first two classes. They simply involve a choice between two or more rival or conflicting public interests, and in making such a choice we can see no immorality in the acceptance of a benefit as the consideration of the decision.—[Albany Law Journal.

THE COMMISSIONER of Patents has submitted to Congress his annual report of the operations of the Patent Office for the year ending December 31, 1880, from which it appears that there was received during the year for patents copies of records or drawings, and from other sources, an aggregate of $749,685.32. The total amount expended was $538,865.17, leaving a balance of $210,820.15. On January 1, 1880, there remained $1,420,806.56 to the credit of the Patent Fund, which, added to the surplus of 1880, makes the amount to the credit of the Patent Fund on January 1, 1881, $1,631,626.71. The business of the office for the year is summarized as follows: Applications for patents for inventions, 21,761 ; applications for patents for designs, 634 ; applications for reissues of patents, 617 ; total, 23,012. Patents issued, 13,441 ; patents reissued, 506 ; patents expired, 3,781 ; trade-marks and labels registered, 533.

Of the 13,441 patents issued during the year 12,655 were to citizens of the United States, and 786 to foreigners. The comparatively small expenditure made necessary by the appropriations made by Congress has greatly embarrassed the proper and prompt dispatch of business.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending January 22d, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad ...	163,910	886,528	1,011,461
Schuylkill Canal....	.....	.....	38,041
Lehigh Valley	141,984	668,774	617 096
Del., Lack. & Western.	81,772	186.102	151.577
Shamokin Valley	19,409	51,972	49,488
Central New Jersey..	74,784	167,184	213,600
United R. R. of New Jersey	34,177	81,809	57,938
Pennsylvania Coal ..	18,475	50,346	36,218
Delaware and Hudson	67,007	150,120	228,240
Huntingdon & Broad Top Mt.....	7,018	26,177	22,300
Penn. and New York.	27,095	165,899	156.106
Clearfield, Pa.....	33,013	98,366	147,184

The Schuylkill Canal is closed for the season. The total tonnage of anthracite coal from all the regions for the week ending Jan. 22, as reported by the several carrying companies, amounted to 546,150 tons, against 424,510 tons in the corresponding week last year, an increase of 121,640 tons. The total amount of anthracite mined for the year is 1,222,432 tons, against 1,207,171 tons for the same period last year, an increase of 15,261 tons. The quantity of bituminous coal sent to market for the week amounted to 65,700 tons, against 87,146 tons in corresponding week last year, a decrease of 21,446 tons. The total amount of bituminous mined for the year is 215,596 tons, against 263,400 tons for the corresponding period last year, a decrease of 47,804 tons. The total tonnage of all kinds of coal for the week is 611,850 tons, against 511,656 tons in corresponding week last year, an increase of 100,194 tons, and the total tonnage for the coal year is 1,438,028 tons, against 1,470,571 tons to same date last year, a decrease of 32,543 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of January was 163,618 tons, of which 115,998 tons were coal and 47,620 tons coke. The total tonnage for the year thus far has been 329,478 tons, of which 230,045 tons were coal and 99,373 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended January 22 were 20,275 tons, and for the year 79,172 tons—a decrease of 31,314 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 17,096 tons, year, 68,408 tons; decrease as compared with 1880, 31,265 tons. Chesapeake and Ohio Canal, none; decrease as compared with 1880, 2,584 tons. Pennsylvania Railroad—week, 3 179 tons; year, 10,764 tons; increase over 1880, 4,534 tons.—[Phila. Ledger, Jan. 31.

Interest and Dividends.

The Chicago and West Michigan Railroad Company has declared its first dividend of 2½ per cent, payable on the 15th of February.

The Columbus and Hocking Valley Railroad Company have declared a semi-annual dividend of 4 per cent, payable on the 10th of February.

The Pullman Palace Car Co. have declared a quarterly dividend of 2 per cent, payable on the 15th of February.

The Middlesex Central Railroad Company has declared a semi-annual dividend of $3 per share, payable on the 1st of February.

The New York, Providence and Boston Railroad Co (Stonington Railroad) has declared a quarterly dividend of 2 per cent, payable Feb. 10 at the office of Messrs. M. Morgan's Sons, 39 William street.

The Middletown, Unionville and Watergap (Penn.) Railroad Company has declared a dividend of 2½ per cent, making 6 per cent for the past year.

The thirty-seventh semi-annual cash dividend (3½ per cent) of the Illinois Central Railroad Company will be paid by the treasurer on and after March 1.

The general activity in American railroad enterprises and in Mexican railroad construction is giving the leading manufacturers of rolling stock and equipment about as much work as they can easily handle, and Philadelphia seems to be getting her full share of it. The extensive car wheel works of A. Whitney & Sons, of that city, in addition to their other important work under way, are busy upon a very large order for car wheels and axles for the Mexican National Railroad Company.

The stockholders of the Kentucky Central Railroad Company at their meeting on the 25th ult., authorized the directors to extend the road to connect with the Knoxville branch of the Louisville and Nashville railroad. It is proposed to extend the line either to Paris or Lexington. If

from Paris, 71 miles of new road would have to be built, at an estimated cost, including equipment, of $2,250,000. If from Lexington, the distance will be 53.3 miles, costing $2,100,000.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of January, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$1,516,412	$1,311,541
" cotton .	2,346,615	2,498,788
" silk	2 374,558	2,032,814
" flax.....	1,710,446	964,717
Miscellaneous dry goods.	660,038	607,390
Total	$8,608,069	$7,416,250

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$498,983	$695,492
" cotton..	461 746	980,999
" silk	407,144	580,233
" flax	490,664	684,183
Miscellaneous dry goods.	154,064	194,572
Total	$2,012,601	$3,085,479
Add entered for consump.	8,608,069	7,415,250
Thrown upon market...	$10,620,670	$10,500,729

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool ..	$501,638	$578,274
" cotton .	416,839	735,142
" silk....	326,731	528,088
" flax	658,025	619,807
Miscellaneous dry goods	203,579	252,425
Total	$2,106,812	$2,713,286
Add entered for consump,	8,608,069	7,415,250
Total entered at the port.	$10,714,881	$10,128,486

Imports of foreign dry goods at New York for seven months ending with January:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$10,388,185	$10,121,729
" cotton...	9,967,255	11,156,180
" silk	15,631,545	15,932,311
" flax.....	7,599,117	5,658,476
Miscellaneous dry goods	4,100,959	4,541,256
Total	$47,687,061	$47,409,952

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$3 808,235	$5,888,429
" cotton ..	1 991 528	3,180,126
" silk	2,347 272	4,029,116
" flax	2,216.974	3,032 428
Miscellaneous dry goods.	834,818	1,288,754
Total withdrawn from warehouse	$11,198,837	$17,368,852
Add entered for consump.	47,687,061	47,409,952
Total thrown on the market	$58,885,898	$64,778,804

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	$3,790 776	$5,967,403
" cotton .	2,026,563	3,117,705
" silk	2,457,665	4,128,580
" flax . ..	2,746,500	3,158,893
Miscellaneous dry goods	993,842	1,834 693
Total entered warehouse	$12 015,346	$18,212,278
Add entered for consump	47,687,061	47,409,952
Total entered at port....	$59,702,407	$65,622,225

The figures given above represent the net gold value of the goods as invoiced, without the addition of freight or duty. The total, it will be noticed, is nearly $6,000,000 above that of last year.

Intercolonial Railway.

The report of the Canadian Minister of Railways for the year 1879-'80 contains the following information concerning the Intercolonial Railway:

The total length of the Intercolonial, including extensions and local branches, is 846½ miles. The purchase of the Riviere du Loup branch was effected on August 1, 1879, on the terms and conditions stated in last year's annual report. The purchase money—$1,500,000—has been paid to the Grand Trunk Railway Company, and by them has been applied, in accordance with the conditions of the purchase, towards the establishment of independent railway connection between Sarnia and Chicago. Works of repair were commenced on the Riviere du Loup section as soon as the transfer to the Government was made, and the expenditure for these repairs and improvements, up to June 30 last, amounted to $389,575 48. The total capital account at the close of the year 1879-80, in connection with the Intercolonial, amounted to $38,865 719 64, compared with $36,-317 705 04 for the year 1878-9. The expenditure on capital account, during the fiscal year ended June 30 last, was:

Halifax extension	$7,164 02
St. John Deep Water terminus.....	94,545 65
Construction of railway, old accounts.	23,931 67
Purchase of Riviere du Loup branch	1,500,000 00
Repairs and improvements on Riviere du Loup branch	369,799 00
Rolling stock on Riviere du Loup branch.....	19,795 47
Nut locks	32,797 83
Total	$2,048,014 60

The gross earnings for the year have been $1,506,298 48, being an increase of $212,198 79 as compared with last year's receipts, which were $1,294,099 69. The receipts from passenger traffic show an increase of $48,445 57 over those of last year. The returns of the freight traffic show an increase in the receipts of $161,995 65 over those of last year and an increase of 51,063 tons in the amount carried. The working expenses and receipts for the year ended the 30th June last were:

Total cost of working	$1,603,429 71
Total receipts.....	1,506 298 48
Loss on the year's operation...	$97,131 23
The cost of working the railway during the fiscal year 1879-80, inclusive of the Riviere du Loup branch, from August 13, 1879, making in all 840 miles, was.	$1,603,429 71
In 1878 79 the cost of working the 714 miles then in operation was $2,010,183 82, less $163 396 08, the balance at debit of steel rails renewals, suspense account, 1878.	1,841,787 19
Showing a difference in favor of working the longer line in 1879-80 over cost of working the shorter line in 1878-79 of....	$238,357 48

Of the McCalmont brothers, who own so much Reading stock, and who are now carrying on proceedings in the Philadelphia courts, there are two: Robert, who must be near eighty years of age, and Hugh, some eight years younger. They are of Irish extraction. The founder of the family, the father of Robert and Hugh, was a poor County Antrim boy who went out to the West Indies and there, by contracts during the war, acquired a large fortune. Returning to his native county, he built the family seat of Abbeylands, within a few miles of Belfast, on the Lough. Robert married the sister of Earl Cairns, the late Lord Chancellor, and has no children. When Disraeli became Premier in 1868, on the retirement of Lord Derby, he at once offered the great seal, held by Lord Chelmsford, to Sir Hugh Cairns, then Lord Justice of Appeal, who declined it on the ground that he had not sufficient fortune to support a peerage. Hearing this, his brother-in-law, McCalmont, sent for him and, saying "Let that be no obstacle," settled on him £30,000 a year. Hugh is unmarried. There was a third brother, James, much younger than either, who died in 1849, and left two sons: Hugh, a distinguished young officer, a major of the 7th Hussars, late military attachee to the English embassy at Constantinople and A. D. C. to Sir Garnet Wolseley in the Zulu war; and James, late a captain in the 8th Hussars, who is A. D. C. to Earl Cowper, Lord Lieutenant of Ireland. They are both heavy holders of Reading. The McCalmonts had a first cousin in this city, a linen agent, Hugh Barklie, who married a daughter of Mrs. Washington Costa and died a few years since.—[The Hour.

Track laying has commenced on the Cincinnati Southern extension from Boyce Station to Chattanooga. It is believed that the company will be able to run their trains from Cincinnati to Chattanooga over their own line in a few weeks. It now uses the Western and Atlantic line from Boyce to reach Chattanooga. Track laying has also commenced on the Cincinnati Southern railroad extension to the Tennessee river, where a wharf and movable platform is being built.

The Denver and New Orleans Railroad Company have filed articles of incorporation, their object being the construction of a railroad from Denver to connect with the Texas Pacific, Houston and Texas Central and Rio Grande extension of the Missouri, Kansas and Texas Railroads in Texas. The capital stock is $10,000,000.

NEW YORK, February 1, 1881.

THE THIRTY-SEVENTH SEMI-ANNUAL CASH dividend of the Illinois Central Railroad Company, on its entire share capital, being THREE AND A HALF (3½) PER CENT thereon, will be paid by the undersigned March 1, 1881, to shareholders as registered at 2 p. m. on the 11th inst., after which and until the 4th March, the transfer books will be closed.

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The Chicago and Lake Michigan Railroad Company have assumed the control of its new purchase, the Grand Rapids, Newaygo and Lake Shore Railroad, from Grand Rapids to White Cloud, and the Michigan Lake Shore Railroad, from Montieth, Allegheny county, to Muskegon and will operate them under its own officers, Geo. C. Kimball, General Manager.

The Southern Pacific Railroad will cross the Rio Grande two miles above El Paso, and will be completed to the Gulf of Mexico, a distance o 400 miles by October next.

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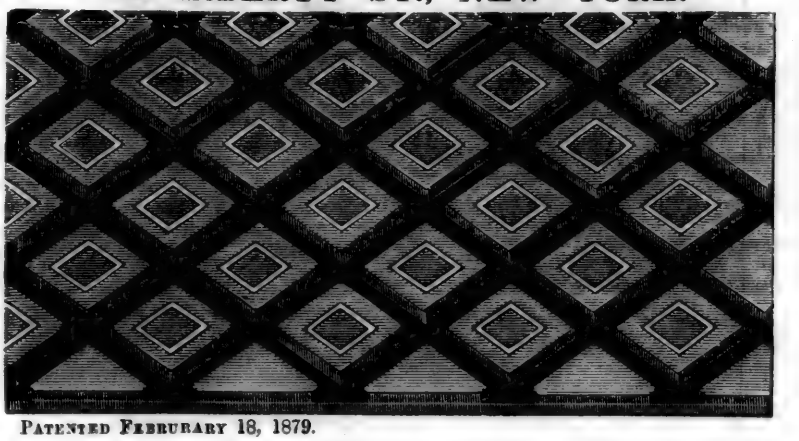
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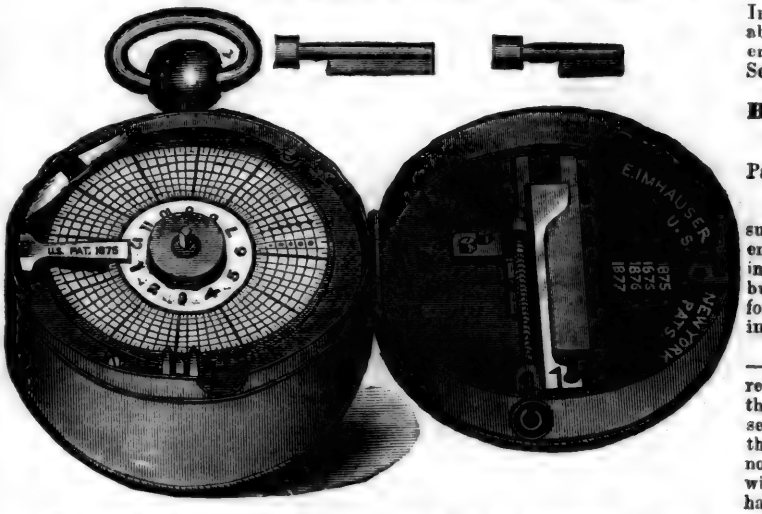
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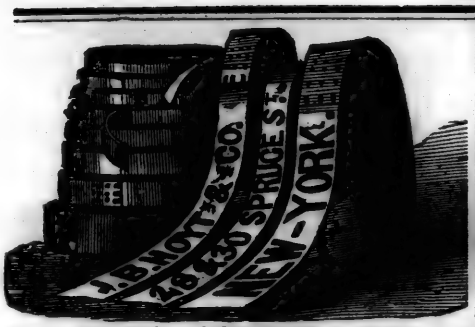
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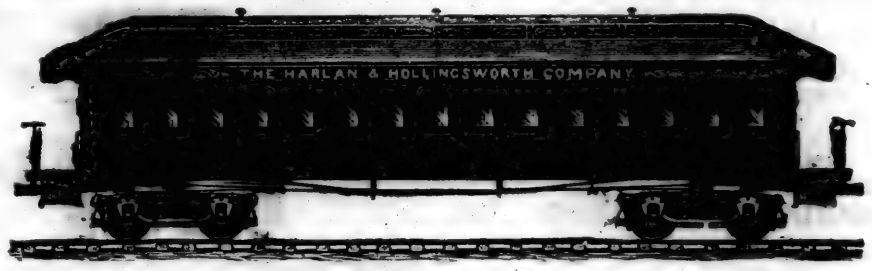
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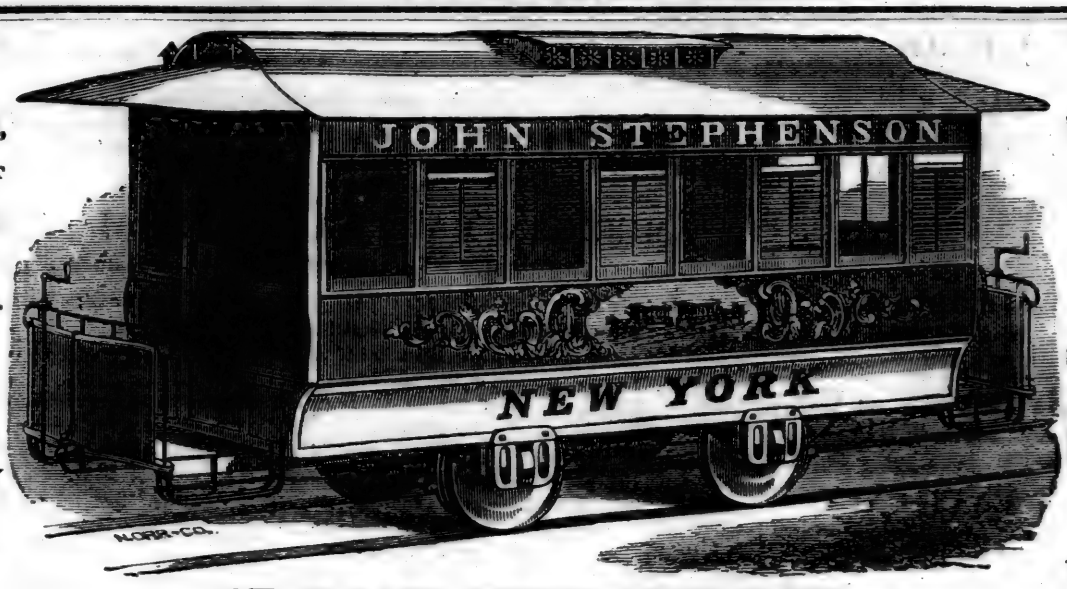
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The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Weekly Boston Letter, a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

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STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 7.] NEW YORK, FEBRUARY 12, 1881. [WHOLE No. 2,338, VOL. LIV.

The First Successful Railroad Projector.

COL. JOHN STEVENS AND HIS EFFORTS TO INTRODUCE RAILROADS SEVENTY-FIVE YEARS AGO—THE OPPOSITION ENCOUNTERED AND SUCCESS ACHIEVED—HIS REMARKABLE ESTIMATES AND PROPHECIES AND THEIR WONDERFUL FULFILLMENT.

While the idea of introducing railroads for general transportation purposes was first being conceived many sore disappointments were experienced by those venturesome enough to advance their theories in opposition to the prejudice of the time. The few advocates of railroads seventy-five years ago were ranked among the wildest of visionaries, and their theories fell upon closed ears or indifferent minds. Mr. Oliver Ames of Philadelphia, who nearly a hundred years ago conceived the idea of applying steam power to carriages, met with the most discouraging rebuffs in trying to advance his theories, and after most valuable service in paving the way for others received but a meagre reward for his untiring labors in behalf of public interests, for in his own day there seemed but faint promise of the practical utilization of his ideas that the world has since witnessed.

Following Mr. Ames came others working for a similar purpose, but without the power or enterprise to awaken a general public interest in the matter, and it was left to Colonel John Stevens, a resident of Hoboken, N. J., to prove himself, what may be called, our first successful railroad projector. At least this little can be given him from the standpoint of his being the first man interested in railroads to have the rare privilege of living to witness the realization of his plans and the fulfillment of his prophecies. In such a marked degree was this true that of him more rightly perhaps than of any other man could it be said that he was the father of our railroad system. While it cannot be said of him that he was the first one to suggest the use of steam power upon railroads, to his sagacity and enterprise can be attributed the first correct estimate of the advantages of railroads and the adoption of means to demonstrate the same.

Col. Stevens after having given much time to the study of the subject, in the gathering of statistics concerning inland transportation and facts in regard to construction expenses, about the year 1810 presented the subject of constructing railroads in this State to the people of New York. Of course with him the matter was all a theory, but it was a theory founded on close observation and sound reasoning, and abundant objections were found to it by such prominent men as Gouverneur Morris, Robert L. Livingston and DeWitt Clinton. He failed to gain the approval of the State Commissioners of internal improvements but felt by no means discouraged respecting the final success of the project. His chief desire was to have the National Government interested in the matter, and he considered it, in every point of view, so exclusively an object of national concern that he would give no encouragement to the embarking of capital in it by private enterprises, until after he had ascertained that Congress was not disposed to give much attention to it. His request for Government assistance was the first appeal that had been made to the National Treasury in behalf of railroads, and in its modesty probably set the example which has been so peculiarly followed in kindred appeals of later date. He wanted two or three thousand dollars to try the experiment either in Washington or in New York.

He addressed a circular to the public in 1812 to prove the superiority of railroads and steam carriages over canal navigation, and in it he quoted a short passage from President Madison's message to the Senate and House of Representatives which may be considered perhaps as the first public recognition ever given by a President to railroads. But President Madison was very cautious in the matter and alluded to improved facilities for internal communication as being worthy of consideration. Some of the prophecies made in this circular, in as much as they were wholly based on theory, are remarkable. In regard to the rate of speed possible of attainment Col. Stevens said: "It is probable that it may not in practice be convenient to exceed twenty or thirty miles per hour. Actual experiments however can alone determine the matter and I should not be surprised at seeing steam carriages propelled at the rate of forty or fifty miles per hour." Among his many other suggestions was the one that sails might be used to advantage on the cars at certain times if desired, an idea which had evidently occured to him from reading accounts of the Chinese applying sails to their wheel barrows when the wind was favorable, to assist them in carrying farm products to market. It was from this suggestion that sails were actually used on cars in the early days of the Baltimore and Ohio railroad.

About 1820 Col. Stevens addressed a memorial to the Pennsylvania Legislature recommending a communication between the waters of the Ohio and those of the Delaware by a railroad from Pittsburg to Philadelphia. Though no immediate effect came from this yet it was not long before he saw several railroad projects started and with them the coming of his reward. We have not the date of Col. Stevens death, but in 1832 he was living in New Jersey, a venerable gentleman then, but much interested in railroads still. He did much to encourage the construction of street railroads in this city at that time and the early files of the JOURNAL contain valuable correspondence from him on this and other subjects. One of his great desires had been to see America adopt railroads, with steam locomotion, before England should take the matter up. In this he was disappointed but in every other respect he enjoyed the height of a successful projector's pleasure in seeing in his own country, in his ripe old age, the realization of his ideas and the vindication of his long labored for theories.

The Government and the Pacific Railroads.

Ex-Governor Leland Stanford in his recent letter on Railroad Regulation, says: So far from the aid of the Government being sufficient to build the Central Pacific Railroad, I can say, because I know whereof I speak, that every dollar derived from the loan of the Government credit went into the construction of the railroad, together with a large amount derived from the other resources of the company, and had the company developed and created no more business than existed when the roads

were commenced, we would never have heard of such wild statements as those of Judge Black, because the roads would long since have passed into the hands of their creditors. It is susceptible of easy demonstration that the work of grading the first 150 miles of the Central Pacific Railroad from Sacramento eastward was more than would suffice to grade the road for a single track from the Rocky Mountains to the Hudson river. These Pacific roads have, in their construction and in their operation, redeemed every promise and every hope that the public entertained. Never have they failed in a single obligation to the Government, and they have done their business at rates far below those which at their inauguration were thought possible. They have largely opened up to settlement and development the greater portion of the territory of the United States. They have created vast property interests for others, and in doing so they have found their own benefit. They are prosperous roads, and their stockholders are in possession of a valuable property which has been created by their construction, and which had no prior existence. In conclusion, gentlemen, allow me to say that maximum rates determine the possibilities of minimum rates; that maximum rates have enabled railroads to develop to the extent that they have the vast resources of the country; that the railroads, in opening up new countries, adding new industries, conferring additional facilities for the interchange of commodities, and bringing the buyer and seller close together, have furnished and do furnish labor for the common welfare far beyond other agencies. The reduction of rates under the plea of regulation is a great blow to the laboring man who produces, and to the laboring man who consumes. In my opinion any reduction scarcely goes to the benefit of the many, but to that of the comparatively few and comparatively wealthy, who occupy the positions of middlemen between the producer and the consumer. This question of transportation is of an importance that prevents its being settled excepting upon just and correct principles.

English Railroads.

Since 1874 the net earnings of the five great passenger lines of England have advanced from 3.41 to 3.97 on the aggregate capital, while on principal mineral lines these earnings have decreased from 5.34 to an average of 4.82 per cent. As to the deaths of passengers, these have been reduced by one half, the number of accidents having been diminished by one-third, while the number of trains have increased 11 per cent since 1874. "Fraser's Magazine," in reviewing the whole problem of railway safety, insists that this can be solved only in one way, by means of the staff or permit, which insures that only one engine shall be on the same section of a line at a given time. But by this method the amount of work is very small. "For the passage of trains over the same line, in the same direction, at a different rate of speed, no absolute rule of safety exists, although the efficient working of the block system produces an approach to safety." The danger incurred depends on the ratio between the different rates of speed. Forty miles an hour is the time on the London and Northwestern Railway, with mineral trains running at 15 miles. As the latter must get out of the way of the former there are sidings every 7½ miles. When, in 1840, the London and Birmingham Road was opened, 28 trains daily were all that were required. The load of the passenger train was 40 tons, and the merchandise train 98 to 99 tons. The passenger speed was 25 miles an hour, the merchandise 20. Since 1875 over this same road 127 trains ran, passenger trains being of 257 tons, speed from 25 to 40 miles an hour, while the mineral or merchandise trains are of 540 tons, with a speed from 15 to 20 miles. Of course this work is now done partly on three and four lines. As is well known, the profits of a road carrying passengers is much larger than that derived from an exclusive mineral or merchandise road. For instance, the Metropolitan Railway carries a traffic of £36,600 per mile, and the Metropolitan District of £34,000, which makes each engine on the respective lines earn in the one case £12,000 and in the other £10,000, while on some roads, doing exclusively a freight business, the annual earning of an engine is only £2,000.

Northern Pacific Railroad.

General Adna Anderson, chief engineer of the Northern Pacific Railroad, is reported by the St. Paul Pioneer Press as saying that, all things considered, the trip he recently made over the line of that road was not an unpleasant one. He started with a squad of six men from the end of the track of the Missouri division September 3, which at that time was 21 miles beyond Green river, and just seven weeks thereafter reached the end of the track of the Pen d'Oreille division, which was then 25 miles east of the mouth of Smoke river. The road was then graded 130 miles further east or about 50 miles from Lake Pen d'Oreille. The last 300 miles he made on horseback, being accompanied by three men.

General Anderson said that he found the line a good deal better than he anticipated. He explored a new pass called Priest's Pass, which had lately been discovered, and found it to be a most favorable one for crossing the mountains. He has now three surveying parties in the field—one about 350 miles west of Glendive Creek, another 50 miles west of Helena, and the third seeking a route across Bitter Root Mountains. He said that through Montana there was a good agricultural country, but that irrigation would have to be employed in its cultivation. In Washington Territory there is a large area of country never visited by rain or snow, where excellent crops of grain are raised without resort to irrigation. The grading of the Yellowstone division west of Glendive Creek is being energetically pushed, there having been little interruption on account of cold weather, and he feels confident that the road will reach Miles City by next July, and that the entire line will be completed in three years.

General Manager Sargent states that the first installment of the 500 tons of new rail to be delivered this winter has arrived and been sent to the front, as will the remainder as soon as it comes forward, and that track laying will be vigorously resumed as soon as spring opens. The company has increased its orders for equipment to be delivered in the spring to 800 new freight cars.

Land Commissioner Powers states that already he is receiving daily applications for lands in Montana, both from persons living in that Territory and others intending to become colonists. The company has contracted with Mr. Hamilton, of St. Louis, for a new large ferry boat, to cost $20,000, and to be completed by April 15, 1881. This boat will be employed in the transferring of construction material across the Missouri river at Bismarck. Although track laying on the extension of the road west of the Missouri is now suspended, a sufficient amount of construction material has been delivered at the end of the track to give employment to the working force for a month or two next spring, should there be any interruption in the forwarding of additional material in the meantime. The end o the track is less than 40 miles from the Yellowstone river, and the line will be completed to that stream as soon as the weather will permit in the early spring. One hundred thousand ties, which were cut at the headwaters of the Little Missouri, have been purchased by the company. Five thousand tons of rails are now being delivered along the line of the extension.

Duluth and Vermillion Railroad.

Articles of incorporation of the Duluth and Vermillion Railroad Company were filed with the Secretary of State of Minnesota on the 28th of January. The object of this company is the construction of a standard-gauge railroad from Duluth, thence to some convenient point on or near Vermillion Lake, and thence to some convenient point at or near the northern boundary of Minnesota. The amount of capital stock is $1,500,000, in 15,000 shares of $100 each, to be paid in from time to time upon instalments of not less than 5 per cent. upon calls authorized by the Board of Directors. The indebtedness is limited to $1,500,000. The members of the corporation are Geo. C. Stone, R. C. Mitchell, Wm. R. Stone, J. E. Knowlton and T. L. Blood, of Duluth, and A. De Graff and C. A. De Graff, of St. Paul, who are also the Board of Directors. The road is intended to develop the iron interests of the country it will penetrate. Parties are now engaged in making a thorough exploration of the territory to be reached by the road. The distance from Duluth to Vermillion Lake northward is eighty miles on an air line, but by road it will be about one hundred miles. The articles of incorporation were filed for the purpose of applying to the Legislature for a grant of swamp lands in aid of the construction of the road, which latter will depend entirely upon the result of investigations that will be made and concluded during this and the next year.

According to the Report of the Commissioners of Railroads and Telegraphs of the State of Ohio, the number of miles of single track railroad in the State on the 30th of June, 1880, was: main line 5,256.10, branches 392.52—total, 5,648.62; double track 244.76, third rail 31.84, sidings 1,117.13—total rail in Ohio, 7,102.35 miles. The increase of main line, including branches, over 1879 is 877.58 miles. The increase of sidings is 89.92 miles. The total increase of rail laid during the year in Ohio is 1,045.83 miles.

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New York, Saturday, February 12, 1881.

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GOVERNOR JARVIS and the State Geologist of North Carolina have astonished people who seem not to have given the subject much thought heretofore, by facts concerning the ores of that State. It is not a little astonishing that while thousands of tons of iron ore are brought from Africa every year, and carried inland by rail to furnaces 450 miles from the coast, so little has been done to utilize the almost inexhaustible quantities of better or equally valuable ores to be found in several counties of North Carolina.

A SYNDICATE represented by General Burt has been formed in Boston which, it is said, will use $35,000,000 in securing a through line from Boston to Oswego and Buffalo, via the Hoosac Tunnel. A controlling interest in the Boston, Hoosac Tunnel and Western Railway and the consolidation of that road into one corporation with the Syracuse, Chenango and New York Railroad, the Mohawk and Lake Erie Railroad and the Troy and Saratoga Springs Railway, will form an independent through line to the Lakes. A construction company with a capital of $10,000,000 has been formed to carry out the enterprise.

AN illustration of what railroads have done to reduce the prices of necessaries of life and to establish a uniformity of valuation in our various market centres, can be found by a glance at the widely differing prices of articles fifty years ago in cities where now the quotations of one are almost identical with those of another. In the winter of 1832, New York and Philadelphia, having no railroad facilities, were paying twelve and sixteen dollars a cord for wood for fuel, while in Baltimore the prices quoted were five and six dollars; an advantage given to Baltimore by the opening of the Baltimore and Ohio Railroad a year and a half before.

A SYNDICATE is announced as having agreed to advance $3,000,000 to pay the Atlantic, Mississippi and Ohio Railroad Company's defaulted interest provided the different towns through which the road passes give up one half of the stock held by them, which proposition has been accepted. Messrs. Jay Gould and R. T. Wilson are mentioned among the prominent members of the syndicate. The importance of the movement will be appreciated when it is remembered that this road in connection with the Selma, Rome and Dalton Railroad and the Vicksburg and Meridian Railroad will form a through line from Shreveport, La, to Norfolk, Va., that Shreveport is the terminus of the Texas Pacific Railroad and that Mr. Gould has recently purchased the Vicksburg, Shreveport and Texas Railroad.

THE consolidation of the Western Union, the American Union and the Atlantic and Pacific Telegraph Companies which has been the engrossing subject of discussion for the past three weeks in financial circles has been completed. Messrs. Hamilton McK. Twombly and C. W. Chapin have retired from the Western Union directory; Gen. Eckert has been made general manager in the place of Gen. Anson Stager, who retired after a long service and Messrs. Jay Gould, Russell Sage and Gen. Eckert have been elected directors. Mr. Gould announces that the new company has now under contract through the new cable company recently organized at Albany, the laying of two cables between this country and England early in the coming summer. It is planned, also, to lay cables, connecting at Cuba with the present system, to other West India Islands and to Brazil and other parts of South America, as well as from San Francisco to China, Japan, Oceanica and Australia with a northern line by way of Puget's Sound to Alaska and Northern Asia, connecting in Kamschatka with the Russian system. It is said that since the consolidation was effected $10,000,000 have been subscribed to carry the new cable connections into effect.

JUST what the theory which prevents the New York pilots from using steam in their boats consists of is hard to comprehend, but the elements of a ridiculous prejudice and an exasperating old fogyism are evident enough in it. The legal power of the commissioners to suspend the licenses of five pilots who were enterprising enough to introduce into our pilot system the use of a steam pilot boat seems to have been strongly supported by the decisions of two of our Judges, but this fact makes the theory involved seem none the less detrimental to commercial interests. There was a time fifty years ago when much arguing was necessary to convince fossilized and bigoted minds that some advantage might accrue from substituting steam for horse power on railroads. It would seem, though, that there ought to be no need of presenting arguments to-day concerning the desirability of at least allowing pilots an opportunity for demonstrating here, as it has been plainly demonstrated abroad and at some points on our own coast, that steam can be used to advantage in the peculiar requirements of their branch of navigation. The reliability of the power, the speed to be attained by it and the accuracy made possible by it for estimating capacity for reaching certain points in certain periods of time would seem alone to be sufficient to place steam power for pilot boats in the position of a necessity. Reasons could be multiplied to an unlimited extent for removing any prejudice the tendency of which is to check the natural advancement in methods of navigation and the operations of which cannot be favorable to securing the highest safety in ocean travel or the perfection of pilotage demanded by those who carry large marine risks and by general commerce. The Pilot Commissioners may be acting justly under the law and light afforded them; but if that is the case then they seem to be burdened with a decidedly queer law and a very inferior light for this kind of a century.

The First Southern Railroad.

A charter was granted for the Charleston & Hamburg Railroad in January, 1828, and the books opened in the following March, and though but a small portion of the stock was taken the company was organized at that time and measures were taken for commencing work upon the undertaking. In the winter of 1828–'29 an experimental line of survey was executed and in the winter of 1829–'30 the route was fixed under the engineering management of Mr. Horatio Allen. In the meantime a section of three or four miles was constructed and put into operation. Gradually more confidence was felt in the enterprise as doubts and fears previously existing were overcome by demonstrations in England of the feasibility of railroads, but it was only by the greatest exertion that the subscription to the capital stock was increased in August, 1830, to $600,000. The affairs of the company then assumed a promising aspect and the work of construction was rapidly pushed. In the construction of this road wood alone was used, with the exception of a flat bar of iron which was fastened to the surface of the rails, in accordance with a method of rail making just gaining popularity

at that time. Piles were driven into the ground on each side of the path, for what we now call a road bed was then simply a path for the horses which furnished the motive power, and on the top of the piles and at right angles with the path were placed sleepers. The rail of wood with the iron surface was six by ten inches square. It was considered a desirable method of construction at the time but the builders must be credited with realizing its temporary character, for it was a part of the plan to rebuild at a future period using more permanent materials at a much less expense. At the opening of the year 1832 the Charleston and Hamburg Railroad Company had about twenty miles of its proposed one hundred and thirty five in operation, and later in the same year was offering inducements to American inventors to supply locomotives of home manufacture.

Massachusetts Railroads.

From the report of the Massachusetts Railroad Commissioners for the year ending September 30, 1880, we learn that the aggregate capital stock was $118,736,871 58, a net increase, compared with the previous year, of $347,932 70; resulting from the increase of the Old Colony of $400,000, the Massachusetts Central of $359,366 80, the Nantasket Beach, $79,689 62, and the Boston, Revere Beach and Lynn of $800; being a gross increase of $839,856 42; and from the decrease of the Lee and New Haven—dropped from the list—of $86,923 72 and of the Springfield and Northeastern, consolidated with the Boston and Albany, of $405,000, making a total decrease of $491,923 72.

The net debt of the companies—the gross debt less cash assets—amounts to $59,172,620 25; an increase of $3,417,102 19.

The following additions, in round numbers, have been made to the gross debt: New York and New England, $3,700,000; Fitchburg, $590,000; Massachusetts Central, $480,000; New Haven and Northampton, $500,000; and New London Northern, $750,000. On the other hand, the cash assets of all the railroad companies of the State have increased to the amount of $1,545,403 43.

The total gross income of the year of all these corporations is $35,140,374 77, an increase of $4,827,410 23; being an increase of over 15 per cent, equalling the net decrease for six years ending with 1879.

The total expenses—including rents paid—of all the corporations amounted to $23,948,559 24, an increase of $3,789,608 56.

The net income was $11,191,815 53, making an increase of $1,037,801 67, or over 10 per cent. The average amount earned per mile on the eight roads of standard gauge terminating in Boston was $12,079 70. The cost of operating per mile of road is, with two exceptions, the lowest for the last eight years, and only one year has a lower percentage of operating expenses to gross receipts.

The total amount of dividends paid amounted to $5,987,718 64. The amount paid last year was $5,254,431 78, an increase of $723,286 80. Of the sixty-three corporations thirty-two paid dividends varying from 1 to 10 per cent.

During the year 284,698 miles of steel rails were laid, against 179,840 miles last year. The increase in the number of locomotives has been 33 during the year, of passenger cars 61, and of mail and baggage cars 2,477.

Organization.

The Virginia Midland Railroad Company was organized at Alexandria, Va., on the 1st inst., by the election of J. S. Barbour as President and the following Board of Directors: C. G. Holland, of Danville; Charles M. Blackford, of Lynchburg; R. A. Coghill, of Amherst; William H. Payne, of Fauquier; John T. Lovell, of Warren; John W Burke, of Alexandria; Robert T. Baldwin, J. Wilcox Brown, Robert Garrett, Osmun Latrobe, James Sloan, Jr., F. M. Keyser, John K. Cowen, and William F. Ferick, Baltimore.

Articles of incorporation of the American Cable Construction Company were filed at Trenton, N. J., on the 1st inst. The incorporators are: Denis Doren, Wager Swayne, Solon Humphreys, G. P. Morosini and A. F. Calif. The capital of the company is fixed at $1,000,000, and the company is empowered to lay ocean cables around the world. The officers are: Denis Doren, president; G. P. Morosini, treasurer; and A. F. Calif, secretary.

The directors of the Huntingdon and Broad Top Mountain Railroad Company, elected on the 1st inst., are: President, B. A. Knight; Directors, R. Wilson, I. Devereux, J. V. Williamson, J. Long, James Whittaker, J. H. Trotter, D. J. Morrell, W. P. Jenks, C. W. Wharton, S. Field, Thomas R. Patton and Jacob Naylor.

At the annual meeting of the Providence, Warren and Bristol Railroad Company, held at Providence, R. I., on the 31 ult., the following directors were chosen: Samuel W. Church, T. P. J Goddard, William Robeson, Henry A. Whitney, William Goddard, Francis M. Weld and A. E. Burnside.

Telegraphs.

The Central and South American Telegraph Co. filed articles of incorporation at Albany, N. Y., on the 1st inst. Capital, $5,000,000. Their lines are to run from New York to Texas, thence to Mexico, and thence to South America. Jonathan Edwards, Jas. A. Scrymser and Alfred Pell, all of New York, are the stockholders.

The International Telegraph Company held their annual meeting at St. Johnsbury, Vt., on the 1st inst., and re-elected their old board of officers, as follows: Franklin Fairbanks, President; W. P. Fairbanks, Treasurer; J. W. Henderson, Clerk; Horace Fairbanks, Franklin Fairbanks, W. P. Fairbanks, Calvin Morrill, George W. Henderson, Waldo Brigham and O. S. Bickford, Directors.

The Central America Submarine Telegraph Company has been organized in Paris to connect Central America with the United States and Europe, with tributary land lines from Balize to Cuba, Spain having granted concession therefor. England offers to guarantee for twenty years the payment of £1,000 annually as the proceeds of Government telegrams to and from British Honduras. The capital of the company is £120,000.

A charter was issued on the 1st inst. at the State Department, Harrisburg, Penn., to the Mutual Union Telegraph Company, formed for the purpose of doing a telegraphic business in that and other States. The capital stock for Pennsylvania is $50,000.

Telegrams has been received in this City announcing the completion of the Texas-Tampico section of the Mexican Telegraph Company's cable. It is expected that the Vera Cruz section will be laid in a few days.

Trademarks.

By direction of the Secretary of the Interior, the Commissioner of Patents issued, on the 4th inst., an order annulling all interference proceedings in trade-mark cases, and directing all applications for registering lawful trademarks to be granted in the order in which they are filed. This decision grew out of an application of J. B. Braun & Co., of Baltimore, to register the picture of a bull as a trademark for smoking tobacco. The registration was opposed by Blackwell & Co., of North Carolina, who claimed the exclusive right to the trademark and denied the jurisdiction of the Commissioner of Patents. The Commissioner decided that he had jurisdiction to declare an interference between the parties, and Blackwell appealed to the Secretary, who decided that the Commissioner of Patents had no jurisdiction in the premises, and directed him to annul the interference proceedings. The Secretary gave the Commissioner directions, however, to continue to receive trademarks for registration on a fair notice to parties that certificates issued therefor convey no legal rights.

The Eames Vacuum Brake Co. have issued a pamphlet which will be of great interest to railroad men, as it gives a detailed history of the long contested suit of Westinghouse against Eames for alleged infringement of air brake patents. The effect of giving to the public so authoritative an account of the suit will do much to establish among the patrons of the Eames Vacuum Brake Company the strength of the position held by the proprietors of this valuable brake. The pamphlet can be obtained at the New York office of the company, 15 Gold St. The motive for its publication is given in the pamphlet as follows: "We think it only just to ourselves and of the greatest possible interest to the railroad public, to make known the fact, that the Westinghouse Air Brake Company's claim to a monopoly in the use of pressure brakes, is not supported by any final decision of the Courts, notwithstanding the number of suits brought to sustain the patents on which the supposed monopoly is based."

The Lake Shore and Michigan Southern Railway Company have contracted for 55 new locomotives, 1,750 cars and a large number of passenger coaches, involving the expenditure of $2,000,000. The company will also construct a second track on the Western division of its road.

It is stated that a survey is being made of a route for a railroad from Point Pleasant Station on the West Jersey Railroad, to Ocean City. The crossing of the thoroughfare will, it is said, be between the mainland and beach.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
B., C. Rapids & Northern:													
1880	184,316	165,170	188,325	141,652	149,504	153,378	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167,750	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,498,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,581	327,370	335,394	421,937	447,754	536,843	583,632	628,811	668,163	601,101	553,014	5,755,677
1880	524,055	488,543	602,624	537,326	602,132	609,255	676,317	740,842	733,234	786,116	680,982	553,564	7,681,253
1881	487,890	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,323	19,423,684
1881	1,222,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	.....	.....
Chicago, Mil. & St. Paul:													
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100 245	1,060,957	10,012,820
1880	764,298	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., Laf., and Chicago:													
1880	155,697	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,969
1880	392,632	375,619	302,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	388,454	4,396,019
1881	299,903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,893	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	176,079	157,566	216,327	200,059	189,125	177,861	163,484	212,696	209,068	240,359	204,116	257,241	2,537,954
1881	153,067	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,387	797,232	860,124	720,571	655,291	7,977,486
Indiana, Bloomington and Western:													
1880	80,498	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	808,010	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
188	218,243	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,928	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	358,672	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,181	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1,899,910	1,799,338	1,726,788	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	377,316	414,599	4,107,949
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
Northern Pacific:													
1880	81,212	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul and Sioux City:													
1880	88,422	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	111,731	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724,713	656 832	655,413	5 292 011
1880	555,983	492,450	450,620	403,300	372,280	365,300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,419
1881	559,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	864,057	980,661	9,110,823
1880	760,147	762,558	982,480	890,137	946,186	952,049	1,065,980	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,152
1881	811,617	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65.

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20.'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,895

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 9058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2339; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

Counterfeit Note List.

HOW TO USE THE LIST.

All paper money in the United States is printed in sheets of four notes of one denomination on each sheet. Each bill bears a letter called the check letter, usually A, B, C or D, which appears on its upper left hand, and lower right hand corner. The notes are always numbered in their order on the sheets; thus all notes lettered A, will bear the number 1 or a number which divided by 4 will leave 1 remainder; the number accompanying B divided by 4 will leave 2 remainder, C, 3 remainder, D, no remainder. All genuine notes with letters A and C will have odd numbers, and all with B and D even numbers.

The counterfeiter makes his plate commonly from one bill and rarely prints more than one of the four letters. As soon as a spurious bill is discovered measures are taken to redeem all good bills of that denomination, bearing the same letter. This leaves the counterfeit alone in the field.

All bills bearing the letters given in the foregoing list should be refused by all non-experts.

We can assure our subscribers that there are no counterfeit bills on paper currency of the United States, which are known to the Secret Service Division at Washington at this date.

The National Bank notes printed in Italics are stolen and are worthless.

Banks starred do not exist, and the whole issue is fraudulent.

Production and Coinage of the Precious Metals.

The production of the United States for 1880, including about $3,000,000 from Mexico and British Columbia, amounted to $80,167,936, a gain of $4,818,435 over 1879. The production of gold aggregated $38,522,182 in 1880, against $32,539,920 in 1879, and of silver $40,005,364 against $38,623,812.

Colorado leads the list as a producer, advancing in the past four years from fourth to first place, and producing in 1880 $21,284,989 against $14,418,515 in 1879.

There has been very little variation in the production of California for the past four years, the aggregate never falling below $18,000,000 and never reaching $19,000,000. Last year the production aggregated $18,276 166, an increase of $75,193 over 1879.

Nevada's production has fallen off until it is little more than one-quarter of what it was in 1877, declining from $51,580 290 in 1877 to $15,031,621 in 1880.

Utah makes a record of $6,459,956, about $1,000,000 more than in 1879, and is fourth on the list of producers.

Arizona is fifth, its actual yield being about $1 500,000, against $1,900 000 in 1879.

Dakota produced in 1880 $4,123,081; Montana $3,822,379; Idaho, $894,747; Oregon, $1,059,641; New Mexico, $711,300; and Washington, $105,104.

The world's stock of gold in 1492, when America was discovered, is estimated at 26,500,000 ounces, of silver at 326,000,000.

A summary of the world's production from 1492 to 1848 shows a total of 160,000,000 ounces gold and 4,800,000,000 ounces silver; and, from 1849 to 1880 there were produced 171,443,750 ounces gold and 2,293,290,000 ounces silver. Estimating the annual loss from abrasion and total destruction at one tenth of one per cent, the present stock amounts to 318 443,750 ounces gold and 6,667,290,000 ounces silver.

Of the total production of the world to 1848, the United States contributed 1,000,000 ounces gold, or less than 1 per cent of the world's supply at that date. The production of gold in the United States from 1848 to date aggregates 75,127,587 ounces, or 44 per cent of the world's production during this period, and the production of silver aggregates 340,310,545 ounces, or 14 per cent of the world's production.

The stock of gold and silver in the United States at the close of 1880 was $650,543,682, of which $486,683,049 was gold, and $163,860,632 silver.

The total coinage executed in the United States from the organization of the mint (1793) to the close of the fiscal year ended June 30, 1880, was: Gold, $1,133,103,322; silver, $292,333,486 90; minor, $13,283,167 05. The coinage executed at the mints of the United States during 1830 was: Gold, $62,283,279; silver, $27,409,706 75; minor, $391,895 95; total, $90,084,881 70. The coinage of gold in the United States reached its maximum in 1851, when $62,613,492 50 was coined. The average coinage of gold during the past ten years was $39,000,000 per annum. The coinage of silver reached its maximum in 1877, when $28,549,935 was coined. The silver coinage during the past six years amounted to $141 207,951, or nearly one-half of the entire amount turned out since the mints were organized.—[Bullion Annual for 1880.

Indiana, Bloomington and Western Railway.

In answer to inquiries from stockholders the Secretary of the Indiana, Bloomington and Western Railway Company says:

It is proposed in the consolidation, which will be effected March 15, that the present stockholders shall receive two shares of the new company's stock for each one of the old. It is intended to have the new road finished by Oct. 1, in time for the fall business.

The earnings and expenses of the road for the calendar year, Jan. 1, 1880, to Jan. 1, 1881, are as follows:

Gross earnings		$1,196,418 58
Operating expenses, taxes and rentals		669,053 36
Net earnings		$527,363 22
Interest charges	$192,000	
Six per cent on income bonds	90,000	
		282,000 00
Net surplus		$245,363 22

—or 9¾ per cent on the $2,500,000 of capital stock.

With the large through business accruing from the completion of the new road, and the lease of the Cincinnati, Sandusky and Cleveland Railroad, it is believed that the net earnings will be largely increased.

THE Secretary of the Treasury on the 7th inst. issued a circular suspending for the present the decision made some time ago by the Treasury Department to the effect that plate-iron, imported from foreign countries, in which holes were wrought or punched, shall be appraised as a manufacture of iron not otherwise provided for in the tariff laws, and pay a duty of 35 per cent ad valorem. On plate iron without being thus prepared with holes the prescribed duty is $25 per ton, which is equivalent to about 60 per cent ad valorem. Manufacturers and dealers in iron have frequently protested against the ruling of the department on this subject as being unjust and inconsistent. They have repeatedly directed attention to the act that, under this decision, foreign manufacturers of plate-iron have been enabled to evade the higher rate of duty, the application of a little labor prior to exportation thus depriving the Government of the proper rate of duty, and at the same time withholding from American mechanics a certain amount of labor that would otherwise come to them in the preparation of iron plates for riveting.

Philadelphia and Long Branch Railroad.

This road, which will be operated under the auspices of the Pennsylvania Railroad Company, commences at Whitings, and runs due east, on the south side of Toms River, direct to Barnegat Bay, across which it will pass on a trestle bridge, 7,000 feet long, to Sea Side Park; thence north along the beach to Manasquan (Squan) Inlet, twelve miles below Long Branch. The new road will be thirty miles in length. Trains from Philadelphia will pass over the Camden and Burlington county road to Pemberton, and the Pemberton and Sea Shore to Whitings, at which point the new road begins, the entire distance from Philadelphia to Manasquan Beach being 55 miles, and over which it is said express trains will run in one hour and forty minutes. The new road will pass Bay Head, Point Pleasant and one or two other less prominent watering places on the Atlantic coast. The road, it is expected, will be completed in time for the coming summer travel.

Delaware and Hudson Canal.

The following is an official statement of the profit and loss account of the Delaware and Hudson Canal Company for the year 1880:

Receipts from coal		$7,402,543 39
Receipts from railroads		4,679,485 90
Miscellaneous and interest		448,569 89
		$12,524,549 68
Less expense of all kinds		7,913,507 04
Gross profits		$4,611,042 64
Taxes, interest and rentals		3,259,619 93
Net earnings		$1,351,422 71

Or 6¾ per cent on capital, as against a deficit of $630,643 28 in 1879.

It is expected that the New York and New England Railroad Company will have its extension from Waterbury, Conn., to Brewsters and connection with the New York and Harlem Railroad completed by March 1st. It will reach the Hudson River at Fishkill about two months later completing the line from Boston to New York by way of Providence, Waterbury and Brewsters. The road will prove of great value to certain parts of Connecticut where travel has been heretofore largely dependent upon stage lines. Mr. C. P. Clark, now in Europe, who was formerly general manager, has been invited to that position again.

The Phœnix Packing and Rubber Company, 112 Liberty street, this city, are having a large demand for their rubber packing, the merits of which have been fully demonstrated by a great variety of uses to which it has been put. It is adapted to all kinds of engines and both hot and cold water pumps, and other points of superiority are found in its being self-lubricating, non-frictionable, very pliable and durable. It is manufactured in all sizes, in rope form, from 1-16 inch to 3 inches, varying by 1-16 inch, and is put up in coils of 25 to 150 lbs. for shipment.

Contracts have been let for the construction of 84 miles of the Denver, Western and Pacific Railway, commencing at Denver.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	.....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,760,000	.....	.....	295.0	511,427	54,144	185,883	444,191	92,668	—	50	.....
Sept. 30, 1879	142.6	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. (D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	608,363	1,218,236	558,268	7	100	.....
Oct. 31, 1879	242.0	17.5	62.0	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,563,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	.....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,241	.....	1,656,433	1,500,000	12,989	.....	62.6	241,210	50,940	423,449	251,798	67,752	—	50	.....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,877,490	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,454,967	6	100	.....
Dec. 31, 1879	289.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,566	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	.....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,766	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	.....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	2,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,497	2,259,843	4,135,296	698,808	—	100	.....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	543,931	824,789	39,749	6	100	.....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	180,466	3.8,002	1,686,320	644,006	—	100	.....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,350	33	181,700	—	—	389	4.0	.....	.....	.....	9,255	9,255	7	100	.....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,443,315	12,203,063	46,225,039	835,939	19,792,586	29,386,875	1,421,260	38,204,657	547.1	3,679,346	.....	.....	8,864,827	4,641,245	8	100	.....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	.....
Sept. 30, 1879	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	.....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	12,663,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,043,015	136,507	—	50	.....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 932,718	90.2	565,121	895,965	347,455	669,772	173,570	—	100	.....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¶	50	.....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	.....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	.....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	.....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	.....
Sept. 30, 1879	201.6	48.0	136.9	4-8.5	243	184	55	4,907	Boston and Albany..... Mass. & N. York.	29,068,415	*	1,170,317	708,193	20,000,000	7,000,000	1,455,702	2,491,224	249.6	4.889,772	5,199,160	2,738,096	6,427,468	2,703,639	8	100	.....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	45	68	22	680	Boston and Lowell.....Mass.	5,781,306	441,334	932,767	402,141	3,250,000	3,496,400	259,947	551,703	75.1	1,045,141	2,451,750	819,843	1,210,872	404,490	1	500	.....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,764	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6¶	100	.....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,317	*	4,804	36,391	3,250,000	977,000	79,493	83,021	50.0	183,202	79,176	107,389	259,497	116,698	—	100	.....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	677	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,043	220,750	4,000,000	800,000	607,266	391,311	87.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	.....
Sept. 30, 1879	36.5	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,962	24,876	44,377	871,001	554,300	260,719	L. 79,229	52.5	140,214	97,633	141,631	162,647	38,841	—	100	.....
Mar. 31, 1880	145.4	30.4	19.0	4-8.5	30	30	17	593	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	789,349	247,312	192,877	678,123	200,872	6pf	100	.....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,060	39.0	634,307	49,800	....	13,197	deficit.	—	100	.....
Sept. 30, 1879	8.8	—	2.4	5-0	5	23	—	23	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,953	2,783	349,200	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,995	6	100	.....
Sept. 30, 1879	2.5	—	0.3	5-0	1	2	—	8	Boston, Winthrop & Pt. Shirley.....Mass.	88,870	1,800	—	—	19,450	18,000	3,443	Loss. 223	2.5	20,817	67,950	.....	122,163	30,725	—	100	.....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia	110,500	*	.....	.....	110,500	—	.....	.....	21.0	12,660	2,474	36,567	16,815	6,094	—	100	.....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	139,590	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,569	nominal.	53 612	11,493	—	100	.....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	87,960	7,328	203,051	102,924	—	100	.....
Sept. 30, 1879	43.8	...	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.— N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	.....
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	736	Buffalo and Southwestern.....New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	.....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,000	1,401,765	248,391	120.5	617,728	207 239	1,063,256	954,683	380,355	—	100	.....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,962	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	2 5,291	32,994	39.775	4,442	—	100	.....
May 31, 1880	46.4	—	2.7	5-0	3	2	1	58	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	.....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	.....
June 30, 1879	241.6	182.9	36.7	4-8.5	89	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,350,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410 260	459,702	—	100	.....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,595,000	2,500,000	.....	.....	146.5	305,452	.....	.....	231,520	21,228	—	100	.....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	147	Cairo and Vincennes .....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	.....
Dec. 31, 1879	61.2	84.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,806	275,094	12,000,000	6,850,000	1,530,688	L. 606,715	115.4	.....	.....	.....	550,400	519,216	—	100	.....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	568,749	177,273	55,387	1,216,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3¶	50	.....
June 30, 1879	148.0	11.0	6.7	5-0	13	9	6	206	Canada Central..... .....Canada.	3,661,285	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	.....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... ...Canada.	23,777,145	*	6,088,539	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,366	547,275	—	100	.....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	12.3	4-8.5	22	15	5	825	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	.....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	18,211	34.6	75,090	21,672	73,578	57,929	2,559	6¶	100	.....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	—	713.5	1,079,248	103,703	.....	3,190,490	1,537,935	—	100	.....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	167,242	235,952	715,563	160,545	—	100	.....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,988	.....	836,168	4,317,218	1,371,579	—	100	.....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	85,192,285	306,605	16,382,538	1,213.1	7,203,591	6,842,307	1,875,348	17,153,163	6,946,300	—	100	.....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	67	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,484,264	755,506	—	100	.....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	444,941	105,122	195.0	366,525	62,384	93,476	458,167	228,105	—	100	.....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	—	57,142	26,037	648,763	500,000	996	.....	22.8	67,547	130,743	167,571	84,660	30,596	—	50	.....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Cheraw and Darlington.....S. C.	680,000	*	.....	.....	392.100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	.....
Sept. 30, 1879	423.0	9.3	53.6	4-9	81	34	16	2,195	Chesapeake and Ohio .....Va. & W. Va.	54,238,716	*	534,267	183,243	23,762,136	22,526,315	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384.210	—	100	.....
Sept. 30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire..... .....N. H. & Mass.	2,395,229	322,266	141,111	185,166	2,163,300	831,000	25,703	33,808	53 6	548,076	125,188	418,700	503,049	141,236	1	100	.....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,537,160	4,663,316	12,490,872	11,627,850	2,597,993	579,373	840.4	3,609,638	843,429	2,634,177	5,755,677	2,706,156	6	100	.....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,848	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,000,088	146,219	749,340	1,020,794	389,445	—	100	..
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,373	196,911	—	100	.....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	713	Chicago & West Michigan. .. ....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114.740	75.467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	.....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	78,866,795	*	8,318,765	2,811,508	36,513,610	37,685,000	11,448 446	5,983,060	1,627.9	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	.....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah .....Illinois.	7,727 440	*	.....	.....	4,112,500	2,961,000	158,910	.....	164.5	.....	.....	144,571	270,585	45,477	—	100	.....
Sept. 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	28,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	.....
Dec. 31, 1879	486.5	1,278	474.9	4-8.5	374	149	70	11622	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,536,547	3,722,845	1,834,371	31,004,458	27,270,225	16 536,547	4,492,866	1,857.3	8,600,517	2,078,184	4,686,353	14,817,105	7,260,038	8	100	.....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,210.193	233,825	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,784	71,007	101,662	491,075	135,146	—	100	.....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,591,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Gauge of Track. ft-in	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Transported. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. pc.	Value of Shares. Par. $	Market. p.c.
Dec 31, 1879	540.1	484 3	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,183	50 000,000	37,439,000	2,545,881	3,078,662	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	23,861,189	8,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	980,204	4,670,023	6,540,364	3,643,382	4	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....	.....	10.5	12,876	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	146.2	—	4.1	4-8.5	10	6	2	229	Little Miami.....Ohio.	5,046,241	*	1,965,942	24,724	4 687,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Sept 30, 1879	94.9	63.5	12 4	4-8.5	78	211	19	581	*Little Rock and Ft. Smith* †.....Ark.	7,010,817	*	.....	.....	4,096.188	2,648,500	1,528,826	L. 298,278	165 2	233,829	64,516	.....	362,160	156,829	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Long Island †.....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,886	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	388,369	—	100	....
Jun. 30, 1879	185.:	909.7	—	5-0	186	67	33	3,112	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48 403	502,500	.....	L. 56,210	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville & Nashville. Ill., T.,Ky. & Ala.	32,703,932	*	13,326,077	1,267,520	9,059,361	22,902,820	10,425,589	3,909,769	1,329.9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, Cincinnati and Lexington.Ky.	5,99 ,352	*	86,083	307,93	1,860,603	3,764,700	522,498	241,567	232.3	.....	395,673	463,833	1,129,632	425,271	—	50	....
Jun. 30, 1879	83.5	—	0.2	4-8.5	2	1	—	6	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2,502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696,621	99,974	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,803,885	*	.....	3,937	879,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	McKean and Buffalo.....Pa.	804,376	*	6,185	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,235	26,279	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	583,364	396,107	1,508,477	688,397	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	30	5	4	1,701	Manchester and Lawrence.....N. H.	1,000,000	.....	40,124	53.132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,899	100,745	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	583	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis & Charleston.....T., M. & Ala.	8,640 934	*	1,373,069	412,558	5,312,725	4,220,000	1,260,435	L. 466,579	292.0	520,486	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500.000	2,850,000	97,024	231,814	135.0	169,475	62,052	70,953	428,621	133,367	—	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	16,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5½	100	....
Jun. 30, 1879	166.7	22.6	18.8	4-8.5	15	17	8	290	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,850	9,332	21,547	6,282	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	6	4	288	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	298	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158.8	261,793	76,983	158,950	287,505	96,921	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,406,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	84	27	1,589	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,840	2,147,500	2,365,000	41,340	.....	116.0	115,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	283.3	31.2	84.0	4-9	107	54	23	2,427	Missouri, Kansas and Texas...M.K.& Tex.	47,210,382	*	.....	.....	21,405,000	25,805,382	.....	.....	808.0	2,721,621	296,662	676,785	3,344,292	1,368,772	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,745	800.000	16,128,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,893	1,783,784	—	100	....
Jun. 30, 1880	472.0	34.0	48.8	5-0	75	25	15	1,072	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,815	1,278,941	1,135,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,143,042	5,320,600	16,250,000	160,116	667,468	506.0	1,468,475	238,960	333,552	2,284,616	824,966	—	100	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	288	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Mar. 31, 1880	14.5	—	23.8	4-8.5	18	17	6	288	Muncy Creek.....Pa.	349,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua and Lowell.....N.H.& Mass.	666,061	218,278	378,836	260,333	800,000	200,000	377,546	145,912	53 7	.....	.....	.....	404,118	172,347	6½	100	....
Jun. 30, 1880	321.0	132.5	46.0	5-0	77	30	17	1,184	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Sept. 30, 1879	56.5	—	10.1	4-8.5	11	13	8	107	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,150	6.848 900	7,512,000	946,594	206,178	453.5	1,488,464	212,277	.....	2,099,155	914,407	3½	25	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	3	36	Naugatuck.....Connecticut.	2,137,570	*	95,585	105,633	2,000,000	.....	29,858	309,230	61.2	243,382	261,469	199,845	499,188	222,275	10	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19 814	101,949	44,750	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Sept. 30, 1879	66.6	—	8.0	4-8.5	—	—	—	—	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,066	170,000	622,000	.....	120.0	118,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	8.3	—	0.4	4-8.5	2	1	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	58,224	887,350	1,164.500	249,154	.....	58.6	113,763	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1879	18.0	—	1.7	4-8.5	3	4	5	28	New Canaan.....Conn.	230,746	27,198	4.017	1,967	164,050	99,878	.....	.....	8.3	17,950	37,322	4,602	13,072	1,231	—	50	....
Sept. 30, 1879	83.9	15.0	25.7	4-8.5	20	18	8	461	New Haven and Derby.....Conn.	1,083.419	*	5,622	8,871	447,100	525,000	125,812	.....	13.0	42,999	118,437	62,309	106,478	52,536	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Haven and Northamp.Conn. & Mass.	4,085,258	796,516	129,825	61,864	2,460,000	2,340,000	140,163	109,299	109.3	374,773	278,620	311,180	588,280	288,861	—	100	....
Sept. 30, 1879	100.0	—	16.9	4-8.5	21	15	9	269	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,064	391,500	47 535	156,106	40,750	—	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New London Northern....Conn. & Mass.	2,059,502	236,430	65,000	73,061	1,500,000	687,500	152,275	94,219	100.0	461,659	250,760	287,854	470,102	159,484	6	100	....
Sept. 30, 1879	208.2	55.7	75.0	4-8.5	76	110	24	1,081	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975.200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1879	441.7	298.4	1,416.4	4-8.5	594	459	167	16486	N. York & N. England..M., R. I. & Conn.	25,294 203	*	105,164	172,670	20,000,000	4,708,000	459.292	404,744	263.9	1,549,192	2,633,937	871,187	1,933,511	496.3.9	—	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	181	292	—	20524	New York Central & Hudson River.N.Y	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,569	8,130,548	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	3,478	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,666	29,875,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	123.0	17.5	180.0	4-8.5	94	202	60	1,378	N. Y., Lake Erie & Western..N. Y. & Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,188	1,009.5	14,293,876	5,491,431	8,715 892	18,608,109	7,049,182	—	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	258	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,184,484	1,237,707	1,694,965	15,500,000	.....	331,491	2,145,282	202.3	.....	4,600,507	1,348,687	4,294,285	1,923,245	10	100	....
Sept. 30, 1879	62.5	—	57.1	4-8.5	28	31	12	255	N. Y. & Oswego Midland.....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	3,524,436	.....	344.0	410,479	218,161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	228.1	—	14.5	5-0	—	—	—	—	N. Y., Providence & Boston..Conn.& R.I.	2,645,021	559,487	.....	.....	3,000,000	1,050.000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	129	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	218,529	—	100	....
Oct. 31, 1879	56.6	32.6	80.1	4-8.5	58	68	32	1,143	Northeastern †.....S. C.	2,148,131	*	53,610	21,289	985,350	1,068,000	60,644	119,017	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,925	.....	.....	4,397,300	6,017,000	1,138,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northeast Pennsylvania.....Pa.	291.881	.....	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69.582	12,237	17,449	17,449	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern Central.....Md. & Pa.	13,206.050	4,196,107	3,412.019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,580,879	7,920,866	4,107,949	1,216,007	—	50	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern.....New Hampshire.	3,068.400	*	424,147	491,913	5,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	489,005	112,439	5½	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Northern Pacific...Minn.,Dak.,Wash.&c	96,697,160	1,243,581	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,280,182	709,089	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Ogdensburg & L. Champlain.....N.Y.	5,677 000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245,696	472,172	104,890	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Olean, Bradford and Warren.....Pa.	185,816	.....	.....	.....	160,000	.....	750	.....	10.4	46,324	151,838	18,195	75,796	36,340	—	100	....
Feb. 26, 1880	159.1	—	13.7	4-8.5	14	11	4	259	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	589,433	7,138,800	5,737,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	428	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,138	64,728	503,153	187,843	—	100	....
Jan. 31, 1880	185.7	—	9.5	5-0	17	6	3	495	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191 663	6,000,000	5,070,000	72,026	174,190	172.5	[Five mos. ending May31, '80			1,138,627	721,059	2	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Paducah and Elizabethtown.....Ky.	4.277,686	*	34,976	112,804	2,853,000	1,441,194	48,283	83,240	185.7	285,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....	23,729	161,744	2,156,387	1,120,987	12	100	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,860	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225.915	451,400	91,104	.....	56.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,416	1,548,650	.....	.....	12	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Pennsylvania †.....Pennsylvania.	59,975.140	*	81,173,558	12,834,992	68,870.200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,667	5,048,645	13,684,041	21,743,628	9,992 008	4½	50	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Peoria, Pekin & Jacksonville.....Ill.	3,229,700	.....	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,288	137,206	216,415	9,186	—	100	....
Sept. 30, 1879	64 0	—	4.0	4-8.5	10	5	3	81	Perkiomen (P. & R.).....Pa	1,943,345	.....	.....	.....	38,040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
									Petersburg.....Va.& N. C.	1,085,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,596	29,524	67,782	202,936	54,767	—	100	....

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Personal.

—General Grant is about starting on another extended trip through Mexico.

—Mr. Charles Francis Adams is going to Arkansas Hot Springs, for treatment for rheumatism.

—Mr. C. W. Sturtevant, Commissioner of the Board of Trade of San Francisco, has gone to Mazatlan to study Mexican commerce.

—Mr. Henry McFarland, treasurer of the Union Pacific Railroad Company, thirty years ago was assistant to the chief clerk of the Concord Railroad Company at a salary of $340.

—General Malone, president of the Atlantic, Mississippi and Ohio Railroad Company has been in New York during the past week or ten days, negotiating in behalf of that road.

—General Manager D. W. Caldwell of the Terre Haute and Indianapolis Railroad Company has issued the following order: The road from Richmond to Logansport, and Bradford Junction to Logansport, will be under the supervision of Mr. J. F. Miller, Superintendent of First Columbus, Chicago and Indiana Central division, from this date. Mr. Ralph Peters is appointed Superintendent, vice Mr. J. Hill. He will have charge of the road from Logansport to Chicago, and to State line.

—General Anson Stager in his letter of resignation as Vice President of the Western Union Telegraph Company says: "My official connection with this company commenced in the year 1851, when its capital was $300,000, operating 600 miles of wire and but twenty offices. I have been in service without interruption to the present time, and I now retire with the highest regard and personal esteem for its executive officers." In accepting this resignation, the Executive Committee passed resolutions complimentary to General Stager, and continuing his salary for the term for which he was elected, which expires next October.

Chesapeake and Ohio Railway.

We have it from a reliable source that Hon. C. P. Huntington, President of the Chesapeake and Ohio Railway Company, has agreed upon the terms and conditions for the construction of the extension of that road from Richmond to Newport News, a distance of sixty-five miles, with Mason, Shanahan & Hoge, and McMahon & Green, the well known Virginia contractors. It is the purpose of the contractors to at once commence operations, and push the work to completion by the first of July, the time stipulated. By that time the western connections of this great improvement will have been finished, and the way opened for direct communication between the seacoast over the Chesapeake and Ohio Railway to the West, Northwest, Southwest, and Pacific slope, constituting one of the great continental lines of American. At Newport News extensive arrangements are making for the improvement of that terminal point on the road—the plot of a city is being perfected; the wharves are being constructed in the most comprehensive and durable manner, and everything that large experience, sagacity, and ample means can do is being done preparatory for the immense business that it is expected will be accommodated when the connections east and west have been consummated.—[Valley Virginian.

Pacific Railroad Land Grants.

The Auditor of Railroad Accounts has submitted to the House of Representatives at Washington, through Mr. McLane, of Maryland, for the use of the Committee on Pacific Railroads, an elaborate report showing the quantity and value of the public lands heretofore granted by Congress to aid in the construction of the Pacific Railroads which have not vested in said roads by the terms of the several laws granting such lands, and the quantity and value of said lands which have vested in said roads, how the same have been disposed of, at what price, and also, how the proceeds of the same have been disposed of; also, the cost (in detail) of the construction of completed road, and the estimated cost (in detail) of the construction of road necessary to be built in order to complete the said railroads in accordance with the requirements of law; also the cost, or estimated cost, of construction of any and all railroads built, or proposed to be built, parallel or adjacent to the said railroads, whether or not the same are located on the line or lands reserved by any of the said granting acts of Congress, etc., etc. After quoting the laws relative to the respective roads and referring to their present status, the report concludes with the following recapitulation:

Items.	Northern Pacific.	Union Cent. Routes.	Atlantic & Pacific.	Southern Pacific.	Texas Pacific.	Total.
Acres land granted if all received	57,920,000	41,458,924	51,840,000	11,967,486	18,000,000	181,196,412
Acres estimated to be obtained	42,500,000	32,200,813	17,008,150	10,446,000	12,000,000	114,153,963
Acres earned by construction and vested	15,000,000	30,419,181	1,140,000	5,687,176	None.	52,246,357
Acres patented to companies	746,509	8,388,155	504,536	1,048,090	None.	10,687,290
Acres sold by companies	2,600,000	5,469,004	215,000	279,923	None.	8,563,627
Amount realized from sales	$9,000,000	$25,742,789	$623,750	$1,017,356	None.	$36,383,795
Average price per acre	$3 46	$4 70	$2 90	$3 64	None.	$4 95
Acres vested unsold	12,400,000	24,950,177	925,000	5,407,553	None	43,682,730
Estimated value	$31,000,000	$39,280,499	$1,850,000	$6,759,441	None	$78,889,940
Acres unvested by reason of non-construction	27,500,000	1,781,632	15,868,150	4,757,824	12,000,000	61,907,606
Estimated value	$68,750,000	$4,454,080	$31,736,300	$4,947,280	$24,000,000	$134,887,660
Miles subsidized with lands	2,450	3,167.82	2,500	175	579 Un.132	10,767.82
Miles constructed or owned	690	3,414.92		92*	Unsub. 444	5,424.92
Cost of same	$24,353,416	$319,352,868	$30,691,974	$64,767,643	$27,418,106	$465,584,099
Cost per mile of same	$35,313	$93,224	$980,768	$91,082	$61,771	$92,698
Miles to be constructed	1,965	139.19	2,325	360	840 Un. 617	6,136.19
Estimated cost of same	$50,110,000	$5,600,000	$58,125,000	$10,500,000	$43,700,000	$168,045,000
Cost per mile of same	$26,868	$40,000	$25,000	$30,000	$30,000	$27,386
Total miles of route or system	2,700	3,554	2,500	929	1,901	11,584
Total cost of same	$75,000,000	$323,952,868	$88,816,974	$75,267,645	$71,128,108	$634,165,613
Total cost per mile of same	$28,000	$91,151	$35,526	$81,026	$37,416	$54,746

* Also 1061 miles unsubsidized.

From the recapitulation it will be seen that there remain "unvested," by reason of non-construction of the respective railroads for which grants were made, the following lands: Northern Pacific, 27,500,000 acres; California and Oregon, 1,781,632 acres; Atlantic and Pacific, 15,868,150 acres; Southern Pacific, 4,757,824 acres; Texas and Pacific, 12,000,000 acres.

A Board of Commerce has been organized at Denver, Col., and will at once urge making Denver a port of entry, and the building of the Denver and New Orleans railway. The Denver Western and Pacific railway, it is expected, will be open to Longmont by July 1.

The surveyors of the new railroad, which it is proposed to construct between Buffalo and Toledo, have reached Conneaut, Ohio.

Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 8.

	W. 2.	Th. 3.	F. 4.	Sa. 5.	M. 7.	Tu. 8.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	36	....	36	....	....	....
Camden & Am. 6s, 1883	103	103	....	103	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	50¼	51	50¾	50¾	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	122	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	9	9	....	....	9	9
Preferred	13¾	....	13¾	12¾	12¾	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	42	42	42¼	42	42	42¼
6s, 1884	106¼	106	....	....	106¼	....
Gold Loan	111	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	111	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	59¼	59¼	59¼	59	59	59¼
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	135	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	117¼	....	....	....
Little Schuylkill	51	51¼	52	52	52	52
Minehill & Sch. Haven	58¼	58¼	....	....	....	58¼
North Pennsylvania	57	57¼	....	....	57¼	58¼
1st mortgage 6s	....	....	....	108	....	....
2d mortgage 7s	....	....	118	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	48¼	48¼	48	48	48	48¼
6s	98¼	99	99	....	....	....
Northern Pacific	36¼	38¼	40¼	41¼	41¼	41¼
Preferred	66	66¼	66¼	67¾	68¼	69¼
Pennsylvania R. R.	64¼	64¼	64¼	64¾	64¼	65¼
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	105	....	105¼	105¼	....	....
do. 5s, new	117¼	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	22¾	22¼	21¾	21¾	20¾	21¼
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	124¼	....	....	....	....
Consol mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	96 chp	96¾	96	95	95	....
Philadelphia and Erie	22	21¾	22¼	23¾	23	23¼
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	119	....	....
Pittsb., Cin. & St L. 7s	121	122	....	122	....	....
Pittsb., Titusv. & Buff.	20¾	19¾	19¾	19¾	19¾	19¾
7s	98	98	98	98	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	11	....	....	11	11	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	....	80¼	....	....
United Co. of N. Jersey	185	185	....	....	....	....
Hestonville, (Horse)	20¾	20	....	20	19¾	....
Chestnut & Wal. (do)	90	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Feb. 8.

	W. 2	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8.
Baltimore and Ohio	196	....	....	....	....	195¾
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	49	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	128	....	....	128¼	128¼	....
2d mortgage, 7s	95¾	95¼	95¾	95¾	96	95¾
3d mortgage, 8s	51¾	51¾	50¾	50¾	50¾	51¾
Northern Central ($50)	48	48¾	48	48	....	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1902	....	....	....	....	....	....
6s, 1900, Gold	....	....	116	....	114¾	....
6s, 1904, gold	113	....	....	....	....	113¾
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	124	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	58	....	....
A., Alex. & Manassas 7s	102¾	....	....	....	100¾	....
Pittsb. & Connellsv. 7s	122	....	....	....	....	122
Virginia 6s, Consol	78¾	77	77¾	77¾	77¾	77¾
Consol. Coupons	93¾	....	93¾	93	93¾	93¾
10-40 bonds	51¾	51¾	51¾	51	51	51¾
Deferred Certificates	....	....	....	13	....	13
Western Maryland	13¾	12¾	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	110	....	....	....	....	110
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 9.

	Th.3	F.4	Sat 5	M.7.	Tu.8	W.9.
Adams Express	129½	....	129	128	128	....
Albany and Susq.	....	....	120	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	69	69	....	69½	69	69½
Atlantic & Pacific Tel.	46½	47	46½	....	47	47
Buri., C. R. & Nor.	....	....	....	....	....	....
1st mortgage 6s	100½	....	100	100½	....	....
Canada Southern	83½	82½	85½	84½	84½	....
1st mortgage guar.	101½	101½	....	101½	....	....
Central of N. Jersey	91½	92	91½	92	92½	93½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	....	....	114	....	115	114½
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	....	....	100½	....	....	....
Adjustment	....	113	....	112½	112	....
Central Pacific	87	87	87½	88	88	87½
6s, gold	113½	....	....	....	....	....
1st M. (San Joaquin)	110	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	104½	105	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	23½	23½	22½	24½	....	24
Chicago and Alton	148	150	148½	...	150	149
Preferred	....	149½	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	112	....	....	112
Chic., Burl. & Quincy	171	174	171	172½	173½	173½
7s Consol, 1903	127½	....	....	....	....	127½
Chic., Mil. and St. Paul	114½	113½	112	115	113½	113½
Preferred	124	....	....	....	....	....
1st mortgage, 8s	....	....	....	....	133½	....
2d mortgage, 7 3-10s	....	....	....	123½	.. ..	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	123	....	....	....	....
1st M. (I. and M. div.	123½	....	....	124½	....	....
1st M. (I. and D. ext	....	....	....	122	....	....
1st M. (H. & D. div.)	....	116	116	116½	117½	117
1st M. (C. & M. div.	....	....	....	....	125	126
Consolidated S. F.	123½	....	123	123½	123½	123½
Chic. & Northwestern	126½	127½	138½	129½	129½	128½
Preferred	138	141½	141	142½	144½	143
1st mortgage	....	110½	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	111
Consolidated 7s	132½	132½	....	....	.. ..	....
Consol. Gold bonds	125	124½	....	124½	....	....
Do. reg.	....	....	124½	124½	....	....
Chic., Rock Isl. & Pac	135	135	136	135	135	135
6s, 1917, c.	....	124½	....	124½	....	....
Clev., Col., C. and Ind.	85½	86½	85½	85½	85½	....
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	....	....	....	130	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	114	114	114	....	....
Col., Chi., & Ind. Cent	25½	25½	25	25½	25½	25½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	101½	108	105½	106	106	107
Reg. 7s, 1891	....	115½	....	....	....	115½
Reg. 7s, 1884	....	....	....	106½	....	106½
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	121½	122	121½	122½	122½	123
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	126½	....	....	....	....
2d mort. 6s, ext.	....	....	....	....	....	....
3d mortgage	....	....	....	....	111	....
4th mort. 6s, ext	....	107½	108½	....	....	....
5th mortgage	....	....	....	....	....	112½
7s, Consol. gold	....	130½	130½	130½	130	130½
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Hannibal & St. Joseph	....	52½	51½	52½	52½	51½
Preferred	104½	105½	104½	104½	105	104
8s, Convertible	112	....	....	....	....	....
Houston & Tex. Cent.	70	....	....	....	70½	70½
1st Mortgage	111	....	....	....	....	....
Illinois Central	131½	....	132	13 ½	134	133½
Lake Shore & Mich So.	127½	126½	126½	129	128½	128½
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	123	....	....	122½	..	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	86	86	85	85½	85½	85½
7s Consolidated	121½	....	....	121½	....	....
Manhattan	43	41½	41½	42½	42½	42
Metropolitan Elevated	118½	119½	117½	119½	120½	120½
1st Mortgage	105	105	105	105½	105½	105½
Michigan Central	119½	119½	118½	119½	119	118½
7s, 1902	....	....	127	....	126½	....
M. S. and N. I. 1st, S. F.	....	....	110	....	109½	109½
Morris and Essex	121	121½	121½	121	121½	....
1st mortgage	....	....	134	134	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	124½	....	....
N. Y. Cent. & Hud. Riv	147½	146½	148½	147½	147½	147½
6s, Sinking fund, 1883	105½	....	....	....	105½	105½
6s, Sinking fund, 1887	....	....	....	....	109½	....
1st mortgage	132	....	132½	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	126½	128½	....	....	127½	128
1st mortgage	118	....	118½	....	119	118½
N. York and Harlem	193	183	196	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	134	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
N.Y., Lake Erie & W.	48½	48½	47½	48½	48½	47½
Preferred	88½	89½	87½	....	89	89½
2d Consolidated	100½	100½	100	100½	100½	100
New 2d 5s fund	....	95½	95	....	....	95½
N.Y., N. Haven & Hart	....	180	178	....	180	180
North Missouri 1st M.	....	....	122½	....	....	123
Northern Pacific	37	38½	40½	41½	41½	41½
Preferred	68½	66½	67½	68½	69½	69½
Ohio and Mississippi	42½	42	41	42	42	43½
Preferred	....	....	....	103½	104	105
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	119	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	51½	51½	51½	52½	52½	54½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	107½
2d mortgage	....	....	....	....	....	....
Panama	226	....	....	....	....	....
Philadelphia & Reading	64½	64½	62½	62	....	62
Pitts., Ft. W. & Chi. gtd	120½	....	....	130½	....	....
1st mortgage	....	....	....	137	....	....
2d mortgage	132	113	....	....	....	....
3d mortgage	....	113	....	....	....	....
Pullman Palace Car	1 9½	....	....	....	....	....
Quicksilver Mining Co	15	....	....	....	....	15½
Preferred	56	....	....	57½	58	59½
St. Louis & San Fran.	45	....	45½	....	45½	45½
Preferred	65½	65½	64	64	65	65½
1st Preferred	....	96½	96½	96½	95½	96
St. L., Alton and T. H.	49½	43	43	43	47½	47½
Preferred	124	136	134½	132	132	132
1st mortgage	....	....	....	....	111	....
2d mort. preferred	....	....	....	....	103	....
Income bonds	....	....	....	104	.. ..	....
St. L., Iron Mt. & S. An.	59	59½	59	60½	60½	59½
1st mortgage	115x	....	....	....	114½	114½
2d mortgage	112	112½	....	....	112	....
Tol., P. & War. 1st E.D.	....	....	119	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	116½	116½	115½	116½	117½	117½
1st mortgage	113½	113½	113½	....	113½	113½
Land Grant 7s	....	114½	....	114½	....	....
Sinking Fund 8s	....	....	....	....	123	....
United States Express	59½	58	....	....	....	57
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	111½	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	109½	....	....	....	....
Wabash, St. L. & Pac.	48½	48	47½	47½	47½	48
Preferred	87½	87½	86½	87½	87½	87½
New Mort. 7s	....	....	....	....	....	110
Wells-Fargo Express	119½	....	....	....	118	119
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	115½	115½	114½	115½	116½	115½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Feb. 9.

	Th 3	F 4	Sat.5.	M 7.	Tu.8.	W.9.
Atch., Top. and Sap. Fe.	138½	140½	140	140	139½	139½
1st mortgage	129½	120½	....	....	122	122
2d mortgage	....	....	....	....	....	....
Land Grant 7s	120	....	....	120	120	....
Boston and Albany	169	169	169	169	169½	169½
7s, reg.	....	....	....	....	106	....
Boston and Lowell	....	....	....	148	....	....
Boston and Maine	148	....	147½	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	58	60	60	59	59½	59
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	114½	....	....	114½	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	171	174	172	172½	172½	173½
7s	....	....	....	....	....	126
Cin., Sand. & Clev. ($50)	22½	22½	22½	22½	22½	22½
Concord ($50)	....	....	....	....	100	....
Connecticut River	....	....	....	159	159	....
Eastern	37	36	....	35½	37½	40½
New 4½ Bonds	104½	104½	104½	104½	104½	105
Fitchburg	....	149	....	149½	....	149
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	57½	57½	57	57	57½	57½
7s	118½	118½	....	118½	....	119
Northern, N. H.	....	....	....	104½	105	....
Norwich & Worcester	....	....	....	....	....	160
Ogden. & Lake Champ	25	25	25½	....	....	....
Preferred	80½	....	....	....	....	....
Old Colony	129½	129½	129½	129½	129	129½
Ph., Wil. & Balt. ($50)	72	71½	72	71½	71½	....
Port'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Arz. Val.	....	....	....	....	....	118½
7s	113½	....	....	....	....	....
Pullman Palace Car	138	138	138½	138½	139	140
Union Pacific	116½	....	116	116	116½	117½
8s	113½	113½	....	....	112	....
Land Grant 7s	....	....	....	112½	....	....
Sinking Fund 8s	120	119½	....	119½	120	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	130	....	130	....	....	....
Worcester and Nashua	....	62	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	78	78½	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	....	250	250	....	250	....
Quincy	....	36½	35½	34½	36	37

New York Stock Exchange.

Closing Prices for the week ending Feb. 9.

	Th.3.	F.4.	Sat.5	M.7.	Tu.8.	W.9.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	....	112½	112½	....	112½	
U. S. 4s, 1907, coup.	....	112½	112½	....	112½	
U. S. 4½s, 1891, reg.	....	....	110½	....	....	
U. S. 4½s, 1891, coup.	....	....	....	....	....	
U. S. 5s, 1881, reg.	....	100½	....	....	....	
U. S. 5s, 1881, coup.	101½	100½	....	....	....	100½
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	102½
Dt. of Col. 3-65s, coup.	102½	101½	102½	....	102½	102½

London Stock Exchange.

	Closing Prices — Jan. 28.	Jan. 21
Baltimore and Ohio (sterling)	115 —117	115 —117
Central of New Jersey $100 shares	88 — 92	88 — 92
Do. Cons. Mort. Oct. '79 coupon	117 — 119	117 —119
Do. Adjustment bonds	114 —116	114 —116
Do. Income bonds	104 —107	105 —108
Det., Gd. Haven & Mil. Equip. bds.	114 —116	114 —116
Do. Con. M. 5 p.c. till '84 after 6 p.c	110 —112	110 —112
Illinois Central $100 shares	135 — 138	135 —137
Lehigh Valley Consol. mortgage	116 —118	116 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	153 —158	155 —158
Do. $100 shares	155 —157	153 —160
Do. Mort. bonds (ass.)	121 —123	121 —126
N. Y., Lake Erie & West., $100 shs.	52 — 52½	53 — 53½
Do. 6 p. c. pref. $100 shares	94 — 96	96 — 97
Do 1st Con. Mort. Bonds (Erie)	132 —134	132 —134
Mort. Funded Coupon bonds	130 —132	129 —131
Do. do. 2d do.	103 —105	105 —107
Do. 2d Consol. Mort. bonds	100 —102	101 —103
Do Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	64½ — 65½	65 — 66
Do. Prior Lien Bonds (sterling)	108 —110	106 —110
Pennsylvania, $50 shares	67½ — 68½	68 — 69
Do. Con. Sink. Fund Mort.	120 —122	120 —122
Philadelphia & Reading $50 shares	32 — 32½	28½ — 33
General Consol. Mortgage	113 —115	114 —116
Do. Improvement Mortgage	102 —103½	103½ —104½
Do. Gen. Mort. '74, ex-defcd. con.	97 — 99	98 —100
Do. Scrip for the 6 det. ‡ coupons	92 — 97	92 — 97
Pittsbg, Ft W. & Chic. Equip bds.	112 —114	110 —112
St. Louis Bridge 1st mort. gold bonds	122 —124	122 —124
Do 1st pref. stock	70 — 72	77 — 70
Union Pacific Land Grant 1st mort.	114 —116	114 —116

American Railroad Journal.

Financial and Commercial Review.

The money market is easy with 5 per cent the ruling rate for call loan on stocks, and 3@4 per cent on United States bonds. Time loans are 3 to 5 per cent. Prime mercantile paper is 4@5 per cent.

The posted rates for prime bankers' sterling are respectively 4.82½@4.83 and 4.85½@4.86. The actual rates are 4.82@¼ and 4.85¼. Cable transfers are 4.85½@4.86. Prime commercial bills are 4.80½@¾

The authorities of the Stock Exchange have listed the following additional securities: $564,000 7 per cent first mortgage bonds of the St. Louis, Jacksonville and Chicago Railroad Company, and $360,000 second mortgage 7 per cent bonds, and $188,000 second mortgage 7 per cent bonds, guaranteed, of the same company; $1,000,000 6 per cent bonds of the Chicago, Milwaukee and St. Paul Railroad Company, Chicago and Pacific Division; $450,000 7 per cent bonds, the same railroad, of the Hastings and Dakota Division; $6,000,000 6 per cent general mortgage bonds of the Wabash, St. Louis and Pacific Railroad Company, and $960,000 6 per cent coupon bonds of the State of Alabama, of the issue of February, 1879; $3,000,000 of new 6 per cent sinking fund subsidy gold bonds of the Panama Railroad Company.

In the Massachusetts House of Representatives on the 7th inst., Dan. A. Gleason, Treasurer, and Charles R. Ladd, Auditor Commissioners of the Boston, Hartford and Erie Sinking Fund, submitted their annual report. The amount of the

fund, as stated by the report for 1879, was $1,141,991 31; its amount at the end of the year 1880 was $1,231,677 85. Except $245,827 85 in cash this sum is invested in city, town and State bonds.

The closing quotations on Thursday were: Adams Express, 128@130; American Express, 69@70; American District Telegraph, 70¼@70½; American Union Telegraph, 79@80; Atlantic and Pacific Telegraph, 47⅛@47¾; Canada Southern, 84⅛@84¼; Central of New Jersey 96@96¼; Central Pacific, 89⅛@89⅜; Chicago and Northwestern, 129⅜@129⅝; do. pref., 142⅛@142¾; Chicago and Alton, 149@150; Chicago, Burlington and Quincy, 173@178½; Chicago, Milwaukee and St. Paul, 114⅝@114¾; do. pref., 124¼@125½; Chicago, Rock Island and Pacific, 185½@186; Columbus, Chicago and Indiana Central, 25⅝@26⅞; Cleveland, Columbus, Cincinnati and Indianapolis, 86@86½; Hannibal and St. Joseph, 52⅝@53; do. pref., 105¼@105½; Illinois Central, 135½@135¾; Lake Erie and Western, 57⅛@57¼; Lake Shore and Michigan Southern, 129⅛@129⅝; Michigan Central, 119@119¼; Metropolitan Elevated, 120¼@120½; Manhattan Elevated, 42⅛@42⅜; New York Elevated, 127¾@128; New York, Lake Erie and Western, 48⅛@48¾; New York, Ontario and Western, 42⅝@42¾; New York Central and Hudson River, 147⅛@147⅜; Ohio and Miss., 44⅛@44⅝; do. pref., 103@106; Pacific Mail, 56⅛@56⅝; St. Louis, Iron Mountain and Southern, 60⅞@61; St. Louis, Alton and Terre Haute, 47⅛@48; do. pref., 130½@131; Union Pacific 119¾@120; United States Express, 57@58; Wells Fargo Express, 117@118½; Western Union Telegraph, 117⅞@118; Wabash, St. Louis and Pacific, 48@48¼; do. pref., 88⅛@88¼.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those giver elsewhere in our columns:

New York.—Boston and New York Air Line, 48; Boston, Hartford and Erie 1st, 59¼; Chicago and Northwestern Int. bonds, 108; Chicago and Milwaukee 1st, 121½; Chicago and Eastern Illinois 1st, 106½; Chicago, St. Louis and New Orleans, 54; Chesapeake and Ohio 1st pref., 34; do. 2d pref., 25½; do. cur. int., 50½; do. 1st, Series B, 82½; Chicago, St. Paul, Minneapolis and Omaha, 47¾; do. pref., 104½; do. consol., 106¼; Cincinnati, Sandusky and Cleveland, 46; Cedar Falls and Minnesota, 24½; Central Iowa, 31; do. 1st, 118¼; do. deben. certif., 90; Chicago, Milwaukee and St. Paul S. W. div., 6s, 107½; do. Southern Minn. div., 107; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass. sup., 106½; do. Inc., 72; Clev., Col., Cin. and Ind. consol., 121½; Clev., Paines. and Ash. 7s, 118¼; Cleveland and Toledo S. F., 109; do. 7s, new, [illegible] Denver and Rio Grande, 97¾; do. 1st, 108¼; [illegible] 1st consol., 113; Dubuque and Sioux 115½; do. [illegible] South Park and Pacific 1st, City, 82; Denv[illegible]vrighburg and San Antonio 107¾; Galveston, h[illegible]as Central 2d, M, L., 1st, 102½; Houston and Te[illegible] International 126; do. 1st Inc. and Ind., 99¼ [illegible] 2d Inc., and Gt. Northern, 65; do. 1st, 109¼; do. [illegible]6; 93; Ind., Bloom. and Western, 61; do. 1st, [illegible] do. 2d, 75; do. inc., 80; Indianapolis, Decatur and Springfield 1st, 107; do. 2d, 64½; Keokuk and Des Moines, 22; do. pref., 58; do. 1st, 105; Kansas Pacific 1st consol., 104; do. 6s, Denver Div. ass., 108; Lehigh and Wilkesbarre inc., 99½; do. 1st consol. ass., 110⅛; Louisiana and Missouri River 20; Lake Erie and Western, 56¾; do. 1st, 109½; do. inc., 82¼; Louisville, New Albany and Chicago, 77; Louisville and Nashville Gen'l mort., 6s, 103⅝; do. N. O. and Mobile 6s, 103; Laf., Bloom. and Muncie inc., 81¼; Minneapolis and St. Louis 1st, 118; do. 1st guar., 126; do. 1st Iowa ext., 111; Marietta and Cincinnati 1st pref., 12; do. 2d pref., 7; Mobile and Ohio, 22⅝; do. 1st deben., 83⅜; do. 2d deben., 50; do. 1st mort., 109; Missouri, Kansas and Texas, 46½; do. consol. ass., 108½; do. 2d, 82; Manhattan Beach, 34; Memphis and Charleston, 42½; Missouri Pacific 1st consol., 104; Metropolitan Elevated 2d, 95; Nashville, Chattanooga and St. Louis, 74; do. 1st, 117; New York, Ontario and Western, 40⅞; do. pref., 80; New York, Pennsylvania and Ohio inc., 63; New Jersey Southern 6s, guar., 96; New York and Manhattan Beach 1st, 107; Ohio Central, 33⅝; do. 1st, 106; do. Inc., 68⅞; Oregon Railway and Nav., 175; do. 1st, 107; Ohio and Mississippi 1st, Springfield div., 116⅜; Peoria, Decatur and Evansville 41¾; do. 1st, 108; do. inc., 83¾; do. Evansville div., 81; Pittsburg, Titusville and Buffalo, 40; Panama S. F. 6s, 109; Rensselaer and Saratoga, 136; Rome, Watertown and Ogdensburg 1st consol., 90; St. Paul and Duluth, 26; St. Paul, Minneapolis and Manitoba, 89⅜; do. 1st, 109; do. 2d, 105½; St. Paul and Sioux City 1st, 113; Southern Pacific of California, 1st, 104; South Pacific of Mo. 1st, 105¾; St. Louis and Iron Mt., 1st pref. inc., 95; do. 2d pref. inc., 85¾; do. Cairo, Ark. and Texas 1st, 110; do. Cairo and Fulton 1st, 110½; do. Arkansas Branch, 113; St. Louis and San Francisco 2d, class B, 88; do. C, 86; St. Louis, Kansas City and Northern, Omaha div. 1st, 118½; do. St. Charles Bridge 1st, 104; Texas and Pacific, 54; do. income L. G., 83⅜; do. Rio Grande div. 1st, 99; Toledo and Wabash Equip., 55; Utah Southern Gen'l mort. 7s, 110; Wabash, St. Louis and Pacific, Gen'l mort., 99¾; Alabama Class A, 72; do. B, 96; do. C, 88; Louisiana 7s, consol., 54; Missouri 6s, 1887, 110; North Carolina S. T., 3d class, 8; do. 6s, new, issued Chatham R. R., 6¼; South Carolina 6s, non-fund., 5⅜; Tennessee 6s, old, 49½; do. new, 49⅝; Virginia 6s, def., 14; do. 6s, consol., ex-mat. coupon, 78¼; do. 2d Series, 40; American Union Tel., 79; Am. Dist. Tel., 69; Sutro Tunnel, 1¼; Colorado Coal and Iron, 53; do. 6s, 96; Consolidation Coal, 41¼; Maryland Coal, 31; New Central Coal, 33½; Central Mining, 55⅝; Caribou, 3; Excelsior, 6; Homestake, 26½; Little Pittsburg, 6⅞; Mariposa, 3⅛; do. pref., 5; Ontario, 36½; Standard, 25⅛; Starmont, 2¾; Silver Cliff, 4¾.

Philadelphia.—Am. S. S. Co., 31⅛; Buffalo, Pittsburg and Western, 20; Central Transp., 48⅛; Chesapeake and Del. Canal 6s, 90; Empire Car Trust, 101½; Elmira and Williamsport 5s, 96½; Junction 1st mort. 6s, 103; Huntingdon and Broad Top Mt. consol. 7s, 73; Morris Canal pref., 170; North East Pennsylvania 7s, 105; Nesquehoning Valley, 59; Philadelphia, Germantown and Norristown R. R., 110; Penn[illegible]s and New York Canal 7s, 1906, 127¾; Pennsylvania and Reading C. & I. mort. 7s, 70; Philadelphia [illegible]ading R. R. scrip, 73; do. Philadelphia and R[illegible] Income 7s, 80; Pennsylvania Co. 6s, 108½; St. Paul and Duluth pref., 71; Shamokin, Hazleton and Wilkesbarre 5s, 96; Texas and Pacific, 58; do. consol. mort. 6s, 103⅛; do. Rio Grande div. 6s, 98¼; ; Union and Titusville 7s, 100½; West Jersey R. R., 81. The latest quotations are: City 6s, 110@111; do. free of tax, 128@129; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 104@105½; do. 5s, new loan, 117@117½; do. 4s, new, 108@111; Philadelphia and Reading R. R., 31¼@31½; do. consol. mort. 7s, coup. 124½@126; do. reg., 124½@125½; do. mort. 6s, 117@—; do. 7s, 1893, 121@124; United New Jersey R. R. and Canal, 184@185; Buffalo, Pittsburg and Western, 19½@19⅝; Pittsburg, Titusville and Buffalo 7s, 97¾@98¼; Camden and Amboy mort. 6s, 1889, 115@—; Pennsylvania R. R., 65⅜@65½; do. gen'l mort., coupon, 124¾@125¼; do. reg., 125@—; do. consol. mort. 6s, reg., 118@120; Little Schuylkill R. R., 51¾@52; Morris Canal, 62@64; do. pref., 164@165; Schuylkill Nav., —@5; do. pref., 10½@11½; do. 6s, 1882, 80@80½; do. 1872, 104@105; Elmira and Williamsport pref., 53@—; do. 6s, 112@115; do. 5s, 96@98; Lehigh Coal and Navigation, 42½@42⅝; do. 6s, 1884, 106@106½; do. R. R. loan, —@117; do. Gold Loan, 110@110½; do. consol. 7s, 115¾@116½; Northern Pacific, 41½@41¾; do. pref., 69½@69⅞; North Pennsylvania, 58⅜@58½; do. 6s, 108@109; do. 7s, 118@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 23½@23⅜; do. 6s, 102@102½; do. 7s, 117@118; Minehill, —@58¾; Catawissa, 13@14; do. pref., 50⅜@50½; do. new pref., 48⅞@49⅛; do. 7s, 1900, 120@—; Lehigh Valley 59⅛@59⅜; do. 6s, coupon, 121@123; do. reg., 121@122½; do. 2d mort. 7s, 134½@135; do. consol. mort., 117¼@117⅜; Fifth and Sixth streets (horse), 125@—; Second and Third, 105@115; Thirteenth and Fifteenth, —@74; Spruce and Pine, 56@58; Green and Coates, 85@103; Chestnut and Walnut, 90@—; Hestonville, 19½@20¼; Germantown, 68@70; Union, 119@122½; Lombard and South, 12½@18; West Philadelphia, 87@90; People's, 18¾@19; Continental, 101@—.

Boston.—Atchison, Topeka and Santa Fe 5s, 96¾; do. 7s, guar., 117½; Boston Land, 10; Boston Water, 12⅜; Boston, Clinton, Fitchburg and New Bedford, 45½; Boston, Revere Beach and Lynn, 115; Burlington and Missouri River in Nebraska 6s, non-exempt, 105¾; Cincinnati, Sandusky and Cleveland 7s, 106; Central of Iowa, 38¾; Chicago and West Michigan, 74½; Connecticut and Passumpsic Rivers R. R., 87½; Detroit, Lansing and Northern 7s, 117¾; Flint and Pere Marquette, 27½; do. pref., 87¾; Iowa Falls and Sioux City, 65⅜; Kansas City, Fort Scott and Gulf, 84; Kansas City, Lawrence and Southern 4s, 104½; Kansas City St. Joseph and Council Bluffs 7s, 121; Louisiana and Missouri River, 40; do. pref., 41; Little Rock and Ft. Smith, 63¾; do. 7s, 110⅝; Mexican Central Blocks, new series, 105½; do. old, 116; Marquette, Houghton and Ontonagon 6s, 98¾; New York and New England 6s, 100⅝; Ogdensburg and Lake Champlain consol. 6s, 90; do. income, 38; Portsmouth, Gt. Falls, and Conway 7s, 106½; Republican Valley 6s, E. D., 105½; do. W. D., 106; Rutland, 5½; do. pref., 29; do. 5s,

79¾; do. 6s, 100; Summit Branch, 21; Wisconsin Central, 26; Allouez Mining Co., 4⅝; Atlantic, 17; Brunswick Antimony, 21½; Blue Hill, 5⅛; Catalpa, 2¾; Contentment, 1⅛; Central, 40; Copper Falls, 14⅛; Duncan, 3⅝; Douglas, 3¼; Empire, 43c.; Franklin, 16½; Harshaw, 16; Huron, 5⅛; Hungarian, 50c.; Madison, 1⅜; Mesnard, 1⅛; National, 2⅛; Osceola, 39⅛; Orford, 10¾; Pewabic, 20⅛; Ridge, 6¼; Silver Islet, 33⅛; St. Clair, 3¼; Sullivan, 7⅞; Star, 2¼.

Baltimore.—Atlantic Coal, 1.25; Atlanta and Charlotte Air Line 1st, 103½; Baltimore and Ohio 2d pref., 119; Baltimore City 6s, 1886, 112; do. 1890, 120¼; do. 6s, 1900, 123¾; do. 5s, 1894, 117; Charlotte, Columbia and Augusta 7s, 102; Cincinnati and Baltimore 7s, 109; Consolidation Coal, 40½; Chesapeake and Ohio Canal 6s, 81; George's Creek Coal, 99; Hampshire Coal, 1 25; Maryland Defense 6s, 107; North Carolina 4s, 85⅛; People's Pass. R. R. bonds, 102; Parkersburg Branch, 8; Virginia 10-40 coupons, 94; Wilmington, Columbia and Augusta 6s, 107½. The latest quotations are: Baltimore and Ohio, 185@195; do. 6s, 1885, 109⅛@—; Northern Central, 48½@49¼; do. 6s, 1904, 113½@113¾; do. 5s, 1926, —@99¼; Marietta and Cincinnati 1st, 123@125; do. 1st, Sterling, —@122; do. 2d 7s, 95½@95⅝; do. 3d 8s, 51½@52; Orange, Alex. and Manassas 7s, 102@103—; Orange and Alex. 4th 8s, 59⅞@60¼; Wilmington, Columbia and Augusta, 6s, 107¼@108; Virginia and Tennessee 2d 6s, 102⅜@103; Central Ohio 1st mort., 115¾@117; Pittsburg and Connellsville, 7s, 120@122; Baltimore City 6s, 1890, —@120½; do. 5s, 1894, 117⅛@—; do. 5s, 1900, 117@—; do. 5s, 1916, 120⅛@—; Virginia consols., 79¼@79⅜; do. consol. coupons, 93⅛@93⅜; do. 10-40 bonds, 51⅝@51¾; do. 10-40 coupons, 93¾@94; City Passenger R. R. 37⅜@38½; Consolidation Coal, 41@43.

New York Canals.

The Canal question in New York would be, in the absence of the speculative mania, almost a National question to-day. It is exciting the Legislature, and taking up the more thoughtful part of the press. The New York canals brought seventy millions of bushels of grain from the West to New York last year, and five thousand boats, employing fifty thousand men, equipped these canals. The railroads, however, hate the Erie Canal, because it lowers their tolls. Horatio Seymour's son is the State Engineer, and he is following the policy of De Witt Clinton—to deepen and enlarge the Erie Canal and make it a steamship water course.

The Canadians are spending $30,000,000 to complete their steamship canal system, in addition to $20,000,000 formerly spent, and by 1884, vessels of 1,800 tons can go from Chicago to Montreal and Europe without breaking bulk, an advantage of four hundred miles over New York. Engineer Seymour wants the banks of the Erie Canal raised one foot, which would give another foot depth of water, and allow each boat to carry fifty tons of wheat or cattle more than now, at a cost of only $1,000,000. By supplying steam to the locks there will be a saving of thirty seven hours in passing through the canal, which would give one round trip the season more to each boat. He also proposes to charge nothing to boats carrying their westward freight of merchandise, etc., so that they can take that reduction off the price of transportation for wheat eastward. By the Constitution of New York, however, no more money can be spent on the canal in any one year than the receipts were the year preceding, and tolls last year were less than $1,200,000.—[Gath to Cincinnati Enquirer.

Chicago, St. Paul, Minneapolis and Omaha Railway.

The following is an official statement of the mileage of the different divisions of the road of this company:

Eastern Division—Elroy to St. Paul, 198 miles; River Falls branch, 12 miles; Menominee Railroad, 3 miles; Stillwater branch, 4 miles.

Northern Division—N. Wis. Junction to Cable, 120 miles.

St. Paul Division—St. Paul to St. James, 122 miles; Blue Earth branch, 44 miles.

Sioux City Division—St. James to Sioux City, 148 miles; Sioux Falls branch, 98 miles; Black Hill branch, 44 miles; Rock River branch, 28 miles.

Nebraska Division—Covington to Omaha, 126 miles; Niobrara branch, 16 miles.

Total, 953 miles.

The bonds of the different divisions are as follows: Chicago, St. Paul and Minneapolis 1st mortgage, $3,000,000; Chicago, St. Paul and Minneapolis land grant, $118,000; North Wisconsin 1st mortgage, $800,000; St. Paul and Sioux City 1st mortgage, $6,100,000; Hudson and River Falls 1st mortgage, $125,000; St. Paul, Stillwater and Taylors' Falls 1st mortgage, $334,800; Chicago, St. Paul, M. & O. Consol 1st mortgage, $4,185,000—total, $14,662,000.

The capital stock of the company is as follows: common, $13,565,200; preferred, $9,615,600—total, $23,180,800.

Northern Minnesota Railroad.

The charter of this company is an old one, and has only recently passed into the hands of New York capitalists. At a meeting of the executive committee held at No. 23 Fifth Avenue on the 4th inst., B. S. Henning was authorized to contract for the necessary ties for the first hundred miles of the road, and also steel rails for the same. It is the intention of the management to push the road as rapidly as possible from a point on the Northern Pacific Railroad west through Dakota Territory to the Black Hills, making, when completed, a line of road about 600 miles in length. The proposed line is looked upon as one of the best of the new lines of the North-west, passing through Otter Tail, one of the most productive counties of Minnesota, and then west through the celebrated wheat district of Dakota. The following is the list of Directors: Frederick Billings, Hugh J. Jewett, Austin Corbin, A. B. Cornell, A. H. Barney, Johnstone Livingstone, B. P. Cheney, Robert Harris, and B. S. Henning.

—The New York, New Haven and Hartford Railroad Co., is testing the Eames patent brake and coupler on one of its fast trains. The large locomotive owned by the company which manufactures the brake will be used one way, while another engine which is being fitted with the necessary machinery will be used to take the train back. The peculiar feature of the brake is that if one or more cars become detached from a train while in motion it acts automatically and stops the detached cars. It is also claimed that in case of an accident the Eames brake will prevent the telescoping of cars, because the brake, whether connected with the engine or disconnected, acts on each car separately and independently.

Railroads of Maine.

The Commissioners of the State of Maine, in their 22d Annual Report, about to be issued, say that all the railroads are not only safe but that most of them have been greatly improved. On the main line progress seems to have been the order of the day. The continued remarkable exemption from serious accident bears unmistakable evidence of the ability and efficiency of the management.

One new road (Old Orchard Beach) has been built during the year, from the Old Orchard Depot on the line of the Boston and Maine Railroad, to the Saco River, a distance of three miles. The total number of miles of railroad now operated in Maine is 1,030.08.

The New Brunswick Railway has changed ownership during the year and the company intends to change the gauge from 3½ feet to the standard gauge of 4 feet 8½ inches, fully repair the road and extend it to a connection with the Riviere du Loup Railway, and thus open a line to Quebec. Of the Bangor and Piscataquis Railroad, as the distance from its present terminus to Moosehead Lake is only thirteen miles, the Commissioners hope to see it completed to that point at an early day.

The faulty construction of the European and North American Railroad has been considerably improved. This road has the advantage of being the only railroad communication between the East and West, and its usefulness must increase with the facilities it offers for transportation.

The Maine Central Railroad company designs to put their road in the best possible condition to secure the safe and rapid transit of passengers and freight, and to fully provide for the constantly increasing traffic. The past season has taxed the resources of this road to the utmost. During the year 2,000 tons of steel rails and 45,000 ties or sleepers have been laid upon the road. Twenty miles of track have been ballasted and raised, and two and one-half miles of new side track built.

While criticising the manner in which the Sandy River Narrow Gauge Railroad was constructed, they do not want to be understood as considering the road unsafe, "as it is not, the company having made marked improvement since they received it from the contractors."

The Indianapolis and Ohio State Line and the Indianapolis and Eastern Railroad Companies have completed their organization. The former elected C. W. Fairbanks President, C. E. Henderson Treasurer, and Henry Diehl Secretary. The Indiana and Eastern elected J. D. Campbell President, C. W. Fairbanks Treasurer and H. C. Diehl Secretary.

Mr. Wm. H. Vanderbilt has purchased the Manhattan market property in New York, which was burned a short time ago, ostensibly for railroad purposes. The price paid was $37[illegible],000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,500,000	J. & J.	Jan. '81 5½
Ashuelot 100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe. 100	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point. 100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law* .. 100	5,000,000	M. & S.	Sept. '80 2
Augusta and Savannah. 100	1,022,900	J. & D.	June '80 3½
Avon, Geneseo & Mt. M.* 100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio. 100	14,216,800	M. & N	Nov. '80 5
" " pref. 100	4,599,578	J. & J.	July '80 3
Washington Br. 100	1,650,000	A. & O.	Oct. '80 5
Berkshire* 100	600,000	quarterly	Apl. '80 1½
Boston and Albany 100	20,000,000	M. & N	Dec. '80 2
Bos., Clin., F. & N. Bed. 100	1,297,800	— & —	.....
" " pref. 100	1,750,100	.....	Oct. '80 2½
Agricultural Br. guar. .. 100	60,000	J. & D	June '76 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N	Nov. '80 3
Boston and Lowell 500	3,250,000	J. & J.	Jan. '81 2
Boston and Maine 100	6,921,274	M. & N.	Nov. '80 4
Boston and Providence. 100	4,000,000	M. & N.	Nov. '80 4
Attleborough Branch. 100	131,700	J. & J.	Jan. '81 5½
Bost. Revere B. & Lynn. 100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie* .. 100	950,000	J. & D	Dec. '80 3
Burl. & Mo. Riv. in Neb. 100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic 50	377,400	quarterly	Apl. '80 3½
" " pref. 50	838,311	quarterly	Apl. '80 3½
Camden & Burl. Co. 100	381,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J. & D.	June '80 3
Catawissa* 50	1,159,500	October.	Oct. '80 2½
" pref. 50	2,200,000	M. & N.	Nov. '80 3½
" 2d pref. 50	1,000,000	M. & N.	Nov. '80 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.* 100	6,350,400	F.M.A.N	Feb. '81 1
" " pref. 100	769,600	F. & A	Feb. '81 3½
Central of Georgia 100	7,500,000	J & D.	June '80 3
Central of New Jersey. 100	18,583,200	quarterly	Apl. '76 2½
Central Ohio* 50	2,425,000	J. & J.	Jan. '81 3½
" pref. 50	400,000	J. & J	an. '81 3
Central Pacific 100	54,275,500	F. & A.	Feb. '81 3
Chemung* 100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton 100	10,065,400	M. & S.	Mar. '81 4
" pref. 100	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy. 100	31,004,456	M. & S.	Dec. '80 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras* 100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul.. 100	15,404,261	A. & O.	Oct. '80 3½
" " pref. 100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western. 100	14,988,257	J. & D	Dec. '80 3
" " pref. 100	21,525,253	quarterly	Dec. '80 1½
Chicago, R. I. & Pacific. 100	50,000,000	quarterly	Feb. '81 1½
Chicago & West Mich. ... 100	3,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton. ... 100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov. '80 3
Clev., Col., Cin. & Ind. 100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning* . 50	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg* .. 50	11,236,150	quarterly	Mar. '81 1½
Columbus and Xenia* .. 50	1,786,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '81 4
Concord 50	1,500,000	M. & N.	Nov. '80 6
Concord and Ports.* 100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv.. 100	2,175,700	F. & A.	Feb. '81 2
Connecticut River 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley 50	1,292,950	J.A.J.O.	Jan. '81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	Jun. '80 1½
Dayton & Michigan* 50	2,401,528	A. & O.	Oct. '80 1½
" pref. 50	1,211,250	quarterly	Jan. '81 2
Delaware* 25	1,230,950	J. & J.	Jan. '81 3
Del. & Bound Brook*.... 100	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Jan. '81 1½
Detroit, Lans. & Nor.... 100	1,874,000	F. & A.	Aug. '80 7½
" " pref. 100	2,503,300	F. & A.	Feb. '81 3½
Dubuque & Sioux City* 100	6,000,000	A. & O.	Oct. '80 3
East Pennsylvania* 50	1,400,200	J. & J.	Jan. '81 3
East Mahanoy* 50	392,950	J. & J.	Jan. '81 3
East Tenn., Va. & Ga.... 100	1,968,274	.....	Oct. '80 3
Eastern (Mass.) 100	4,997,600	J. & J.	July '79 3
Eastern (N. H.) 100	492,500	J. & D.	Dec. '80 2½
Eel River 100	3,000,000	— & —	Dec. '80 4
Elmira, Jef. & Canand* .. 50	500,000	Sept.	Sept. '80 5
Elmira & Williamsport* 50	800,000	M. & N.	Nov. '80 2½
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg* 50	1,000,250	quarterly	Sept. '80 1½
Fitchburg 100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo. 100	600,000	.....	Oct. '79 1½
Georgia 100	4,200,000	J. and J.	Jan. '81 3½
Hannibal & St. Jo. pref.. 100	5,188,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '81 2
Illinois Central 100	20,000,000	M. & S.	Mar. '81 3½
Iowa Falls & Sioux City* 100	4,625,000	quarterly	Dec. '80 1
Iowa Railroad Land Co 100	7,630,000	quarterly	Feb. '81 1½
Ia. So. & Mo. Northern. 25	600,300	quarterly	May '80 2
Jeffersonv., Mad. & Ind. 100	900,000	quarterly	May '80 1½
Joliet and Chicago* 100	1,800,200	quarterly	June '80 1½
Kan. City, Top. & West. 100	2,250,000	quarterly	May '80 1½
Kentucky Central 1 0	4,500,200	J. & D.	Dec. '80 1
" pref. 100	500,300	J. & D.	Dec. '80 3
Lake Shore & Mich. So.. 100	49,466,800	F. & A	Feb. '81 4
" " (guar.). 100	838,500	F. & A.	Feb. '81 5
Lawrence* 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,555	quarterly	Jan. '81 1
" pref. 50	106,300	quarterly	Jan. '81 2½
Little Miami* 50	5,871,450	quarterly	Dec. 80 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill* 50	$2,646,100	J. & J.	Jan. '81 3½
Louisville & Nashville.. 100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi... 100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover 100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ... 100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.... 100	1,000,000	M. & N.	Nov. '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* 100	400,000	F. & A.	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated.. 100	6,500,000	quarterly	Jan. '81 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '81 4
Middlesex Central 100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 5½
Missouri Pacific 100	12,416,000	quarterly	Jan. 81 1½
Mobile & Montgomery.. 100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex* 50	15,000,000	J. & J	Jan. '81 3½
Mt. Carbon & Pt. Carbon. 50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell 100	800,000	M. & N.	Nov. '80 3½
Nashua and Rochester .. 100	1,305,800	A. & O.	Oct. '80 1
Nashville and Decatur.. 100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,266	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley* .. 50	1,000,000	M. & S.	Sept. '80 1½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp.. 100	605,000	quarterly	Oct. '74 3
New London Northern* 100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R.. 100	89,428,380	quarterly	Jan. '81 2
New York and Harlem.. 100	8,500,000	J. & J.	Jan. 81 4
" " pref. 100	1,500,000	J. & J.	Jan. '81 4
" City Line	....	annually	Apl. '80 3
New York & Long Br.* 100	2,000,000	.....	Oct. '79 2
New York Elevated 100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West. 100	77,107,700	.....	...
" " pref.. 100	8,146,700	.....	...
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston. 100	3,000,000	quarterly	Feb. '81 2
Niag. Bridge & Canand* 100	1,000,000	J. & J.	July '80 3
North Carolina* 100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref.. 100	96,000	M. & N.	Nov. '77 4
North Pennsylvania 50	4,527,150	quarterly	Feb. '81 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2
Northern N. Hampsh.... 100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey* .. 100	1,000,000	J. & J.	July '77 2
Norwich & Worcester* .. 100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.* 100	3,077,000	J. & J.	July '76 2
" " pref. 100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.... 100	20,000,000	quarterly	.....
" pref. 100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav. 100	4,455,0 0	quarterly	Feb. 81 2
Oswego and Syracuse* .. 100	482,400	F. & A.	Aug. 80 4½
Panama 100	7 000,000	quarterly	Feb. '81 5
Paterson and Hudson* .. 100	632,000	J & J.	Jan. '81 4
Paterson and Newark* .. 100	250,000	J. & J.	.....
Paterson and Ramapo* .. 100	248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '80 4
Peoria & Bureau Val.* .. 100	1,200,000	F. & A.	Aug. '80 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton* 100	1,259,100	quarterly	Jan. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*.. 100	19,714,285	quarterly	Jan. '81 1½
" Special Imp. 100	5,504,300	quarterly	Jan. '81 1½
Pittsfield & N. Adams.. 100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm... 100	1,500,000	J. & J.	July '80 3
Profile and Franconia.... 100	.....	Annual.	Nov. '80 3
Providence & Worces.. 100	2,000,000	J. & J.	Jan. '81 3
Republican Valley 100	883,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass.. 100	175,575	— & —	Jan. '81 3
Richmond & Petersb.... 100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.* .110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.. 100	2,998,900	J. & J.	July '75 3
Rutland preferred. 100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute.. 100	2,300,000	— & —	.....
" " " pref. 100	2,463,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n. 100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell 100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke.. 100	1,151,400	M. & N.	Nov. '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '80 3
Shore Line* 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref.. 100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.*... 100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.. 100	3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.*.. 100	448,700	J. & J.	July '79 3½
Summit Branch* 50	4,125,000	F. & A.	Feb. '76 3
Syr., Bingham. & N.Y.* 100	2,004,000	J. & D.	Feb. '80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston..... 100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*.... 100	20,490,400	quarterly	Jan. '81 2½
Utica, Jhenango & S. V. 100	4,000,000	M. & N.	May '80 3
Utica and Black River... 100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass. 100	3 050.000	A. & O.	Oct. '80 3
Wab., St. L. & Pacific.... 100	20,000,000	... .	.....
" " pref. 100	20 000,000	quarterly	Feb. 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River* 100	$750,000	J. & J.	July '80 3½
Warren (N. J.) 100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley 100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref.. 100	821,300	J. & J.	July '80 2
West Jersey. 100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon. 100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac* 100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg* 100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.....
Baltimore City 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills.. 100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn).... 100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y) 100	3,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug. '79 1
Bushwick (Brooklyn).... 100	309.000	J. & J.	July '71 3½
Cambridge 100	908,600	J.A.J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv. 100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.) 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.. 100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat.. 100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.).... 100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark .. 100	200,000	— & —	 3
42nd St. & G. St. Ferry.... 100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.) 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton.... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	3,050 000	J. & J.	Jan. 75 1½
Highland 100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston 100	200 000	annually	Nov. '80 6
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston).... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston)..... 100	550,000	M. & N.	Nov. '80 3½
N.Y., Bay Ridge & Jam. 100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.).... 100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 3
Pbg. Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.).... 100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	982,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.).... 100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov. '80 3
South Boston 50	600,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.).... 100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '75 2
Delaware Division 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson.... 100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*.. 100	5,847,400	quarterly	Jan. '81 2½
Lehigh Coal & Navigat.. 50	10,348,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated).... 100	1,025,000	F. & A.	Feb. '78 2
" (preferred)..... 100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express..... 100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co.... 100	3.000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '81 $5
Central Mining Co..... 100	.....	Annual.	Feb '80 $5
Consolidation (Md.) Coal. 100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I... 100	.....	J. & J.	Aug. '80 3½
Gold and Stock Tel..... 100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal..... 100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold..... 100	2,836,600	.....	.....
" pref..... 100	8,698,400	.....	.....
Missouri Val. Land Co.. 100	200,000	M. & S.	Jan. '81 5
Molugona Coal Co..... 100	305,200	quarterly	Mar. '80 2½
National Tube Works.... 100	1.000.000	quarterly	Jan. 81 3
Pacific Mail Steamship.. 100	20,000,000	M.J.S.D.	Sept. '80 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car..... 100	5,990.200	F.M.A.N	Feb. '81 2
Quicksilver, common ... 100	5,708,700	.....	.....
preferred 100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge..... 100	1,780,000	J. & J.	Jan. '81 5
Sioux C. & I. F. L. & L. Co. 100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co... 100	255,000	A. & O.	Oct. '80 5
United States Express... 100	7,000,000	F.M.A.N	Feb. '81 1
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph. 100	41,050,000	quarterly	Jan. '81 1½

Lehigh and Wilkesbarre Coal Co.

The large interest held by the Lehigh Coal and Navigation Co. in the stock and securities of the Lehigh and Wilkesbarre Coal Co. will cause the following statement of the financial condition of the latter company to be read with interest. It comes from a reliable source:

Total capital stock outstanding		$8,700,000
Prior lien bonds (bearing 6 per cent interest—$264,000)	$4,400,000	
Prior lien bonds (bearing 7 per ct. interest—$22,400).	320,000	
Consolidated bonds (bearing 7 p. ct. interest—$805,000)	11,500,000	
Income bonds (bearing 7 per cent interest—$248,710)	3,553,000	
Total interest, $1,340,110, and bonded debt		19,773,000
Total debt and capital		$28,473,000

Connecticut and Passumpsic Rivers R. R.

The earnings of this road for the years ending June 30, 1879 and 1880, were:

	1879.	1880.
From passengers	$194,276 34	$228,463 52
" freight	294,477 18	365,747 58
" mails	18,125 97	17,300 20
" express	8 042 99	9,500 00
" rents	10,022 93	9,275 96
" interest	19,196 62	27,260 72
	$544 142 03	$657,547 98
Expenses, viz:		
Passenger expense	$39.271 96	$46,727 35
Freight expense	87,721 00	41,756 88
General expense	16,485 71	21,948 62
Cars and locomotives	62.736 56	85,228 63
Oil and waste	5,955 51	6,163 68
Road repairs	83,754 40	148,976 72
Wood	40,994 66	37,108 43
Losses and bad debts	5,492 45	2,911 10
Bridges	4,730 00	8,199 83
Tools and machinery	3,905 61	1 741 81
Stationery and printing	3 534 63	4,005 59
Shop expense	5,116 75	4,656 27
Insurance	5,950 40	4,603 35
Stations and buildings	3,380 76	12,370 04
Taxes	5,417 11	5,010 37
	$324,447 51	$481,408 17
Net earnings	$219,694 52	$226,139 81
From which has been paid—		
Interest on bonds	$130,610	
Dividend February, 1880	38,592	
Dividend August, 1880	51,456	
	220,658 00	
	$5,481 81	
Interest received by treasurer	16,100 02	
Leaving a balance of	$21,581 83	
Add surplus from previous year	105,398 34	
Making a total of	$126,980 17	
Paid for 200 freight cars	118,150 00	
Leaving a surplus of	$8,830 17	

Compared with the previous year the gross earnings show an increase of $118,405 95, with an increase in the expenses of $106,960 66, making an increase in net earnings of $6,445 29. The report says:

There has been laid in the track during the year, 1,600 tons of steel rails, 412 tons of new iron rails, and 40,920 new sleepers; 5,856 rails have been repaired and relaid.

The track is greatly improved from last year, and is now in better condition than ever before.

One thousand four hundred tons of steel rails, and eight tons of iron rails more than last year have been laid in the track, and all charged to current expenses.

We think that a liberal amount of steel rails for the year, chargeable to current expenses, would have been 1,000 tons. The extra 600 tons of steel rails, the forty new cars built at shops, and the six iron cars purchased, cost about $51,825, which, taken from the amount charged to expenses, would leave the net earnings $277,964 81, instead of $226,139 81 as the account is made up, and is equivalent to two per cent on the stock.

The opening up of business on completion of the Montreal, Portland and Boston Railroad to Longueil, and the completion of the South-Eastern Railroad to Sorel, together with the contract made with the Portland and Ogdensburg Railroad (Vermont division) in October last, rendered it imperative on us to make a large increase to our freight cars, in order to accommodate the increase of business; and in addition to the forty cars built at our shops, we purchased two hundred freight box cars of the Wason Manufacturing Company of Springfield.

These cars have all been delivered, and are in service. We now find that our supply of cars is not up to the requirements of the road. These two hundred cars cost $118,150, and have been paid for from the former surplus of earnings, $105,898 34, added to this year's surplus of $21,581 83, leaving the surplus of earnings now on hand, $8,830 17.

You will see from this that we have been able to add two hundred and forty new freight cars to our equipment without increasing our construction account or incurring a debt. Our present floating debt is entirely for amount expended in obtaining and completing the Montreal, Portland and Boston Railway, which is now operated and controlled by the South-Eastern Railway, and we are now receiving interest monthly on all the money expended in that road. The present floating debt is $313,008 57; to offset which we have good notes on which we are receiving interest at six per cent, $319,006 86.

There have been built at the company's shops at Lyndonville, 35 box and 5 butter cars at a cost of $20,825, and 6 second hand iron freight cars purchased at a cost of $2,100, also one first class passenger car at a cost of $3,500—all of which has been charged to the current expenses for operating the road. The equipment of the road now consists of 28 locomotives, 14 passenger, 9 mail and baggage, 440 box, 380 platform, 100 stock, 9 saloon, 2 boarding house and 3 crane cars, besides the necessary number of snow ploughs, gougers, gravel, wood, push and hand cars.

The number of miles run by passenger trains was 259,643; by freight trains, 184,858; by wood and gravel trains, 5,077—total, 449,078, against 422,076 in 1879.

The number of passengers carried in 1880 was 156,934, against 135,494 in 1879; and the number carried one mile 6,174,878, against 4,400,575.

Tons of freight carried, 219,604, against 136,115; tons carried one mile, 13,670,452, against 8,574,448.

BALANCES, August 25, 1880.

Construction	$3,447,825 29
South-Eastern Railway Co. notes	302,325 00
Missisquoi and Clyde Rivers R. R. Company	225,000 00
South-Eastern Railway Co	100,000 00
Memphremagog House	26,416 14
Cashier, including stock and materials on hand	141,989 02
Land notes	7,106 01
Mt. Washington Railroad stock	13,600 00
Bank of Montreal, London	5 415 72
Steel Rails	48,000 00
Cash	4,197 47
	$4,321,874 65
Notes payable	$254,008 57
Notes, payable July 1, 1881	123,000 00
Stock issued	2,176,700 00
Reserve	275,250 28
Premium on bonds	11,193 06
Lyndon Lands	51,784 12
Dividends due prior to Aug. 1, 1880, uncalled for	2,423 64
Coupons not presented	6,184 81
Bonds, payable April 1, 1898	1,436,500 00
Earnings	8 830 17
	$4,321,874 65

President.—EMMONS RAYMOND, Cambridge, Mass.

Vice-President.—W. K. BLODGETT, Boston, Mass.

Directors.—Emmons Raymond, Cambridge, Mass.; W. K. Blodgett, Boston, Mass.; Gardner C. Brown, Boston, Mass.; Amos Barnes, Boston, Mass.; Alden Speare, Newton, Mass.; Lucius Robinson, Newport, Vt.; Stephen Foster, Stanstead, P. Q.; F. A. Peters, Boston, Mass.; S. S. Thompson, Lyndonville, Vt.

Treasurer.—N. P. LOVERING, Boston, Mass.

Secretary.—ELIJAH CLEVELAND, Coventry, Vt.

Superintendent.—H. E. FOLSOM, Lyndonville, Vt.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of December, 1879 and 1880 were:

	1879.	1880.
Gross earnings	$1,398,244 55	$1,726,788 16
Working expenses	1,048,476 65	1,229,605 55
Net earnings	$349,767 90	$497,182 61

—showing an increase in gross earnings of $328,543 61, in working expenses of $181,128 90, and in net earnings of $147,414 71.

From October 1 to December 31, inclusive, the gross earnings, working expenses and net earnings were:

	1879.	1880.
Gross earnings	$4,627,777 06	$5 424,035 90
Working expenses	3,004,085 32	3 294,743 86
Net earnings	$1,623,687 74	$2,129 292 04

—showing an increase in gross earnings of $396,258 84, in working expenses of $290,654 54, and in net earnings of $505,604 30.

Interest and Dividends.

The North Pennsylvania Railroad Co. have declared a quarterly dividend of 1½ per cent (less five per cent for the contingent fund), payable February 25.

The Delaware Division Canal Company has declared a dividend of one dollar per share, payable February 15.

The St. Louis, Alton and Terre Haute Railroad Company have declared a dividend of 3 per cent on the preferred stock, payable February 19.

The Chicago and Alton Railroad Company have declared a semi annual dividend of 4 per cent on the preferred and common stock, payable March 1.

The Detroit, Lansing and Northern Railroad Company has declared a dividend of 3½ per cent, payable Feb. 15.

The Ontario Silver Mining Company has declared its regular monthly dividend of fifty cents per share for January, payable Feb. 15 at the office of Wells, Fargo & Co., No. 65 Broadway.

Railroad Law.

COTTER VS. THE FRANKFORD AND SOUTHWARK RAILWAY CO.

A failure of a railway train to stop on signal does not justify a boy of twelve years of age in jumping upon the cars while in motion.

An invitation to jump upon the train by one not in charge of the train, or authorized by the company, does not render the company liable.

Sur rule for new trial.

Opinion by ELCOCK, J. January 22d, 1881.

This action was to recover damages for injuries sustained by a boy aged twelve years, by the alleged negligence of the defendants. The plaintiff resided at Frankford, 23d Ward, and was in the habit of riding on the defendants' road each morning by a six o'clock train to Bromley's Mills, at Germantown avenue and York street, at which place he was employed. The defendants' use in that section of the city a dummy engine and two of the ordinary passenger street cars as a train. The defendants' train had stopped at Unity street, Frankford, to take on passengers, and had started again, when the plaintiff states he signalled the engineer to stop, and as he did not stop, he ran towards the train, and in attempting to get on the platform of the middle car his foot slipped and he fell under the wheel, and his leg was so crushed and injured that it had to be amputated. As an excuse for attempting to get on the car the plaintiff testified that on a former occasion one of his fellow workmen at Bromley's Mills, who was allowed by the company defendant to act as brakesman on the six o'clock train in the morning, in consideration of a free ride, said to him as he got on the car that he was young, and should run and jump on the car. This was denied by the witness on the other side, and witnesses were also produced who testified that they had warned the boy against jumping on the car while in motion.

All the facts were left to the jury, who found in favor of the plaintiff, $4,500.

The degree of care required of a child of tender years is always a question of fact for the jury, and what is negligence per se in an adult, might not be so in one of tender years. But an important question in this case is, what duty was owing by the defendant to the plaintiff. The train was bound to stop on his signal, and on failure to do so, the defendant would be liable in damages resulting therefrom, if loss of employment or otherwise; but it would be irrational to say that a failure on the part of those in charge of the train to stop would justify any one old enough to travel alone in attempting to get on a moving train as a passenger. The duty to the plaintiff did not, therefore, extend to his personal safety when not on the train as a passenger, nor to his safely getting on, unless the train had stopped. The question, therefore, whether an invitation was given by the officers or agents of the company to the boy to get on became the turning point of the case. If, on the occasion in question, the agent of the defendants, having charge of the train, had invited the boy to get on while the train was in motion, it would be a fair question for the jury whether he was justified in taking such a risk.

But here the statement made to the boy, that he was young, and could run and jump, was made at a different time, and possibly under different circumstances. It can hardly be supposed that such an invitation would extend to getting on the cars without regard to the rate of speed, or the time or place.

But was the invitation given by any one having authority to bind the company? The brakeman, who is said to have given the instruction alluded to by the plaintiff, was not a regular brakeman on the cars, but was a fellow employee in the mill with the plaintiff, and well known to him. By the ordinary duties of brakeman he has no authority over the management of the train, or to regulate the loading or unloading of the train, or to direct the conduct or ingress or egress of the passengers. His simple duty is to attend to the brake. To permit the idle remarks of one without authority, or a mere volunteer, to bind the company would be unreasonable. Thus, in Flower vs. Penna. R. R., 69 Penna. St. 210, a fireman who had invited a boy of tender years to get on the tender of the engine at a station, and who was killed while thus acting, by the negligence of the employees of the road, in allowing the balance of the train to run into the engine, it was held that the engineer or fireman had no authority to invite any one on the engine, and that the company consequently was not liable.

This brakeman had no authority to change any rule of the company or to waive any legal rights they may have in regard to regulating their mode of receiving or discharging their passengers. It was not within the scope of his authority. The train was in charge of a regular conductor and engineer, who had the lawful control of it. The question was not raised upon the trial, and the whole subject went to the jury upon the question whether any invitation was given by the brakeman. The jury, therefore, we think had too much latitude, and as the evidence does not establish a case of negligence on the part of defendants, a new trial must be granted. Rule absolute.—[Legal Intelligencer.

NEGLIGENCE—BY RAILWAY COMPANY IN NOT MAINTAINING WATCHMAN AT LEVEL CROSSING—ENGLISH HIGH COURT OF JUSTICE, EXCHEQUER DIVISION, JUNE 12, 1880—CLARKE V. MIDLAND RAILWAY COMPANY.

The defendants' railway crossed a level crossing which was some twenty yards distant from a foot bridge. Both the crossing and the bridge were private crossings intended for the use of persons employed in a neighboring manufactory. About thirty yards from the crossing was a box where a railway man was commonly stationed, who was sometimes shouted to by persons wishing to pass the level crossing with carts, and answered "All right." The plaintiff, a boy of eleven years of age, who was employed at the manufactory, having occasion to go over the line, was waiting at the level crossing until one train had passed, but was knocked down and severely injured when in the act of crossing by another train, which he had not observed, and which was passing in the opposite direction immediately afterward. At the trial there was evidence that the bridge was dirty and not lighted at the time of the accident; that the train did not whistle; that the plaintiff knew the bridge, having crossed it several times; and that the man at the box used to bring out a stick to stop him from going over the bridge, but that when the accident happened he was not present. There was no evidence to show what the man's special duties were, or whether he had any duties in respect to foot-passengers. Upon this evidence the judge was asked to nonsuit the plaintiff, but held, on further consideration, that there was evidence of negligence to go to the jury, and that the conduct of the railway man was a distinct breach of duty which amounted to negligence and contributed to the accident.

This case, which was tried before Stephen, J., and a jury, was reserved for further consideration upon the question as to whether or not the plaintiff ought to have been nonsuited at the trial on the ground that there was no evidence to go to the jury of negligence on the part of the defendants, and was argued on the 10th of May by Harris and Stanger, for the plaintiff, and by Mellor, Q. C., and Carter, on behalf of the defendants. The facts of the case fully appear in the written judgment which was now (June 12) delivered by

STEPHEN, J.—This was an action for personal injury caused to the plaintiff by the alleged negligence of the defendants. The plaintiff was a little boy in the employ of Mr. Cox, a manufacturer near Nottingham. The Midland Railway ran in the neighborhood of Mr. Cox's manufactory, and upon it were a level crossing and a foot-bridge at a distance of twenty-nine yards from each other, both being private crossings intended for the use of the persons employed in Mr. Cox's manufactory. At the time of the accident the bridge was in a dirty state, and was not lighted. There was a box thirty yards from the gate, but it did not appear how far it was from the bridge. A man was commonly stationed there, who, when a cart had to pass at the level crossing, was sometimes shouted to by the carters, and replied "All right." There was no evidence to show what his special duties were, or whether he had any duties with respect to foot-passengers, but there was evidence that at the time of the accident he was not there. The plaintiff was sent by a carter, also in Mr. Cox's service, and who had first crossed the line, to look for some sacks which had dropped from the cart on the other side of the line. He crossed at the level crossing and was returning by it. As he came back he saw a train coming, and waited until it had passed. He then went on to the line and was knocked down and severely injured by another train which he had not observed, and which was coming from the other direction. There was some evidence that the train did not whistle. The boy said: "I know the bridge; I had been across the bridge several times. A railway man in the box sent us back. I don't know his name; he used to bring a stick out." In cross-examination he said: "It was to stop us from going over the bridge, not to stop us from playing on the line, that he brought the stick out." No witnesses were called on behalf of the railway company. Upon this evidence I was asked to nonsuit the plaintiff, and I reserved for further consideration the question whether I ought to do so, but at the request of the plaintiff's counsel, I asked the jury the following questions, and received from them the following answers: 1. Was there negligence on the part of the railway in not whistling and not lighting the lamps on the bridge, and by the man's neglecting duty specially imposed on him? Answer—Yes. 2. Was there contributory negligence on the part of the boy in going on the line rashly? Answer—No. 3. Could the railway company have avoided

the accident which happened by the exercise of ordinary care and diligence? Answer—Yes. 4. What are the damages? Answer—£300. The question is whether I was warranted in leaving these questions to the jury by the evidence in the case, or whether I ought to have decided myself that there were no facts in the case from which they could properly infer negligence. This I think is the effect of Bridges v. The North London Railway Company, L. Rep., 7 H. L. 218; 30 L. T. Rep. (N. S.) 844. Many cases were referred to in the course of the argument before me. Nearly all that bear upon the subject are cited in The Dublin, Wicklow and Wexford Railway Company v. Slattery, 3 App. Cas. 1155; 39 L. T. Rep. (N. S.) 365. I do not think it necessary to say more on the subject than that the cases of Stubley v. London and Northwestern Railway Company, L. Rep., 1 Ex. 13; 13 L. T. Rep. (N. S.) 376; Walker v. Midland Railway Company, 14 L. T. Rep. (N. S.) 793; Cliff v. Midland Railway Company, L. Rep., 5 Q. B. 258; 22 L. T. Rep. (N. S.) 382, and Ellis v. Great Western Railway Company, L. Rep., 9 C. P. 551; 30 L. T. Rep. (N. S.) 874, seem to me to establish that mere absence of warning at a level crossing, whether in the shape of the presence of a watchman or in the shape of whistling, are not in themselves either negligence or evidence of negligence, unless there are circumstances of special danger, as in the case of Bilbee v. London and Brighton Railway Company, 18 C. B. (N. S.) 584; 13 L. T. Rep. (N. S.) 146, or in the case of The Dublin, Wicklow and Wexford Railway Company v. Slattery (sup.). If, therefore, the absence of whistling and the absence of the watchman were the only points in the case, I think the plaintiff ought to be nonsuited. I am of the same opinion as to the absence of lights from the bridge. I see no evidence that either that fact or the dirty condition of the bridge in any way contributed to the accident, nor do I see that any means were suggested by which the railway might, by the exercise of ordinary care, have avoided the accident. The only point on which I think the verdict can be supported is the evidence that the man at the box frightened the boys away from the bridge. This would amount to a distinct breach of duty, that is to say, to negligence and something more; and though it is true that I did not put, and was not asked to put, to the jury any specific questions on the subject, I think that as it was uncontradicted, the jury might reasonably infer from it that the man had misconducted himself, and did contribute to the accident by frightening the little boy (who was only eleven years old) into crossing the railway at a dangerous place. There will, therefore, be judgment for the plaintiff for £300 damages with costs.

Judgment for the plaintiff.—[Albany Law Journal.

Another California Railroad.

The Sierra Iron Company having a capital of $1,200,000, of which $250,000 has been subscribed, and more than $30,000 paid in, filed in the office of the county clerk at San Francisco on the 25th ult. a declaration of its intention to proceed immediately to survey a railroad route, and to build and equip a two-foot gauge railroad from Oroville along the Feather river, through American valley, Mohawk valley, Sierra valley and Beckwith Pass to the State line, there to connect with a railroad now being constructed from Reno, and following a route in the direction of Beckwith Pass, Long valley, Honey lake valley, to the State of Oregon. This declaration includes the privilege of constructing a branch line of railroad from the Middle Fork of Feather river, near Eagle creek, by Jamison creek to the Sierra iron mines, and thence to Downieville, Sierra county, distance 25 miles; also, privilege of constructing a branch railroad from Oroville to the Sacramento river, via Chico, distance 28 miles.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending January 29, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad ...	88,966	975,495	1,187,806
Schuylkill Canal....	.....	.....	38,041
Lehigh Valley	59,721	728,495	704,621
Del., Lack. & Western.	61,114	247,216	215,744
Shamokin Valley	17,402	69,374	68,064
Central New Jersey .	80,649	247,833	283,779
United R. R. of New Jersey	26,057	107,366	81,961
Pennsylvania Coal ..	17,598	67,945	43,279
Delaware and Hudson	48,151	198,572	303,810
Huntingdon & Broad Top Mt.....	9,770	35,888	31,847
Penn. and New York.	18.264	183,664	186.665
Clearfield, Pa.....	32,379	130,745	198,548

The total tonnage of anthracite coal rom all the regions for the week ending Jan. 29, as reported by the several carrying companies, amounted to 301 270 tons, against 364,223 tons in the corresponding week last year, a decrease of 62,953 tons. The total amount of anthracite mined for the year is 1,524,704 tons, against 1,569,395 tons for the same period last year, a decrease of 44,691 tons. The quantity of bituminous coal sent to market for the week amounted to 65,627 tons, against 93,329 tons in corresponding week last year, a decrease of 30,702 tons. The total amount of bituminous mined for the year is 281,122 tons, against 364,125 tons for the corresponding period last year, a decrease of 83,003 tons. The total tonnage of all kinds of coal for the week is 363,897 tons, against 457,552 tons in corresponding week last year, a decrease of 93,655 tons, and the total tonnage for the coal year is 1,805,826 tons, against 1,933,520 tons to same date last year, a decrease of 127,694 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of January was 165,665 tons, of which 117,225 tons were coal and 48,448 tons coke. The total tonnage for the year thus far has been 495,083 tons, of which 347,270 tons were coal and 147,813 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended January 29 were 20,116 tons, and for the year 99,287 tons—a decrease of 44,198 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 16,743 tons, year, 85,151 tons; decrease as compared with 1880, 44,623 tons. Chesapeake and Ohio Canal, none; decrease as compared with 1880, 2,584 tons. Pennsylvania Railroad—week, 3 373 tons; year, 14,136 tons; increase over 1880, 3,069 tons. The annual official report of the output of the mines of the Cumberland region shows that the total during 1880 was 2,136,160 tons, an increase of 405,499 tons over the previous year, and the heaviest output since 1875.—[Phila. Ledger, Feb. 7.

The extension of the Scioto Valley Railroad from Portsmouth to Ironton, Ohio, was opened for business on the 7th inst.

The New Fuel.

A new liquid fuel for generating steam an exhibition of which was recently given in Jersey City, has attracted a great deal of attention. It is claimed for it that it will so reduce the expense of generating steam as to make it possible to run a locomotive from New York to Philadelphia for $1 instead of $25, as now, with coal. It is described as follows: To produce combustion nothing more is necessary than by means of an atomizer to unite dry steam and crude petroleum, only a common inch pipe being used for this purpose, one for steam and the other for oil, with cocks to regulate the flow. Junction is made within six inches of the perforated brick retort, which a nozzle closes instantly. On a match being applied, the whole interior furnace, an ordinary reverberating smelting furnace, becomes intensely heated, so much so that all exposed surfaces may be easily fused. If applied to a steam boiler on a locomotive or on ship board, it is only necessary to place retorts, made of fire clay, on grate bars, thus protecting the boiler plates from injury.

OFFICE OF THE ONTARIO SILVER MINING CO.,
No. 18 WALL ST., NEW YORK, Feb. 5, 1881.

DIVIDEND NO. 64.

THE REGULAR MONTHLY DIVIDEND OF Fifty Cents per share has been declared for January, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst.

Transfer-books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

NEW YORK, February 1, 1881.

THE THIRTY-SEVENTH SEMI-ANNUAL CASH dividend of the Illinois Central Railroad Company, on its entire share capital, being THREE AND A HALF (3½) PER CENT thereon, will be paid by the undersigned March 1, 1881, to shareholders as registered at 2 p. m. on the 11th inst., after which and until the 4th March, the transfer books will be closed.

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The surveys between the Indianapolis city line, and Springfield, Ohio, for the eastern extension of the Indiana, Bloomington and Western Railway have been completed. It is proposed to have the road in operation between Indianapolis and Columbus, Ohio, by the 1st of December. The grading will be commenced as soon as the line is decided upon.

The Lake Superior iron mines produced 1,975,062 tons of ore last year, and 48,502 tons of pig metal. The product of ore since 1856 has been 15,309,132 tons, and of pig metal 790,277 tons.

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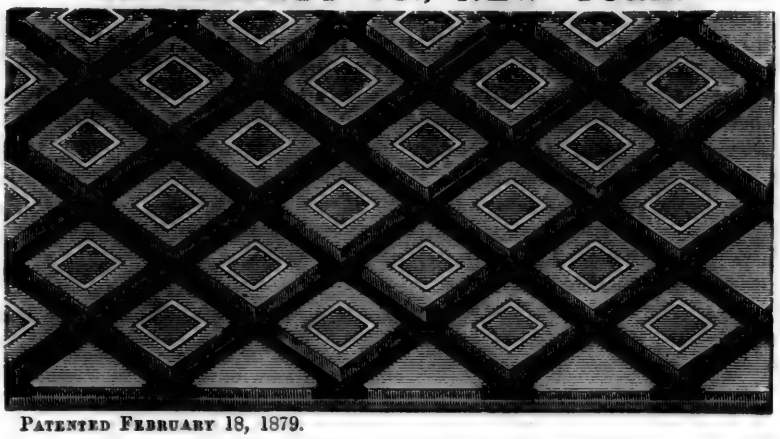
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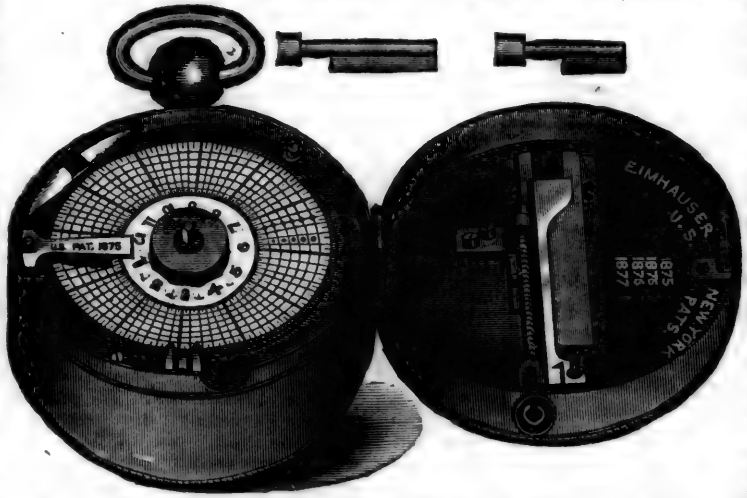
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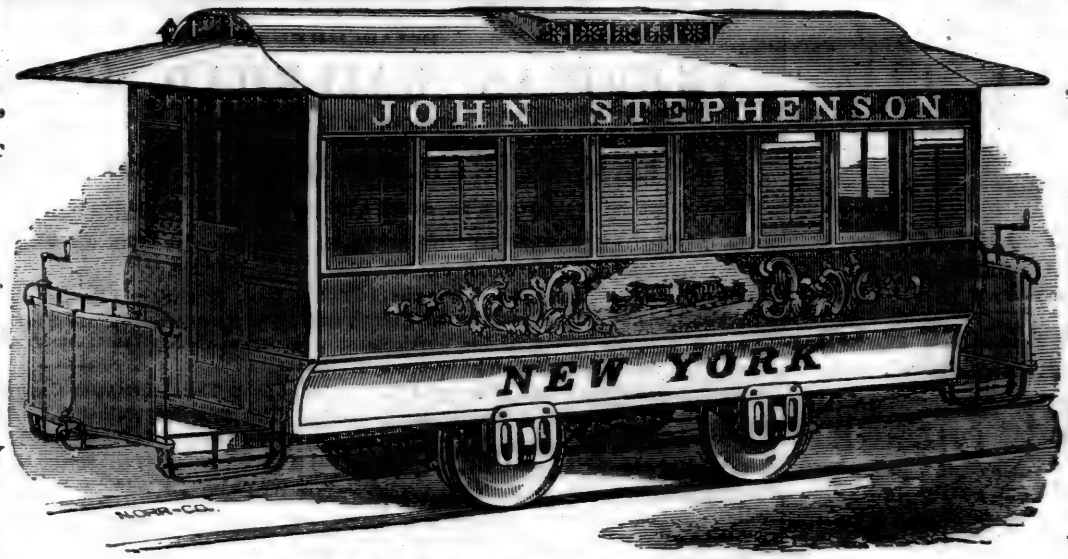
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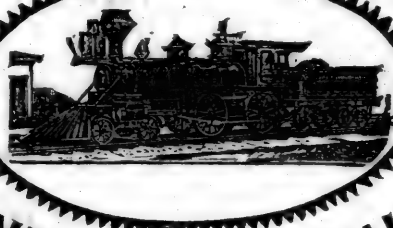
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AMERICAN RAILROAD JOURNAL,

PUBLISHED WEEKLY BY THE

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JOHN H. SCHULTZ - - - - - President.

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Weekly Boston Letter, a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

The *American Railroad Journal*, one of the most honest and outspoken of American papers.

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 8.] NEW YORK, FEBRUARY 19, 1881. [WHOLE No. 2,339, VOL. LIV.

The Growth of Manufacturing in the South.

IS THE CENTER OF MANUFACTURING BEING DRAWN SOUTHWARD?—INFLUENCES TENDING TO THAT RESULT—GEORGIA AND THE ADVANTAGES OFFERED TO INDUSTRIAL ENTERPRISE BY HER NATURAL RESOURCES AND INCREASING RAILROAD FACILITIES.

We have been so accustomed to think of New England as the centre of our great manufacturing industries, and the natural place to which manufacturers of textile fabrics should look for encouragement and stimulus for the employment of their capital and skill, that it is not customary to think of other localities as holding out inducements tending to draw from the supremacy in manufacturing, held for so many years, almost undisputed, by Massachusetts and her neighboring States. But such inducements are being held out, and enterprising projectors of railroads, as well as far-seeing manufacturers and producers, are justified in studying the question and basing action upon the indications which support the belief that within the next ten years a great change in the center of manufacturing is likely to be witnessed. The tendency of this movement in certain important departments of manufacturing is undoubtedly Southward.

New England for the past few years has held its manufacturing supremacy not so much from natural facilities of water power, climate, fuel, transportation, etc., as from the character of its population. In the thriving New England manufacturing towns are a class of operatives who are ranked among the oldest residents and in many cases form one of the most substantial and permanent elements of the business prosperity of the community. In frequent cases they are living in homes which their ancestors established before them, and where they have accumulated properties that are now to be found, in some instances, invested in the enterprises where their labor is employed. In this way strong communities of the best kind of operatives are permanently established. To lead them to abandon these localities for others strong inducements indeed must be offered, and it will be found as a rule that those operatives willing to change their work and places of abode for new fields and new enterprises are of the floating, adventuresome element; by no means the best for employment in starting manufactories in new localities. This is probably the strongest force that has held so long the center of manufacturing in New England.

Other influences are at work now which threaten to overbalance this power. Looked at from a broad and unprejudiced standpoint, it must seem not a little strange that this power of association of skilled labor and its congregation in certain localities should have so long been able to limit the work of the loom and the shuttle to certain sections. Cotton is transported from the far South to New York, and after passing through the market is reshipped, in most cases, to localities from 150 to 300 miles North, there to be worked up by machinery, the motive power of which is furnished largely from fuel brought by water and rail hundreds of miles from the coal fields of Pennsylvania. Then the cotton, in the form of manufactured fabrics, is brought again to this market, and from here distributed widespread throughout the country, much of it, however, returning to the Southern States from which it first started.

One of the chief inducements in the earlier days of cotton factories in New England for their location there was, of course, found in the water privileges afforded. But the growth of manufacturing has been so rapid that today in but few towns of that section can the water power be estimated as furnishing more than a minor part of the power required. Very rarely can a factory be found which relies wholly upon water, while in the majority of cases the chief reliance is of necessity in the use of large quantities of coal. It is an apparent fact also that the flow of mountain streams of that as of other sections where the demands of increasing population and traffic in lumber are rapidly cutting away the forests, has been for the past few years considerably decreased.

It is a question worthy the study and consideration of projectors and others, whether the natural tendency of these influences will be to draw manufacturing from the North toward the South, with its cotton fields and neighboring coal mines. Much attention has been turned to Georgia, as promising to be a future manufacturing locality of importance. The State presents a remarkable variety of surface as well as resource. From the low and swampy lands of the Atlantic coast and Florida line, extending inland perhaps twenty miles, the elevation increases toward the north, until at a distance of 150 miles from the sea an elevation of about 600 feet is reached. Northward from the central portion of the State the surface grows more and more rapidly, until a hilly and mountainous region is reached, where elevations of from 1,500 to 4,000 feet are found, much resembling the Blue Mountain sections of New England.

Georgia furnishes some of the finest water privileges to be found in the country. A few of them, of course, have been utilized for many years for a variety of manufacturing purposes, chiefly by flouring and cotton mills, but never to the extent that it would seem natural they should have been through their favorable location. The $3,000,000 which was found to be in use in the manufacture of cotton goods in 25 mills in Georgia, by the census of 1870, has grown into a much larger sum of late years, as the present census will show, but there are single New England villages which exhibit the use of more capital in that department of manufacture, than that entire State with its splendid natural facilities. Ranking among the first cotton-producing States, rich in its variety of soil and products, and so fortunate in being able to present attractions to such a diversified number of industrial enterprises, it will not be surprising to see a rapid increase of manufacturing at an early day in Georgia; a prospect which seems plainly to stimulate, and with good reason, the projectors and managers of the railroads aiding in the development of the magnificent resources of this State.

It is said that the Sonora Railway is almost completed from Guaymas to Hermosillo.

New York, New Haven and Hartford R. R.

The income of the New York, New Haven and Hartford Railroad Company for the years ending September 30, 1879 and 1880, was as follows:

	1879.	1880.
From passengers	$2,150,552 08	$2,347,565 47
" freight	1,492,261 88	1,634,092 08
" mail & express	269,929 29	271,156 89
" interest	20,852 39	41,421 45
	$3,933,595 14	$4,294,235 89
Expenses, viz:		
Repairs of road	$140,868 26	$206,314 47
" bridges	32,129 36	20,759 41
" buildings	48,156 25	70,302 53
" fences	1,730 59	4,247 93
" engines	80,918 52	93,279 86
" cars	150,123 16	158,582 09
" tools, etc	10,632 22	10,068 02
Steel rails	3,786 81	8 944 00
New freight cars	78,677 00	159,054 74
Fuel for engines	224,968 04	244,465 80
Fuel for cars, etc	11,508 00	5,620 00
Water stations	16,233 80	13,509 73
Oil and waste	32,851 32	33,970 98
Wages and incidentals chargeable to transp. department	1,014,283 38	1,173,736 04
Switchmen, signalmen and watchmen	98,451 73	100,692 09
Damages and gratuities	21,792 05	16,750 50
Insurance & telegraph expenses	6,758 87	4,692 50
General, office, law, & all other expenses, not included in the above items	47,045 97	45,999 74
	$2,020,914 83	$2,370,990 48
Balance	$1,912,680 31	$1,923,245 46

The total receipts and payment for the years ending September 30, 1879 and 1880, were:

	1879.	1880.
Balance cash assets from previous y'ar.	$1,507,029 27	$1,632,476 35
Materials on hand	414,428 15	326,945 96
Do. Shore Line Div.	73,110 16	43,489 08
Decrease Shore Line Dr. balance	43,170 83	54,486 45
Increase in accounts payable	....	71,713 96
Transportation earnings	3,933,595 14	4,294,235 89
Total	$5,971,333 55	$6,423,347 68
Transportation exp.	$2,020,914 83	$2,370,990 48
Interest Harlem River and Port Chester bonds	130,000 00	130,000 00
Taxes	221,020 50	228,259 88
Dividends—two of 5 per cent	1,550,000 00	1,550,000 00
Decrease in accounts payable	46,486 84	.....
Materials on hand Oct. 1	326,945 95	425,296 50
Do. Shore Line Div.	43,089 08	23,835 61
Balance cash assets Oct. 1	1,632,476 35	1,694,965 26
Total, as above.	$5,971,333 55	$6,423,347 68

The following is a detailed statement of items of cash assets:

	1879.	1880.
Due from agents	$118,409 86	$163,286 17
Due from connecting roads	104,999 21	60,194 60
Advances to H. R. & P. C. R. R.	521,643 21	530,468 21
Loans and bills receivable	361,086 46	398,586 46
Cash	526,337 61	542,429 82
	$1,632,476 35	$1,694,965 26

Miles run—	1879.	1880.
By passenger trains	1,386 964	1,441,628
By freight trains	843,736	949,853
By gravel trains	59,571	71,351
Total	2,290,271	2,462,832
	1879.	1880.
Number of passengers.	3,587,899	4,600,507
Do. moved one mile	103,113,443	125,200,345
Tons of freight	1,209,630	1,348,687
Do. moved one mile	63,187,473	78,372,866
Number of engines	94	97
Passenger cars	202	204
Mail and baggage cars.	60	60
Freight cars	1,478	1,687

The receipts of the Shore Line Division for the year ending September 30, 1879, were $299,086 01, and the expenses (including $100,000 for rent) were $255,915 18, making the gain for the year $43,170 83. For the year ending September 30, 1880, the receipts were $349,111 58, the expenses and rent $294,625 13, and the gain for the year $54,486 45. The President, in his report says:

It is gratifying to this board, as it no doubt is also to you, that the receipts of the company for the fiscal year ending October 1st, 1880, are considerably in excess of those of the previous year though that excess is not in proportion to the increase in the volume of business done over our road. In other words, as will be learned from the foregoing figures, we have done a good deal more work this year than last and have got some more pay for it, while the gain is not in the same ratio as the increase in tonnage or number of passengers.

Our expenses also show an increase over last year resulting from the increase of work done and the advanced cost of labor and supplies.

During the year various additions have been made to our rolling stock and depot facilities. About 184 feet of bulkhead and water front have been purchased adjoining our freight depot at Pier 50, on the East River, and a new and commodious freight house has been erected thereon. This has fully doubled our capacity to receive and deliver freight at that important station. The increase of our freighting business in New York City, as was stated in our report of last year would probably be the case, has made this investment, in the judgment of the board, a necessity. The total cost of this enlargement was about sixty thousand dollars.

Our equipment for floating cars between Pier 50 and Harlem River Station has also been doubled during the past year, by the purchase of our new steam tug and four new ten car barges or floats at a further cost of sixty-two thousand dollars.

Since our last report the new freight house at Meriden has been completed at an expense, coming into the accounts of this year, of about twelve thousand dollars. It was partly paid for last year.

A substantial addition to our passenger accommodations in Bridgeport is now being made at an expense of several thousand dollars.

Our roadway, motive power and rolling stock in the passenger service are all in as good condition as last year, while two hundred new coal cars have already been, and four hundred new house cars are now being, added to our freighting equipment. There has been expended on these freight cars during the year about $150,000, which is more than half of their entire cost.

These additions to our freighting facilities have all been rendered necessary by the increase of traffic on our line. Whether this traffic shall ultimately out-grow those enlarged facilities we will not attempt to predict; though we hope it may.

The revival of business throughout the country and the consequent growth of our passenger and freight traffic have enabled us to meet all these expenses, together with the increased expense of keeping up and operating the road and rolling stock and to pay the customary dividend, notwithstanding the large reduction made in our passenger rates in the Spring of 1880. But for this growth contemporaneous with, but not, to any great extent certainly, caused by, such reduction of fares, our passenger receipts would have fallen off approximately in the proportion of that reduction.

Some other improvements are yet needed on our road, and, if our earnings will justify the expenditure, we trust some of them may be made during the coming year. Particularly should a new passenger station be built at Meriden in keeping with the freight house recently erected there, and with the wants of that thriving city. A new station should also be erected in Milford at an early day.

Our Shore Line Division is now in first class condition. It will be seen from the foregoing figures that this Division is gradually extinguishing the debt contracted to bring it up from the poor condition in which it was at the time the lease to this company was made; thus justifying the expectation that ere long it will at least cease to be a burden, and perhaps become a source of profit, to this company. However this may be, your Board are confirmed in the belief that the leasing of that road, as also the leasing of the Harlem River and Port Chester road has already proved to be of substantial advantage to this company.

Condensed Balance Sheet Oct. 1,

	1879.	1880.
Cost of railroad	$12,889,584 40	$12,889,584 40
Equipment, engines, cars, tug and barges	2,154,454 71	2,154,454 71
Real estate	560,274 67	560,274 67
Docks & wharves.	128,688 31	128,688 31
Materials and supplies on hand	326,945 95	425 296 50
Do. Shore Line Div.	43,489 08	23,885 61
Debit balance S. L. Div	154,100 99	99,614 54
Cash, cash assets, loans, and due from agents and connecting roads	1,632,476 35	1,694,965 26
Total	$17,890,014 46	$17,976,714 00
Capital stock	$15,500,000 00	$15,500,000 00
Bills payable	3,000 00	3,000 00
Accounts payable: Sept. pay roll and balances due connecting roads	256,717 18	328,431 14
Contingent acc't	169,261 30	169,261 30
Profit and loss	1,961,035 98	1,976,021 56
Total, as above.	$17,890,014 46	$17,976,714 00

President.—Geo. H. Watrous.

Vice President and Gen. Sup't E. M. Reed.

Directors.—Geo. H. Watrous, E. M. Reed, New Haven, Conn.; W. D. Bishop, Bridgeport; Wilson G. Hunt, Geo. N. Miller, New York; Chester W. Chapin, Springfield, Mass.; A. R. Van Nest, New York; Henry C. Robinson, Hartford, Conn.; E. H. Trowbridge, New Haven, Conn.; Nathaniel Wheeler, Bridgeport, Conn.; C. M. Pond, Hartford, Conn.; Augustus Schell, Wm. H. Vanderbilt, New York.

Treasurer.—W. L. Squire.

Secretary.—Edward I. Sanford.

The Fernandina and Cedar Key (Florida) Railroad has been sold to E. N. Dickerson, of New York, and C. D. Willard, of Washington city, for $25,000, the purchasers assuming the bonded debt of the road.

The Canadian Pacific Railway bill passed its third reading in the Senate on the 14th inst. by a majority of 25, and received the royal assent on the 15th, and has thus become a law.

AMERICAN Railroad Journal. ESTABLISHED 1831.

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AMERICAN RAILROAD JOURNAL COMPANY,

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JOHN H. SCHULTZ - - - - President.

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New York, Saturday, February 19, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

WHILE Boston is trying to make up her mind whether she wants elevated railroads or not, she is studying closely the system of rapid transit as presented in this city. Of course the rapid transit needs of the two cities are in no respects parallel, the motive found in the shape of our island for the construction of these roads here not existing in Boston, where numerous surface roads, with branches to accomodate local travel, run within half a mile of the center of the city, in all directions. No city could be more favorably formed for displaying the best points of elevated railroads than New York, and other cities watching their successful workings here must bear in mind that under even slightly different conditions vastly different results might follow expensive experimenting in this direction.

A NEW NATIONAL BANK, in which are interested a number of prominent public men, including General Grant and several gentlemen widely known in railroad and financial circles, will probably be opened for business in this city, March 1st. An organization was effected on Monday under the name of the United States National Bank, with the following directors: General U. S. Grant, Mr. H. Victor Newcomb, ex-President of the Louisville and Nashville Railroad; Mr. H. F. Vail, President of the National Bank of Commerce; Mr. Morris K. Jesup, Mr. Henry B. Hyde, President of the Equitable Life Insurance Company; Mr. Logan C. Murray, ex-President of the Kentucky National Bank; Mr. William R. Travers and Mr. John J. McCook, of the law firm of Alexander & Green. Mr. Newcomb was elected President and Mr. Logan C. Murray Cashier.

A HAPPY state of affairs certainly must exist between the railroads and the people in certain sections of Connecticut, notably in the Naugatuck Valley, as is shown from the fact that the total expenses incurred by the Naugatuck Railroad Company for legal services last year was only $185, and this with a class of patrons who are generally considered quite up to the average in ability to work up fine points in the way of legal rights. Of course judicious management had much to do with this as is substantiated by a glance at the last annual report of the company. The earnings of the road for 1880 amounted to $572,389 59; expenses, including $70,481 for improvement of road, $330,326 51—making the net earnings $242,063 08, which notwithstanding increased expenses were 14 per cent above the net earnings of the previous year and warranted a declaration of a dividend of 10 per cent. Among the improvements which have been made in the road are the thorough ballasting of the road-bed and the laying of steel rails the entire length of the line, including the Watertown Branch, a total of sixty-one miles.

FEW men have been so blessed in living to see the works of their hands and the generosity of their hearts so warmly appreciated, and few men have witnessed so many of their own and younger generations being practically benefitted by those works and by that generosity, as the venerable philanthropist, Peter Cooper, who has just celebrated his ninetieth birthday. The latest exhibition of his benevolence was given at this birthday anniversary last week, when he presented to the trustees of Cooper Union a check of $10,000 to be added to the $10,000 of the Golden Wedding Fund established by him seventeen years ago, another check of $30,000 and receipts in full for $70,000 expended by him during the past year in alterations and additions to the building. That magnificent Institute with its open doors and liberal features, which has opened to hundreds of worthy men and women grand fields for development and usefulness, will stand for many years as one of the best types that can be given by an inanimate object of the breadth of heart and the diversity of works of its generous founder. But a never fading testimonial to his practical goodness and unstinted bounty will remain in the hearts of his fellowmen, who have gathered inspiration and strength from him, long after this grand monument of stone with its wealth of educational resource may have crumbled away.

THE SENATE at Albany has passed a resolution recommending the Canal Board to abolish tolls on westward bound freight on the Erie canal. One of the results professedly aimed at in this resolution is the increase of eastward bound canal freights. Just how this result is to be effected through the passage of any such resolution is by no means clearly evident; in fact not nearly as evident as that its effect would be to deprive the State of one of its most legitimate and natural sources of revenue, to be made up by the general taxpayer. New York as a State is pretty liberal and it can probably afford to throw this little gift to a few shippers who would be the sole recipients of its benefits, but there is considerable doubt as to whether the average taxpayer feels disposed to make such a gift even to those philanthropists who are so demonstrative just now in their sympathy for "The People," and antipathy to transportation companies, which will not play wholly into their hands or connive at their mercantile schemes for increasing the number of high priced monopolized articles needed by this self same people. To decrease the ill savor of the resolution, in the nostrils of certain persons peculiarly sensitive to undue freshness, a little salt was added to it, and its savoring and character were pronounced acceptable and healthful. The added clause placing domestic salt on the list of articles to be carried free both ways on the canal is probably what carried the resolution through. It will create a lively discussion in the Assembly. The State is probably not quite ready to take such a decided first step toward a free canal, and is not likely to be for many years to come.

Atlantic, Mississippi and Ohio Railroad.

The Atlantic, Mississippi and Ohio Railroad was sold at public auction in Richmond, Va., on the 10th inst., under decree of the United States Circuit Court, Clarence H. Clark, of Philadelphia, becoming the purchaser for himself and associates for $3,605,000. Mr. Clark states that it is the expectation and intention of the new owners of the road to reorganize the company, by which it is proposed to make a reasonable and proper provision for the old stockholders and unsecured creditors. The road will be run on strict business principles, and in the interest of the section of the State it traverses, and the cities through which it passes.

The interests of the road are identical with its customers and patrons, and it will be managed so as to secure to them the best service, and to the road their good-will and co-operation. Mr. Clark further states that the purchasers are representative men of capital in New York, Philadelphia and London, some of whom are already interested in other public works in Virginia, and the development of her material resources, and they propose, in conjunction with existing and connecting lines, to form a grand trunk between

the seaboard and the West and Southwest. The number of miles of railroad sold comprises a total of 428 miles, resulting from the consolidation of the road from Norfolk to Petersburg, Va., 81 miles; Petersburg to Lynchburg, 123 miles; Lynchburg to Bristol, 204 miles; Petersburg to City Point, 10 miles, and Junction to Saltville, 10 miles; total, 428 miles. This consolidation was effected November 12, 1870, the original roads being the Norfolk and Petersburg, the Southside and the Virginia and Tennessee. In all these roads the State of Virginia held the controlling interest, but, when the consolidation was effected, sold out to the managers of the consolidation all its interest in them for $4,000,000 of second mortgage bonds, which were not to draw interest until July 1, 1880. The bonds of the consolidated road defaulted on interest as early as July 1, 1873, and the road went into the hands of receivers on June 6, 1876. Since that date the proceedings looking to the sale have been slowly maturing. Prior to the consolidation of the other roads constituting the Atlantic, Mississippi and Ohio road, there were existing mortgages on the Norfolk and Petersburg Railroad (now with accrued interest) of $967,000, on the Southside Railroad $1,738,500, on the Virginia and Tennessee Railroad $2,395,590, with interest funding 8 per cent notes since Jan. 1, 1874, $134,584. The total of these amounts is about $5,235,674, which are understood to have precedence and remain an obligation upon the road as far as they are still outstanding. It is not likely that the road will pay anything to the State or other creditors under the present sale, since the proceeds realized are not more than $500,000 in excess of the bids made in behalf of the foreign bondholders.

Active Progress of the Southern Pacific and Santa Fe Extensions.

The *Atchison* (Kan.) *Patriot* of the 5th inst. gives the following interesting news concerning the progress of the new through line in the Southwest: Col. W. L. Gordon, a prominent railroad contractor, has returned from the Santa Fe extension, and brings most encouraging reports of the progress of the work. He left the end of the line last Wednesday, and at that time the Southern Pacific was but 27 miles distant, and "to-day," said he, "the two roads are not more than 25 miles apart, and the connection will be made by March 1st. The place where the two roads will be joined is called Florida Pass, in the Florida mountains. The Southern Pacific is now past that point, working south for El Paso. Rincon, where the El Paso branch of the Santa Fe leaves the main California line, is ninety-five miles from El Paso, and the grading contracts are all let. It is expected," continued Col. Gordon, "that the line will be in operation by the last day of June or the first of July. The weather has been all that could have been desired, and work, consequently, has been pushed forward as rapidly as possible. In northern New Mexico there has been a little snow, but where the track-layers are there has been no severe weather." Col. Gordon is here after more track-layers, and will leave with fifty Thursday night.

Personal.

—President Hayes justly ranks the railroad among the greatest of educators.

—Hon. Fernando Wood, of New York, died at Hot Springs, Arkansas, the 13th inst., aged 69 years.

—Major James S. Yard, of Monmouth County, New Jersey, was re-appointed State Commissioner of Railroads on the 8th inst. by Governor Ludlow.

—General Robert Thompson, President of the Philadelphia and Erie Railroad Company, died at his residence in Philadelphia, on the 13th inst., aged 53 years.

—Mr. C. S. Turner, for many years Superintendent of the Worcester and Nashua Railroad, has been chosen to fill the position of its President and General Manager.

—Mr. A. A. Gaddis, the General Manager of the Boston, Hoosac Tunnel and Western Railway, has been appointed Grand Manager of the Ogdenburg and Lake Champlain Railroad. He will assume the office on the 1st of March.

—Mr. David Dudley Field has just celebrated his seventy-sixth birth-day, and, in speaking of him, the Herald says: He was born, as we learn by the Cyclopœdias, on February 13, 1805, so that now he is entitled to rank as "a veteran of seventy-six," as they used to call the old soldiers of the Revolution. He has been in this city over fifty-two years and is the oldest member of the New York bar in full practice. Charles O'Conor is a year older, but has been for some time retired from his profession, and is now living very quietly at Nantucket, Mass., while Mr. Field still carries on an immense practice. He seems as vigorous as he was twenty years ago, and walks up Broadway every afternoon as erect as a grenadier.

Peter Cooper's Railroad and Telegraph Work.

At the celebration of Peter Cooper's birthday at Cooper Union on last Saturday night a very interesting sketch of his life was given in a lecture by Rev. H. L. Singleton, of Baltimore, in which was the following account of Mr. Cooper's work in behalf of the railroad and the telegraph:

In 1828 he went to Baltimore, set the Canton Iron Works on foot, and made the first successful locomotive on the Baltimore and Ohio Railroad. "In 1826 George Brown the founder of the present house of Brown Bros. then in Baltimore, called a meeting to do something to save the trade of Baltimore, then being diverted to New York by the opening of the Erie Canal, and on February 28, 1827, the first railroad company in the United States was organized. Horse-cars were first proposed and then a car to be driven by wind sails, and at the critical hour, when everything else had failed, Mr. Cooper promised to build a locomotive that would run on the road, and produced the "Tom Thumb," with a boiler half as big as that of a kitchen range and other parts in proportion. On the day of trial Mr. Cooper, acting as his own engineer, opened the throttle-valve, and the engine drew the car with twenty-six directors to Ellicott City, thirteen miles, in fifty-seven minutes. On the return trip, however, a steam-cock blew off and the engine was beaten by a horse-car on the adjoining track. But the victory was with Mr. Cooper. An inventor himself, he has been the friend of inventors all his life. He was the President of the North American Telegraph Company twenty-six years ago, and it is due to his enterprise that we have to-day the railroad and the telegraph. He took up the invention of Morse and carried the wires from city to city and under the waters of the ocean. His works at Canton, opposite Baltimore, support a population of 100,000 souls. The success of the Baltimore and Ohio road was the salvation of the city of Baltimore, and that is due to Mr. Cooper.

Dominion Telegraph Co.

At a meeting of the Dominion Telegraph Co., held at Toronto on the 9th inst., the report of the directors was presented, from which we extract the following:

The directors report that for the year 1880 the lessees the American Union Telegraph Company have fulfilled the terms of their lease by the payment of the interest upon the £60,000 sterling six per cent bonds of the company and by the payment also of the guaranteed interest of 5 per cent per annum upon the paid up capital of the company of $1,000,000.

This interest has been duly paid by the directors to the bondholders and shareholders of the company.

The gross earnings of the company for the year 1880 amounted to $229,194 16, showing an increase in 1880 of $31,455 03, or 15.39 per cent.

The directors have also to report that a very satisfactory arrangement for the purchase of its telephone lines by the Bell Telephone Company of Canada has been effected, the sale of which realized the sum of $69,500. This amount has been duly placed to the credit of construction account and not included in the revenue of the company.

The following is the general capital and construction account of the company 31st December, 1880:

LIABILITIES.

Share capital paid up	$1,000 000 00
Mortgage bonds, £60,000 sterling	292 000 00
Dividends unclaimed	960 26
Balance at credit of profit and loss carried to year 1881	2,005 59
Total	$1,294,965 85

ASSETS.

Capital expenditure	$1,257,857 27
Outstanding accounts due from offices, railways and governments	12,856 19
Real estate	6 244 96
Cash on hand and in bank	18,007 43
Total	$1,294,965 85

The stockholders unanimously passed a resolution transferring the lease to the Western Union Telegraph Company, as consolidated.

The Tehuantepec Railroad.

Mr. Edward Learned, President of the Tehuantepec Railroad Company, under date February 7th, contradicts a statement purporting to come from Mexico saying that work has been suspended on the Tehuantepec Railroad pending the fate of Mr. Eads' project now before Congress, and then adds:

There has been no suspension, nor will there be any; on the contrary the Tehuantepec Interocean Railroad Company is pushing forward its work with the utmost vigor, and the recent loan placed on the market assures the early completion of the road. William J. McAlpine, consulting engineer, with a party of assistants leaves to-day via San Francisco to commence work on the Pacific side.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
B., C. Rapids & Northern:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167,750	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,640,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,498,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	524,055	498,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	680,952	553,564	7,681,253
1881	487,890	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,876,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	.....	.....
Chicago, Mil. & St. Paul:													
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100 245	1,060,957	10,012,820
1880	764,298	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., Laf., and Chicago:													
1880	155,697	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,426	3,758,968
1880	392,632	376,619	392,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	388,454	4,396,019
1881	299,903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,893	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,923	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	176,079	157,566	216,327	200,059	169,125	177,861	163,484	212,896	209,068	240,359	204,116	257,241	2,537,954
1881	153,067	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,367	797,232	860,124	720,571	655,291	7,977,486
1881	600,472	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	608,010	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
188	218,243	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1879	194,454	194,856	224,559	189,318	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,928	3,313,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	358,672	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,923,396	2,898,586	2,801,835	2,646,216	29,367,451
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,457	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,581	1,252,218	1,644,968	1,643,151	1,592,541	1,661,812	1,580,976	1,606,574	1,786,417	1,899,910	1,799,338	1,726,788	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	377,316	414,599	4,107,949
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
Northern Pacific:													
1880	81,212	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	196,695	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul and Sioux City:													
1880	88,422	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	111,731	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1879	334,029	339,161	353,147	318,196	302,640	231,920	332,167	403,316	591,076	724,773	650 832	655,413	5,292 011
1880	555,923	492,450	450,620	403,300	372,280	365,300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,419
1881	559,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	864,057	980,661	9,110,823
1880	760,147	762,558	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,163
1881	811,617	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1866	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1869	1,000,000	7	June & Dec.	Philadelphia.	1890	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 2d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar	16,000pm	6	F. M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,520	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1881	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar	1,942,200	7*	" "	"	1905	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage pr. ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	664,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	960,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1856-'90 (Balt.) sk'g fd.	2,433,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to State of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	"	1885	....
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	8	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1895	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.).	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $3,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	520,000	7	Jan. and July.	New York.	1898	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,334,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	870,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1892	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch).	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M. & S.):						
1st Mort., gold (Coup. or Reg.).	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'99	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1868, (58 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,530,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold)	25,883,000	6*	Jan. & July.	New York.	'95–'98	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy)	28,885,00)	6	" "	U.S. Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.)	1,970,000	6	" "	U S. Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)	687,000	8	" "	" "	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold	6,530,000	6*	" "	" "	1890	....
Income bonds, Sinking Fund	3,236,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central)	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (")	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (")	1,500,000	8	May & Nov.	"	'76–'89	....
Income and Extension Bonds	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	800,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1906	....
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'89–'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each)	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St. L. J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, s'kg fd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division)	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	858,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern:						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd June.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)	714,329	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division)	6,300,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,316,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.)	4,000,000	6	" "	" "	1909	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.)	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division)	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C., D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" " ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" " ")	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.)	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River)	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.) S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds	12,848,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879	6,740,000	5–6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)	1,662,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr. (Iowa Midland)	1,850,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.)	500,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mortgage guar.	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000	3,466,000	7	May & Nov	New York.	1897	....
2d Mortgage for $5,000,000	7,223,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80–'84	....
2d Mortgage	1,990,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mortgage, gold, guar.	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O. & M.& C.	750,000	7	Jan. & July	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1895	....
Consol. S. F. M. for $3,000,000	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind. (C., H. & D.):						
1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.	1,646,800	7	Jan. and July.	" "	'82–'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.)	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)	187,000	10	March & Sept.	" "	1888	....
1st Mort. (Indianap. & Cin.) '58	1,000,000	7	April & Oct.	" "	1888	....
1s Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,500	7	Jan. & July.	" "	'82–'92	....
1st Mort. (Cin., Laf and Chi)	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C., I., St. L. & C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C., H. & D.	500,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne (G.R. & I.):						
1st Mortgage gold, guar.	1,500,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York	1890	....
1st Mort. (San., Day. & Cin.)	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)	125,000	7	June and Dec.	" "	'75–'94	....
1st Mort. (Bell. and Ind. R.R.)	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	600,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1906	....
Cleveland and Pittsburg (Pa. Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar.	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f. (ass'd by LS & MS.)	1,595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept.30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,268,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	6-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq.†(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	653,363	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley†.....Pennsylvania.	21,563,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,556	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,666,432	1,500,000	12,389	.....	62.6	244,210	50,940	425,445	251,798	67,762	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,649	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,801	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,035,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	6,378,414	963,497	2,289,842	4,135,296	638,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	543,931	824,789	39,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,019	Atlantic, Mississippi and Ohio†..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	150,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,350	33	131,700	—	389	.....	4.0	.....	.....	.....	9,255	9,255	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio †.....Md. & W. Va	29,543,316	12,203,069	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	3,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch †.....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,020	.....	104.0	1,170,748	.....	.....	659,699	188,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago.O.,I.&Ill.	12,668,762	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6†	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.8	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.8	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	184,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1879	201.6	48.0	186.9	4-8.5	243	184	55	4,007	Boston and Albany.... Mass. & N. York.	29,068,415	*	1,170,817	708,198	20,000,000	7,000,000	1,455,702	2,491,234	249.6	4,889,772	5,199,160	2,738,090	6,427,483	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	45	68	22	680	Boston and Lowell.....Mass.	5,781,306	441,334	932,767	402,141	3,250,000	3,496,400	259,947	551,703	78.1	1,045,141	2,481,750	819,843	1,210,872	404,490	1	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-9.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,996	126.5	1,734,103	4,829,028	810,122	2,532,652	934,434	6†	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,517	*	4,805	36,391	3,260,000	977,000	79,493	83,021	50.0	183,302	79,176	107,569	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	617	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,043	220,750	4,000,000	500,000	607,266	891,311	67.7	852,282	3,574,104	664,463	1,323,926	422,179	8	100	....
Sept. 30, 1879	36.5	—	8.8	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,962	24,876	44,377	871,001	554,300	260,719	L. 79,229	52.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-3.5	30	30	17	593	Boston, Concord and Montreal.....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.5	789,349	247,312	192,877	678,123	200,872	6pf	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,699	5,665	415,430	—	1,533,957	45,060	39.0	632,307	49,800	....	13,197	deficit.	—	100	....
Sept. 30, 1879	8.5	—	2.4	3-0	5	23	—	28	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,853	2,783	349,200	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,996	6	100	....
Sept. 30, 1879	2.5	—	0.3	3-0	1	2	—	8	Boston, Winthrop & Pt. Shirley.....Mass.	38,870	1,800	.....	.....	19,450	18,000	3,443	Loss. 223	2.5	20,817	67,950	.....	122,163	30,725	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia	110,500	—	.....	.....	110,500	—	.....	.....	21.0	12,600	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	3	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,669	nominal.	58 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	3.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	875,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.— N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	1,228,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	6,734,454	*	443,919	22,632	2,004,350	3,046,000	1,401,765	248,391	120.5	617,728	207 239	1,063,256	954,683	380,355	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	1,413,562	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	25,291	32,991	39,775	4,432	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,608	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,805	253,107	764,183	1,410,260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	3-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,555,000	2,500,000	.....	.....	146.5	305,462	.....	.....	231,530	21,228	—	100	....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	157	Cairo and Vincennes.....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,065	895,014	138,806	276,094	12,000,000	6,850,000	1,330,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,836	443,749	177,278	55,387	1,215,711	1,082,650	53,308	449,682	67.0	296,511	.....	.....	495,473	202,127	3½p	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central.....Canada.	3,661,235	*	.....	.....	995,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,860	270,439	82,196	—	100	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	25	17	3,012	Canada Southern.....Canada.	23,717,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,385	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,350,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	....
Mar. 31, 1880	242.0	—	13.3	4-8.5	22	18	5	326	Carolina Central.....N. C.	10,262,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,513	189,270	—	100	....
Sept.30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,211	34.6	75,090	21,672	73,578	57,929	2,559	6†	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	718.5	1,079,242	103,705	.....	3,190,400	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,663,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	258	220	22	18562	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,600	6,541,209	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*†.....Cal. Nev. & Utah	135,031,029	8,039,469	10,234,033	1,461,793	54,275,500	95,192,285	806,606	16,382,538	1,218.1	7,203,591	6,842,307	1,875,348	17,158,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	278.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,841	648,184	1,204,687	2,464,264	755,506	—	100	....
Sept.30, 1879	195.0	—	18.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C, S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,384	93,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	—	37,142	26,037	648,763	500,000	990	.....	22.8	67,547	130,743	167,871	84,660	30,596	—	50	....
Sept.30, 1879	40.0	—	1.3	5-0	2	4	1	25	Cheraw and Darlington.....S. C.	660.000	*	.....	.....	392,100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,581	—	50	....
Sept.30, 1879	423.0	9.3	53.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	34,238,710	*	534,267	133,213	23,762,136	22,526,215	5,718,662	457,197	432.3	2,060,344	166,349	686,527	1,891,542	884.210	—	100	....
Sept.30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire.....N. H. & Mass.	2,395,229	322,266	141,111	185,166	2,153,300	831,000	25,703	33,808	53.6	548,076	125,188	416,700	503,049	141,236	1	100	....
Dec. 31, 1879	243.5	145.7	198.6	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,096,603	*	3,537,160	4,663,315	12,490,872	11,627,850	2,597,933	579,378	840.4	3,609,638	843,429	2,634,177	5,785,677	2,706,156	6	100	....
Aug.31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,343	*	◦202,408	172,924	333,054	3,714,329	259,340	204,956	152.0	1,000,088	146,219	749,340	1,020,794	389,445	—	100	....
Jun. 30, 1879	80.0	—	10.7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,373	195,911	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan.....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,368,795	*	8,318,765	2,811,506	36,513,610	37,688,000	11,448 446	5,983,060	1,627.5	12,769,566	3,964,798	8,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,721,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	.....	145,571	270,586	45,477	—	100	....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	88,000	109,942	.....	30.5	12,896	.....	.....	18,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	68,112,329	16,516,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,866	1,857.3	8,600,517	2,076,184	4,686,353	14,817,105	7,220,038	8	100	....
Dec. 31, 1879	763.6	44.5	23.6	4-8.5	12	9	4	416	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,2 0.193	238,525	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,078	138,146	—	100	....
Dec. 31, 1879	416.8	1 619	162.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,638,744	41,349,500	1,591,292	3,531,538	2,231.0	7,665,701	1,555,446	2,569,734	10,012,820	4,539,025	7pf	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	469.1	484.2	696.7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,183	50,000,000	37,439,000	2,545,881	3,078,662	1,176.8	12,966,375	2,822,121	7,541,294	15,271,492	6,836,968	6¼	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,850	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	950,204	4,670,023	6,640,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	3	2	1	18	Ligonier Valley.....Pa.	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	18,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,045,241	*	1,935,142	34,724	4,637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,841	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	166.2	—	4.1	4-8.5	10	6	2	259	*Little Rock and Ft. Smith* ¶.....Ark.	7,010,817	*	961,167	8,190	4,096,185	2,646,500	1,525,826	L. 293,278	165.2	233,829	54,516	.....	382,160	166,829	—	100	....
Sept 30, 1879	94.8	63.5	12.4	4-8.5	78	211	19	381	Long Island ¶.....N. Y.	6,271,300	*	.....	.....	3,280,600	2,479,712	725,286	.....	325.6	1,712,474	5,043,848	286,071	1,617,960	838,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	416,071	86,203	6,032	48,403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	188.:	969.7	—	5-0	186	67	33	3,112	Louisville & Nashville. Ill., T.,Ky. & Ala.	32,703,992	*	13,326,077	1,267,520	9,069,361	23,902,820	10,425,589	3,909,759	1,889.9	5,627,177	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	174.9	—	28.2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,852	*	86,083	307,93	1,560,603	3,764,700	622,496	241,567	232.3	.....	395,673	403,833	1,129,632	428,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2,502	3,000,000	.....	57,356	.....	268.2	.....	169,236	415,998	696,621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	4	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,703,886	*	.....	3,937	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,762	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,135	.....	387,600	398,000	48,114	.....	22.1	40,058	23,502	100,349	50,238	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,253	553,364	595,107	1,508,377	638,597	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	*	40,124	53,132	1,000,000	.....	21,964	103,295	26.:	.....	.....	.....	176,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,060,376	20,667	83,609	4,566,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	38	27	11	583	Memphis & Charleston.....T., M. & Ala.	8,040 954	*	1,378,089	412,558	5,312,725	4,220,000	1,360,428	L. 466,579	292.0	520,485	.....	148,377	862,513	251,039	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	109,475	52,052	70,958	428,621	138,367	—	100	....
Dec. 31, 1879	264.0	—	102.9	4-8.5	219	118	34	6,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	196,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5¼	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,782	14,800	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	19.6	4-8.5	11	17	6	290	Midland of Canada.....Ont.	4,164,068	*	.....	.....	1,946,666	2,067,564	840,080	.....	139.3	282,851	11,398	123,106	248,829	60,459	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,886	6,000,000	1,110,000	107,731	.....	158.8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	287	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,600	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	201	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,188	825,400	1,987,569	45 028	260,059	100.0	227,441	.....	.....	525,489	269,880	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	158	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,440	.....	118.0	118,620	.....	.....	155,520	31,458	—	50	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,559	Missouri, Kansas and Texas..M.K.& Tex.	47,210,382	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621	.....	.....	2,099,155	914,407	3½	25	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	296,652	676,785	3,344,292	1,368,772	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,469,244	*	795,892	1,145,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	388,852	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,930	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	345,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Mar. 31, 1880	14.5	—	22.5	4-8.5	18	17	6	288	Nashua and Lowell.....N.H.& Mass.	666,051	218,273	378,836	260,333	800,000	200,000	377,546	145,912	53 7	.....	.....	.....	404,116	172,347	6¼	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.).....N. H.	2,009,681	*	.....	35	1,805,800	700,000	3,815	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T. Ala. & Ky.	14,360,900	*	178,593	976,150	6,643,900	7,512,000	948,894	206,178	453.5	1,485,454	212,277	.....	2,099,155	914,407	3¼	25	....
Sept. 30, 1879	56.5	—	10.1	4-8.5	11	13	3	107	Naugatuck.....Connecticut.	2,127,570	*	96,885	105,633	2,000,000	.....	29,858	309,230	61.2	248,392	261,469	192,845	499,188	222,278	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	—	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jan. 30, 1879	74.0	46.0	14.5	3-6.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	116,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	38,224	887,360	1,164,500	249,154	.....	58.6	113,768	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1879	8.5	—	0.4	4-8.5	2	1	—	—	New Canaan.....Conn.	230,746	27,198	4,017	1,967	164,050	92,878	.....	.....	8.3	17,950	37,322	4,602	13,072	1,231	—	50	....
Sept 30, 1879	13.0	—	1.7	4-8.5	3	4	5	28	New Haven and Derby.....Conn.	1,083,419	*	5,622	8,871	447,100	525,000	125,812	.....	13.0	42 990	118,437	62,309	106,478	52,586	—	100	....
Sept. 30, 1879	83.9	15.0	25.7	4-8.5	20	18	8	451	New Haven and Northamp.Conn. & Mass.	4,035,258	796,516	129,825	61,564	2,460,000	2,240,000	140,163	109,299	109.3	374,773	278,620	311,180	588,280	238,861	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	5	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,664	391,500	47,538	156,106	40,750	—	100	....
Sept. 30, 1879	100.0	—	16.9	4-8.5	21	15	9	269	New London Northern....Conn. & Mass.	2,059,502	236,430	65,000	73,061	1,500,000	687,500	152,275	94,219	100.0	461,659	250,760	287,554	470,102	159,484	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	18	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept.30, 1879	208.2	55.7	75.0	4-8.5	76	110	24	1,061	N. York & N. England..M., R. I. & Conn.	25.294 203	*	105,164	172,670	20,000,000	4,708,000	459.292	404,744	263.9	1,549,192	2,633,987	871,187	1,933,611	486,329	—	100	....
Sept. 30, 1879	441.7	298.4	1,416.4	4-8.5	594	469	167	16486	New York Central & Hudson River.N.Y.	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,589	1,018 3	16 861,569	8,130,642	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	16,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,666	29,875,912	.....	5,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	20594	N. Y., Lake Erie & Western..N. Y. & Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,193,676	5,491,431	8,715 892	18,693,109	7,049,182	—	100	....
Sept. 30, 1879	123.0	17.5	180.0	4-8.5	94	202	60	2,478	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,154,454	1,237,707	1,694,965	15,500,000	.....	331,481	2,145,282	202.8	.....	4,000,607	1,348,687	4,294,236	1,923,245	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Osw. go Midland.....N. Y.	26.377.340	*	.....	.....	6,800,522	14,073 500	6,524,436	....	344.0	410,479	218,161	216,100	528,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	26	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2.645.027	559,487	.....	.....	3,000,000	1,050.000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	228.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,981,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	985,350	1,058,000	60,744	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	68	32	1,148	North Pennsylvania (P. & R.).....Pa.	8,294,077	1,750,935	.....	.....	4,397,300	6,017,000	1,183 490	.....	58.2	688,550	586,547	607,724	1,021,184	560,436	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	*	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	7,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,006	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,118,474	.....	321.6	2,706,179	1,580,879	7,920,566	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern.....New Hampshire.	3,068,400	*	424,147	491 913	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,368	489,006	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	96,697,160	1,243,531	9,137,252	1,108,558	92,412,565	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	583,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,932	245,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren.....Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,888	18,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	169	213	55	2,510	Old Colony.....Mass. & R. I.	10,698,386	1,191,219	1,938,028	529,433	7,138,800	5,787,000	636.697	754,619	299.2	2,466,688	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	159.1	—	13.7	4-8.5	14	11	4	269	Oregon and California.....Oregon.	4,864,678	527,302	.....	.....	.....	10.950.000	62,570	.....	199.1	270,950	105,133	54,723	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191.668	6,000,000	5,070,000	72,026	174,190	172.5	(Five m os. ending	May 31, '80	)	1,138,627	721,059	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4.277,636	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	24,976	112,864	2,853,000	1,441,194	48,288	83,240	185.7	885,827	48,105	276,765	852,471	83,233	—	—	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	78,040	36,000	.....	555,915	451,490	91,104	.....	55.0	.....	28,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	47.1	15.9	75.1	4-8.5	25	11	2	2,860	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.....Pennsylvania.	69,975.140	*	81,178,558	12,834,952	68,870,200	60,267,756	14,621,161	5,224,633	1,017.6	16,116,667	5,548,945	13,684,042	21,743,628	9,992 006	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,289,700	*	.....	.....	1,289 700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,943.345	———	126,092	47,896	88.040	1 924,600	893,143	———	38.5	257,664	66,458	310,720	194,690	65,871	—	50	....
Sept. 30, 1879	64 0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va.& N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	445,223	———	64.0	142,493	29,524	67,782	202,936	54,767	—	100	....

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Organization.

—Articles of association of the Toledo, Cincinnati and St. Louis Railroad Co. were filed in the office of the Secretary of State at Indianapolis on Monday. The road is to run from the State line between Ohio and Indiana in Adams county to the State line between Indiana and Illinois in Vermillion county, a distance of 175 miles in Indiana, and is the extension of the Toledo, Delphos and Burlington Railroad. The capital stock is $3,000,000.

—Articles of incorporation have been filed at Albany, N. Y., of the Rochester, New York and Pennsylvania Railroad Company, with a capital of $1,000,000. The road is to run from Mount Morris, Livingston County, to Ross Junction, upon the Buffalo Division of the New York, Lake Erie and Western Railroad. Among the incorporators are William B. Isham, Archer N. Martin, and Hamilton Odell.

—The directors of the Memphis and Little Rock Railroad Company, elected on the 15th inst., are: R. A. Edgerton and B. C. Brown, of Little Rock; H. G. Marquand and D. W. Williams, of New York, and B. C. Black, of Brinkley. The officers are: H. G. Marquand, president; S. W. Goodwin, secretary and treasurer, and E. K. Sibley, general manager. The road will be put in good condition at once. Mr. Sibley is expected to take charge on the 21st inst.

Southern Railroad Men in New York.

A correspondent of the Philadelphia *Times* rattles on in the following gossippy way about some of the wealthy railroad men of the South now in New York: Mr. R. T. Wilson is perhaps the richest Southern railroad man in New York. He is a Georgian, who was born and raised in the "cracker" country, and has all the shrewdness that is ascribed to that people, to which is added unusual sagacity, broad liberal views and an iron will. He is now in absolute control of about two thousand miles of railroad in the South and is just about building two more connections. He is president and leading owner of the Memphis and Charleston line, which has a capital record, and the stock of which is rapidly appreciating. Mr. Wilson's wealth is estimated at about $3,000,000, and it is all held well in hand—perhaps more closely than any prominent railroad man in the city. Mr. Wilson relies upon earnings rather than speculation, and puts his faith in dividends rather than in "turns." He is the very type of prudence, and commands a large following of business investors. He thoroughly believes in the future of the South, and is heavily interested in its development. His son has just married into the rich Goelet family. Mr. C. C. Baldwin, vice-president of the Louisville and Nashville railroad and director in the Hanover National and Continental banks, is one of the rich men of Gotham. A Marylander by birth and education, he has the charming heartiness and cordiality that is blown up by the breezes of the Chesapeake, and is a great favorite. He is worth at least two and a half millions, and many estimate his wealth at a million more. He cleared $750,000 on a single "turn" in stock last year. He was a large owner of Nashville and Chattanooga stock, being the leader of the pool of four who sold the controlling interest in the stock of that company to the Louisville and Nashville company at $1 19 when the stock was really worth about 50 cents, and had probably cost Mr. Baldwin less than that. The profits taken out of this "turn" and those that followed by Mr. Baldwin were $1,400,000, but he was carrying nearly half of this for his friends. He lives in fine style, but without ostentation, swears by Tom Bayard, moves rapidly and audaciously, bleeds for the democratic party, and is lightning on the street. Two of his partners in the Nashvill and Chattanooga deal are Southern men, and are very rich. V. K. Stevenson is a Tennesseean who gave his early life to railroad development in his native State. He built the Nashville and Chattanooga road, and made a great deal of money out of it. He is worth possibly upwards of $2,000,000, and is a careful and successful investor. He rarely speculates, but is rather a believer in real estate. Mr. Thomas W. Evans, another one of the pool, whose profit is put at $280,000, was a small merchant at Atlanta, a better merchant in Nashville, and as the head of Evans, Gardner & Co., is still better in New York. He is a millionaire in a free sense of the word, and knows how to save money as well as how to make it.

Manufacturing.

—A new theory of the conversion of bar-iron into steel by the cementation process has been advanced by Mr. R. S. Marsden. He attributes the result to the diffusion of the carbon in the condition of an impalpable powder into the heated iron, and he believes that silicon can diffuse itself in a similar way through iron. This action of the carbon in iron is analagous to the penetration of a red-hot porcelain crucible by carbon, a phenomenon which was observed and commented upon by the author some time ago.

—About the end of last month the largest crucible steel castings hitherto made was effected in the works of a firm in Sheffield, England. It was a spur rim, 29 feet in diameter and cast whole. To cast it 270 pots, each holding 80 pounds of molten steel, were used. Steel wheels are likely to supersede the cast-iron wheels now in general use in the Lancashire mills.

—The main features of the Cope car-coupler which is attracting much attention are described as follows: First, its simple adaptability to freight cars; second, the coupling or uncoupling of cars from the top or side of the car, thus obviating the going between cars for that purpose, by which so many lives are annually sacrificed; third, its easy adjustment to stray cars from other roads which may not be provided with the Cope coupler, whether higher or lower than the car to which it is attached, and fourth, the certainty of uncoupling from the balance of the train when one car is derailed. The patents are said to be controlled by St. Louis parties.

Construction.

—It is said that Mr. Walter Shanly, C. E., has entered into a contract with the Canada Atlantic Railway Company, for the construction of that part of the road from Coteau Landing station to Ottawa city, and that the contract was executed on the 10th inst.

—The Lexington and Southern branch of the Missouri Pacific, now completed to Nevada, Vernon county, is being pushed rapidly through to Carthage, in Jasper county, and they expect to have it finished by the first of June.

—The extension of the New Haven and Northampton Railroad from Northampton to Turner's Falls and to Bardwell's, to connect with the Hoosac Tunnel route, is nearly completed, and will be opened for traffic in the spring; cars for that line in all their new splendor, marked "Hoosac Tunnel Route," stand on the side track at Northampton, an advertisement of what is coming.

—The Secretary of State of Ohio has issued a certificate of incorporation for the Huron branch of the Wheeling and Lake Erie Railway Company from Milan to Government pier at Huron, Erie county.

The number of miles of railroad in France at the close of 1879 was 14,150, and the cost of construction $1,976,275,500—an average of $139,650 per mile.

Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 15.

	W. 9.	Th. 10.	F. 11	Sa. 12.	M. 14.	Tu. 15.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	....	38	38	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	116
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	13¼	....	13¼	13¼	13¼	
Preferred	50	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	40¼	....	....	....	....
Hunt. & B. Top Mt	9	....	....	....	....	....
Preferred	13¾	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	42¾	42¾	43¼	42¾	44¼	45¼
6s, 1884	106	....	106¼	....	....	106¼
Gold Loan	....	....	110¾	110¾	110¾	....
Railroad Loan	115	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	116	....	....	....	....	116
Lehigh Valley	59¾	59¾	59¾	59¾	59¾	60
1st mort. 6s, coupon	....	....	....	....	122¾	122¾
1st mort. 6s, reg	....	....	....	....	....	122¾
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	117¾	....	....	....	....	....
Little Schuylkill	52	....	52¾	....	....	52¾
Minehill & Sch. Haven	....	....	59	....	....	....
North Pennsylvania	59¾	60	60	....	....	59¾
1st mortgage 6s	108	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup.	....	....	....	....	....	....
Gen'l Mort. 7s, reg.	....	....	....	....	....	....
Northern Central	48¾	48¾	48¾	49¼	49¾	49¾
6s	99	....	98¾	99	99	....
Northern Pacific	41¾	41¾	41	41¾	42¼	42¼
Preferred	69¾	69¾	69¼	70¼	70¼	69¾
Pennsylvania R. R.	65¾	65¾	65¾	66¼	66¼	66¼
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg.	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	125	....	....	....	....	....
Penn. State 6s, 3d series	....	....	....	....	....	....
do. 3d series	105¾	105	....	....	....	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	31¼	31¼	31¾	32	32	31¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	....	....
Consol mortgage reg.	126	124	....	....	....	....
Gen'l mortgage 6s	94¼ chp	....	94¼	94¼	94¼	95
Philadelphia and Erie	23	23	22¾	....	22¾	23¾
1st mortgage, 6s	102¾	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	117¾
Pittsb., Cin. & St L. 7s	....	....	....	121¾	121¾	....
Pittsb., Titusv. & Buff.	20	20¼	20¼	20¼	20¼	20¾
7s	97¼	....	....	97	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	11	....	11	11	11¼	....
6s, 1872	....	1 5	....	....	....	....
6s, 1882	....	81	....	....	....	....
United Co. of N. Jersey	185	....	....	....	....	184¾
Hestonville, (Horse)	20¾	19¾	....	20	....	20
Chestnut & Wal. (do)	....	90	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Feb. 15.

	W 9	Th 10.	F. 11.	Sat. 12	M. 14.	Tu. 15.
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	109¾	....	....	....	110
Central Ohio ($50)	49	49	....	....	....	49
1st mortgage	116	116¼	....	....	117	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	124¾	124¼	124¾	....	....
2d mortgage, 7s	95¾	95¾	98¾	98¾	98¾	98¾
3d mortgage, 6s	52	51¾	51¾	51	50¾	49¾
Northern Central ($50)	....	49	49	....	....	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	114¾	115
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	59	....
O., Alex. & Manassas 7s	102¾	....	....	101¾	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	79¾	79¾	81¾	81¾	83	82¾
Consol. Coupons	93¾	93¾	93¾	93¾	93¾	93¾
10-40 bonds	51¾	51¾	52¾	52¾	53	53¾
Deferred Certificates	....	14	....	....	....	....
Western Maryland	....	....	....	15	....	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	113¾	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	37¾	....	....	37¾	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 16.

	Th.10	F.11	Sat.12	M.14	Tu.15	W.16.
Adams Express	129	131	....	132	133¼	133
Albany and Susq.	....	....	....	....	122	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	70	....	70¼	....	69¼	....
Atlantic & Pacific Tel.	47¼	48	48¼	47¼	48¼	48
Burl., C. R. & Nor.	....	76	75¼	....	....	....
1st mortgage 5s	100	....	100	100¼	100¼	100¼
Canada Southern	84¼	84¼	85¼	85	84¼	85
1st mortgage guar.	103	102	102	101¼	101¼	101¼
Central of N. Jersey	....	97¼	99¼	102¼	102¼	107¼
1st mortgage 1890	....	....	....	....	....	129
7s, consolidated, ass.	....	116	116¼	117	117	117¼
7s, convertible, ass.	....	....	....	117	117¼	....
7s, Income	....	100¼	....	104	....	104
Adjustment	....	112¼	....	....	....	....
Central Pacific	....	89¼	90	91¼	92¼	92¼
6s, gold	....	113¼	113¾	....	....	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	23¼	25	25¼	25¼	25	25
Chicago and Alton	149¼	146¼ x	147	148¾	147	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	121	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	173¼	173¼	173¾	173¾	173¾	173¾
7s Consol, 1903	....	....	....	....	....	....
Chic., Mil and St. Paul	114¾	116¼	116¼	116¼	115¾	115¾
Preferred	124	....	125¼	126	126	126
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	124	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	....	123¾	....	....
1st M. (I. and M. div.)	....	....	126	....	....	....
1st M. (I. and D. ext.)	....	....	124	124¼	124¾	125
1st M. (H. & D. div.)	....	....	118	118	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	124	124	124¾	....	....	....
Chic. & Northwestern	129¼	130¼	134	131¼	131¼	132¼
Preferred	144	144¼	144	144	143¾	....
1st mortgage	....	....	110	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds.	125	....	125¼	125¼	....	125
Do. reg.	....	....	....	....	....	....
Chic., Rock Isl. & Pac	136	136¼	138¾	138	138¼	139
6s, 1917, c.	....	....	....	....	....	....
Clev., Col., C. and Ind.	....	87¼	89¾	91	90	90
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	131	130x	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	113¾	....	....	113¾
Col., Chl., & Ind Cent	25¼	26	26¼	26¼	26¼	26¼
1st mortgage	....	....	....	111	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	109¼	109¼	101¼	111¾	111¾	112¾
Reg. 7s, 1891	....	....	....	114	....	115
Reg. 7s, 1884	....	105¼	106¾	....	....	....
7s, 1894	....	....	118	....	....	118
Del., Lack. & Western	124¼	124¼	127	127	126	126¾
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	127¼	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mort. 8s, ext.	....	....	....	103	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	131	131	....
Great Western 1st mort.	....	....	....	110	....	....
2d mortgage	....	....	....	....	....	112
Hannibal & St. Joseph	52¼	53	55¼	54¼	54¼	55¾
Preferred	105¼	105¼	106¼	106¼	105¾	105¾
8s, Convertible	....	....	112	112	112	....
Houston & Tex. Cent.	73¼	74	74	72¾	73	72
1st Mortgage	110¼	111¼	....	....	110¼	....
Illinois Central	135¼	134¼ x	135¼	134	134¼	134¼
Lake Shore & Mich So.	120¼	133¼	132¼	132	131	131¼
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg.	....	....	....	29	....	....
2d Consolidated	....	....	....	124	....	124
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	120	....
Louisville & Nashville	88¼	88¼	89¼	90¼	91	92
7s Consolidated	....	....	....	....	....	....
Manhattan	....	42¼	43¾	44¼	43¼	42¼
Metropolitan Elevated	....	120	124	124¼	122¾	121¼
1st Mortgage	103¼	106	106¼	106	106	106
Michigan Central	....	119¼	121¼	120¼	119¼	119
7s, 1902	126¼	126¼	....	....	126	....
M. S. and N. I. 1st, S. F.	....	110	....	....	....	110
Morris and Essex	....	....	122¼	123¼	123¼	123¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv	148¼	148¼	150¼	149¼	149¼	149¼
6s, Sinking fund, 1883	....	....	105¼	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	132¼	....	....	....	133	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	128¼	128¼	129¾	130¼	130¼	127
1st mortgage	118¼	118¼	118¾	119	118¾	....
N. York and Harlem	200	....	200	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	133¼	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
N. Y., Lake Erie & W.	49¼	49¼	49¼	49¼	49¼	49
Preferred	89¼	91¼	91¼	91¼	89¼	89¼
2d Consolidated	100¼	100¼	101¼	100¾	100¼	100¼
New 2d 5s fund	....	....	95¼	....	....	....
N. Y., N. Haven & Hart	178¾	....	....	....	180	....
North Missouri 1st M.	....	....	....	....	122¾	....
Northern Pacific	41¼	41¼	42	42	42	45¼
Preferred	69¾	70¼	70¼	70	73	....
Ohio and Mississippi	44¼	46¼	45¾	45	44¼	....
Preferred	....	112	112	108¼	109	....
2d mortgage	126	....	....	....	125¾	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	119	....	....
Pacific Mail S. S. Co.	56¼	56¾	58¼	56¼	55¾	56
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	107¾	....	....	....	107¾	....
2d mortgage	....	....	....	....	....	115
Panama	....	....	....	....	....	....
Philadelphia & Reading	62¼	63¼	64	66¼	63¾	62¾
Pitts., Ft. W. & Chi. gtd	132	131	132	133	....	132
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	130	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	142¾	....
Quicksilver Mining Co	18	18¾	17¾	16¾	16	....
Preferred	62¼	62¼	62¾	57¾	62	62
St. Louis & San Fran.	47¼	48¼	48¾	47¼	46	46¼
Preferred	67¼	68¼	69¾	69	68¾	68¾
1st Preferred	....	97¼	....	98	....	98
St. L., Alton and T. H.	47¾	47	51¼	51	51¾	50¼
Preferred	130¼	132	137¾	135	138	....
1st mortgage	....	....	....	....	114	....
2d mort. preferred	....	....	....	112	....	109
Income bonds	....	....	....	104	....	....
St. L., Iron Mt. & S. As.	60¼	61¼	61¼	62¼	62¾	64¼
1st mortgage	....	114¾	114¼	....	....	....
2d mortgage	....	111¾	....	....	....	....
Tol., P. & War. 1st E. D.	....	....	118	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	120	122¼	123¾	124	112¾	124¼
1st mortgage	....	113¾	114	113¾	113¾	114¼
Land Grant 7s	....	....	....	113¾	....	....
Sinking Fund 8s	....	123¼	....	123¾	124¼	124¼
United States Express	57	....	....	57¾	57¾	56¾
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	109¼	....	....	....	110¾
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	48¼	48¼	48¼	49¼	48¾	49¼
Preferred	88¼	88¾	89¼	89¾	89¾	89¾
New Mort. 7s	....	....	....	....	....	109¾
Wells-Fargo Express	118	....	118¾	....	118	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel.	118	118¼	119¼	118¾	118¾	118¾
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Feb. 16.

	Th.10	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Atch., Top. and San. Fe.	140	140	139¾	140	140	139¾
1st mortgage	....	122	....	....	122	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	170	169¾	169¾	....	169	169
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	....	103	....	103	....
Boston and Maine	....	149	148¾	148¾	148¾	148¾
Boston and Providence	....	....	157	157	....	....
Boston, Hart. & Erie 7s	59¼	59	59	59¼	58¾	56¾
Burl. & Mo. R. L. G. 7s	....	117	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	172¾	174	173¾	174	174	173¾
7s	....	126	....	....	127	....
Cin., Sand. & Clev. ($50)	22¾	23¼	23¼	23¾	22¾	23¼
Concord ($50)	....	100	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	38¼	39	39¼	39¼	39¼	39¼
New 4½ Bonds	106	104¼	105¾	106	105¾	106¼
Fitchburg	....	....	148¼	....	....	142¾
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	56¼	....	56¼	....	56¾	56
7s	....	119	119¾	....	....	....
Northern, N. H.	105	105	106	107	108	110
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ.	25	25¼	29¾	31	31	31¾
Preferred	....	....	129¼	130	....	129¾
Old Colony	130	....	....	70	70	70
Ph., Wil. & Balt. ($50)	69¼	67¼	....	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	118¾	....	....	....
Pullman Palace Car	139	139¼	140¼	135¾	140¼	144
Union Pacific	118¾	121¼	123¼	124	124	124¼
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	120	120¼
Vermont and Canada	....	....	....	....	17	....
Vermont and Mass.	150¼	....	....	....	....	....
Worcester and Nashua	....	....	62¼	62¼	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	73	74	....	73	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	250	150¼	250	250	250	250
Quincy	37¼	37¼	....	37	37¼	37¼

New York Stock Exchange.

Closing Prices for the week ending Feb. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Federal Stocks:—						
U. S. 4s, 1907, reg.	112¼	112¾	....	113¼	113	....
U. S. 4s, 1907, coup.	....	....	112¾	112	112	113¼
U. S. 4½s, 1891, reg.	112¼	111¾	....	111¾	111¾	....
U. S. 4½s, 1891, coup.	....	....	....	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	102	....	....

London Stock Exchange.

	Closing Prices. Jan. 28	Jan. 21
Baltimore and Ohio (sterling)	115 —117	115 —117
Central of New Jersey $100 shares	88 — 92	88 — 93
Do. Cons. Mort. Oct. '79 coupon	117 — 119	117 —119
Do. Adjustment bonds	114 —116	114 —116
Do. Income bonds	104 —107	105 —108
Det., Gd Haven & Mil. Equip. bds.	114 —116	114 —116
Do. Con. M. 5 p.c. till '84 after 6 p.c.	110 —112	110 —112
Illinois Central $100 shares	136 —136	135 —137
Lehigh Valley Consol. mortgage	116 —118	116 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	135 —138	135 —136
Do. $100 shares	155 —157	153 —160
Do. Mort. bonds (sterling)	121 —123	121 —126
N. Y., Lake Erie & West., $100 shs	52 — 52¾	53 — 52¾
Do. 6 p. c. pref. $100 shares	94 — 96	96 — 97
Do 1st Con. Mort. Bonds (Erie)	132 —134	132 —134
Mort. Funded Coupon bonds	130 —132	129 —131
Do. do. 2d do.	103 —105	105 —107
Do. 2d Consol. Mort. bonds	100 —102	101 —103
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds	64¼ — 65¼	65 — 66
Do. Prior Lien Bonds (sterling)	108 —110	109 —110
Pennsylvania, $50 shares	67¼ — 68¼	68 — 69
Do. Con. Sink. Fund Mort.	120 —122	120 —122
Philadelphia & Reading $50 shares	32 — 32¾	28¼ — 33
General Consol. Mortgage	113 —115	114 —116
Do. Improvement Mortgage	102 —103¼	103¼ —104¼
Do. Gen. Mort. '74, ex-defcd. cou.	97 — 99	98 —100
Do. Scrip for 6 def. ¼ coupons.	92 — 97	92 — 97
Pittsbg, Ft W. & Chic. Equip bds.	112 —114	110 —112
St. Louis Bridge 1st mort. gold bonds	122 —124	122 —124
Do 1st pref. stock	70 — 72	77 — 79
Union Pacific Land Grant 1st mort.	114 —116	114 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, February 17, 1881.

Five per cent is the ruling rate for call loans on stocks, the exceptional rates being 4 and 6 per cent. On United States bonds the quotation is 3@4 per cent. Time loans range from 3 to 5 per cent. Prime mercantile paper is 4@5 per cent, few names, however, passing below 4½ per cent.

The posted rates for prime bankers' sterling are now 4.84 and 4.86½, some of the prime drawers, however, still keeping 4.87 as their posted figures. The actual rates are 4.83@½ and 4.85@¾@4 86¾. Prime commercial bills are 4.81½@4.82.

As stated by us in this column last week, the stock and bonds of the St. Louis, Jacksonville and Chicago Railroad Company have been placed on call at the New York Stock Exchange. The main line of this road extends from Bloomington to Godfrey, Ill., a distance of 150.6 miles, and is leased in perpetuity to the Chicago and Alton Railroad Company on terms that virtually guarantee the interest on all the bonds issued by the Company. The bonds and stock issued are as follows: first mortgage bonds, $2,365,000; second mortgage bonds, $360,000; preferred stock, $1,034,000; common stock, $1,298,000. The first mortgage bonds of the company are already on the regular list. The second mortgage bonds are dated July 1, 1868, and were issued under a deed of trust which authorizes an issue of $5,000 per mile of completed road, but only $360,000 bonds were disposed of when the road was leased

to the Chicago and Alton Railroad Company, and that is the amount now outstanding on the main line between Bloomington and Godfrey. The bonds are payable July 1, 1898, with interest at seven per cent. The committee recommended that they be placed on the regular list and called first mortgage bonds guaranteed, second mortgage bonds, second mortgage bonds guaranteed, to be a good delivery only after registry by the transfer agent of the company in New York, and that the common and preferred stock be placed on the free list.

The stock of the Danbury and Norwalk Railroad Company has also been admitted to dealings at the Board. This road extends from Danbury, Conn., to South Norwalk, Conn., and with branches comprises thirty-four miles of road. The mortgages amount to $500,000, or $14,440 per mile, and the capital stock is $600,000, or $17,000 per mile. It is stated that the company is earning more than 5 per cent per annum on its stock, but its last dividend of 1¼ per cent was paid in June, 1880.

The closing quotations on Thursday were: Adams Express, 133@135; American Express, 69¾@70; American District Telegraph, 71½@72½; American Union Telegraph, 80@80⅛; Atlantic and Pacific Telegraph, 46½@48; Canada Southern, 87¼@87⅜; Central of New Jersey 109@109¼; Central Pacific, 90⅛@90⅞; Chicago and Northwestern, 132⅛@132⅜; do. pref., 142¾@143; Chicago and Alton, 144@146; Chicago, Burlington and Quincy, 173⅛@174; Chicago, Milwaukee and St. Paul, 115⅞@116; do. pref., 126½@127⅛; Chicago, Rock Island and Pacific, 138¼@138½; Columbus, Chicago and Indiana Central, 26⅛@26⅜; Cleveland, Columbus, Cincinnati and Indianapolis, 92⅜@92⅝; Hannibal and St. Joseph, 59¾@60; do. pref., 107@107¼; Illinois Central, 135@135½; Lake Erie and Western, 58⅛@58¾; Lake Shore and Michigan Southern, 131⅜@131½; Michigan Central, 118½@118¾; Metropolitan Elevated, 120⅛@121; Manhattan Elevated, 41⅜@41⅝; New York Elevated, 127@127⅛; New York, Lake Erie and Western, 50⅜@50⅞; do. pref., 91¾@92; New York, Ontario and Western, 40¼@40½; New York Central and Hudson River, 149¾@149⅞; Ohio and Miss., 45⅝@45¾; do. pref., 110@111; Pacific Mail, 60⅜@60½; St. Louis, Iron Mountain and Southern, 65⅛@65¾; St. Louis, Alton and Terre Haute, 50⅛@51⅛; Union Pacific, 123⅞@124; United States Express, 56@57; Wells Fargo Express, 118@120; Western Union Telegraph, 117⅛@117¾; Wabash, St. Louis and Pacific, 50⅜@50¾; do. pref., 91¼@91½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Topeka and Santa Fe, 48; do. pref., 133; Am. Dock and Imp. bonds ass., 131; Boston and New York Air Line, 52⅛; Boston, Hartford and Erie 1st, 58¼; Chicago, Burlington and Quincy, 8s, 106½; Cedar Rapids, Iowa Falls and Northern 1st, 107; Cedar Falls and Minnesota, 24¼; Chicago and Northwestern Int. bonds, 108; Cairo and Fulton 1st, 111; Chicago, St. Louis and New Orleans, 60¾; Chesapeake and Ohio 1st pref., 36¼; do. 2d pref., 26½; do. cur. int., 52⅝; do. 1st, Series B, 83⅛; Chicago, St. Paul, Minneapolis and Omaha, 47¾; do. pref., 106; do. consol., 106⅛; Cumberland and Erie, 60¼; Chicago, Milwaukee and St. Paul, Southern Minn. div., 108; do. Chicago and Pacific div., 110; do. La Crosse and Dav. div., 97⅛; Col., Chi. and Ind. Cent. Inc., 72; do. 1st Trust Co. certif. ass., 106½; Chicago and Milwaukee 1st, 120½; Chicago and Eastern Illinois 1st, 107; Cleveland and Toledo S. F., 109; do. new bonds, 108½; Central Iowa, 113½; Clev., Col., Cin. and Ind. consol., 122; Denver and Rio Grande, 107½; do. 1st, 116½; do. 1st consol., 117¼; Danbury and Norwalk, 76; Dubuque and Sioux City, 82½; Denver, South Park and Pacific 1st, 109; Elk Lick, 39; East Tenn., Va. and Ga. 1st, 115; Houston and Texas Central 2d, M. L., 127; do. 1st Inc. and Ind., 100; International and Gt. Northern, 71; do. 1st, 109¼; do. 2d Inc., 93; Ind., Bloom. and Western, 62; do. 1st, 87; do. 2d, 79; Indianapolis, Decatur and Springfield 1st, 108½; do. 2d, 63; Keokuk and Des Moines, 22¾; do. pref., 55; do. 1st, 104⅞; Kansas Pacific 1st consol., 106¼; do. 6s, Denver Div. ass., 108⅛; do. inc. No. 16, 102½; Laf., Bloom. and Muncie 1st, 109½; do. inc., 80¾; Louisiana and Missouri River 31; Lake Erie and Western, 58; do. 1st 109¼; Louisville, New Albany and Chicago, 76; Lehigh and Wilkesbarre Int., 98¼; do. consol. ass., 112; Louisville and Nashville Gen'l mort., 6s, 103¾; Manhattan Beach Imp. Co., 85; do. 7s, 95; Marietta and Cincinnati 1st pref., 13; do. 2d pref., 8¼; Mobile and Ohio, 23; do. 1st deben., 85; do. 2d deben., 52; do. 1st mort., 109; Missouri, Kansas and Texas, 48¼; do. consol. ass., 108¾; do. 2d, 84; Metropolitan Elevated 2d, 97¼; Missouri Pacific 1st consol., 106; Minneapolis and St. Louis 1st, Iowa ext., 110¾; Nashville, Chattanooga and St. Louis, 86¼; do. 1st, 116½; New York, Ontario and Western, 39⅝; New York and Manhattan Beach 1st, 110; New York, Pennsylvania and Ohio inc., 63; New Jersey Midland 1st, 108; Ohio Central, 33; do. 1st, 105¾; do. Inc., 66; do. Terminal Trust, 102; Oregon Railway and Nav., 179¼; do. 1st, 106⅛; Ohio and Mississippi 1st, Springfield div., 116¾; Peoria, Decatur and Evansville, 41½; do. inc., 87⅜; do. 1st, 108; Pittsburg, Titusville and Buffalo, 41¼; Rome, Watertown and Ogdensburg 1st consol., 93; Rensselaer and Saratoga, 135; Southern Pacific of California, 1st, 104¼; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 103½; St. Louis, Jacksonville and Chicago 1st, 117; St. Paul and Duluth, 38¾; Syracuse, Binghamton and New York 1st, 120; St. Paul, Minneapolis and Manitoba, 92; do. 1st, 110; do. 2d, 105½; do. Dakota Ext. 1st, 107; St. Louis and Iron Mt., 1st pref. inc., 94½; do. 2d pref. inc., 87; do. Cairo, Ark. and Texas 1st, 108⅝; do. Arkansas Branch, 111; St. Louis and San Francisco 2d, class C, 86⅛; do. A, 102¾; do. B, 89; do. Equip., 103; South Pacific 1st, 105⅛; St. Paul and Sioux City 1st, 113; Texas and Pacific, 59⅜; do. income L. G., 87¾; do. consol., 104; do. Rio Grande div., 100; Toledo and Wabash Equip., 55; Utah Southern Gen'l mort. 7s, 109; Wabash, St. Louis and Pacific, Havana div., 103; Gen'l mort., 99¼; Winona and St. Peter 1st, 110; Warren 2d, 124; American Union Tel., 82¼; Am. Dist. Tel., 71; Colorado Coal and Iron, 55; do. 6s, 97; Consolidation Coal, 42; Maryland Coal, 31½; New Central Coal, 31½; Sutro Tunnel, 1⅜; Central Mining, 5¼; Caribou, 8; Deadwood, 12½; Excelsior, 6; Homestake, 27¾; Little Pittsburg, 6⅛; Mariposa, 5; do. pref., 9; Ontario, 36; Silver Cliff, 5½; Standard, 26½; Starmont, 2½.

Philadelphia.—Am. S. S. Co., 31½; Buffalo, Pittsburg and Western pref., 28¾; Belvidere Delaware 2d mort. 6s, 107; Central Transp., 48; Catawissa new pref., 50; Empire Car Trust, 101½; Huntingdon and Broad Top Mt. consol. 7s, 73; Morris Canal pref., 170; Pennsylvania Canal 6s, 97; Philadelphia and Reading consol. mort. gold 6s, reg., 113; do. scrip, 73; Philadelphia, Germantown and Norristown R. R., 110½; Philadelphia and Trenton R. R., 185; St. Paul and Duluth pref., 73½; Steubenville and Indiana 6s, A. & O., 106; Texas and Pacific consol. mort. 6s, 103¼; do. 1st mort. Rio Grande div., 98½; Union and Titusville 7s, 101; West Jersey, 21; do. 6s, 110½; do. 7s, 121½. The latest quotations are: City 6s, 110@111; do. free of tax, 128@129; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 104¾@105½; do. 5s, new loan, 117@117½; do. 4s, new, 108@111; Philadelphia and Reading R. R., 31⅛@31⅝; do. consol. mort. 7s, coup., 123@125; do. reg., 123@125½; do. mort. 6s, 117@—; do. 7s, 1893, 121@124; United New Jersey R. R. and Canal, 184⅜@184½; Buffalo, Pittsburg and Western, 20⅛@20⅝; Pittsburg, Titusville and Buffalo 7s, 96¾@97¼; Camden and Amboy mort. 6s, 1889, 115¾@116¼; Pennsylvania R. R., 66¼@66⅜; do. gen'l mort., coupon, 124¾@125¼; do. reg., 125¾@126; do. consol. mort. 6s, reg., 118@120; Little Schuylkill R. R., 52@52¼; Morris Canal, 62@64; do. pref., 169@170; Schuylkill Nav., —@5; do. pref., 11½@12½; do. 6s, 1882, 80¾@81¼; do. 1872, 104¾@105¼; Elmira and Williamsport pref., 52@—; do. 6s, 112@115; do. 5s, 96@98; Lehigh Coal and Navigation, 45@45½; do. 6s, 1884, 106@106½; do. R. R. loan, 115@116; do. Gold Loan, 110⅝@110⅞; do. consol. 7s, 115¾@116¼; Northern Pacific, 41¾@42; do. pref., 70¼; North Pennsylvania, 59⅜@59⅝; do. 6s, 108@109; do. 7s, 118@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 22⅝@22¾; do. 6s, 102⅜@102⅝; do. 7s, 117½@118; Minehill, 58½@59; Catawissa, 15¾@16; do. pref., 50@—; do. new pref., 48½@50; do. 7s, 1900, 120@—; Lehigh Valley 60@60; do. 6s, coupon, 121@123; do. reg., 122¼@122½; do. 2d mort. 7s, 134½@135; do. consol. mort., 117¼@117½; Fifth and Sixth streets (horse), 125@—; Second and Third, 110@118; Thirteenth and Fifteenth, 73@75; Spruce and Pine, 55@57; Green and Coates, 85@103; Chestnut and Walnut, 90@100; Hestonville, 19⅞@—; Germantown, 72@—; Union, 119@122½; Lombard and South, 12@18; West Philadelphia, 88@90; People's, 18@18½; Continental, 101@—.

Baltimore.—Atlanta and Charlotte 1st, 103¼; do. Inc., 78¾; Baltimore City 5s, 1894, 117½; do. 5s, 1916, 120¼; do. 6s, 1890, 120; Consolidation Coal, 42½; Chesapeake and Ohio Canal, 80; Maryland Defense 6s, 107½; do. 5s, 1889, 104; Richmond and Danville bonds, 1890, 105; South Side 2d, 101½; Virginia Peelers, 34; Virginia 10-40 coupons, 94; Wilmington and Weldon,

115; Wilmington, Columbia and Augusta, 80. The latest quotations are: Atlanta and Charlotte 1st, 103@103¼; Baltimore and Ohio, —@196; do. 6s, 1885, 109¾@—; Central Ohio, 48½@49; Cincinnati and Baltimore 7s, 111¾@115; City Passenger R. R., 87⅝@88; Marietta and Cincinnati 1st 7s, 123@—; do. 2d 7s, 93⅛@93¼; do. 3d 8s, 49¾@49⅞; Northern Central, 49@50; do. 6s, 1885, 108@108½; do. 6s, gold, 1904, 118@118¾; do. 5s, 1926, —@99; Orange, Alex. and Manassas 7s, 100⅛@102½; Western Maryland 2d pref., 109@110¼; Wilmington, Columbia and Augusta, 6s, 107¼@107¾; Baltimore City 6s, 1886, 112@—; do. 6s, 1890, 120@120¼; do. 5s, 1894, 117@—; 5s, 1900, 118⅛@—; do. 5s, 1916, 120¼@—.

Boston.—Atlantic and Pacific block, 118; Atchison, Topeka and Santa Fe 8s, inc., 106¾; do. 5s, 1909, 100⅛; Atchison, Colorado and Pacific 6s, guar., 101¼; Atchison and Nebraska 1st, 7s, 1907, 117¼; Atchison, Jewell Co. and Western 6s, 100¼; Boston and Albany 7s, 1892, 127⅞; Boston Water Power, 12⅛; Boston Land, 10¼; Brookline Land, 15½; Boston, Clinton, Fitchburg and New Bedford, 43; do. pref., 125½; Boston, Revere Beach and Lynn, 120¼; do. 6s, 1897, 112½; Connotton Valley R. R., 26¾; do. 7s, 1910, 90½; Connecticut and Passumpsic Rivers R. R., 85; do. 7s, 1893, 117¾; Chicago and West Michigan, 74; Cincinnati, Sandusky and Cleveland 2d 7s, 105¼; do. 6s, 106; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 108; do. Wisconsin Valley div., 106; Cedar Rapids and Missouri 7s, 1891, 116¾; Central R. R. of Iowa, 38; Eastern N. H., R. R., 89; Flint and Pere Marquette, 31½; do. pref, 93½; Fort Wayne and Jackson pref., 75; Framingham and Lowell 5s, 99; Iowa Falls and Sioux City, 66½; do. 7s, 115; do. 6s, 101½; Jackson, Lansing and Saginaw 8s, 1891, green, 114¾; Essex R. R. 6s, 1886, guar., 106¼; Kansas City, Lawrence and Southern 4s, 104½; Kansas City, Fort Scott and Gulf, 82½; do. 7s, 111; Kansas City St. Joseph and Council Bluffs 1st, 120; Louisiana and Missouri River, 32; do. pref., 57¾; Little Rock and Ft. Smith, 64; do. 7s, 110⅞; Lake Erie and Western, 58¼; Marquette, Houghton and Ontonagon, 30; do. pref., 78½; do. 6s, 99; Mexican Central Block, old, 117; do. new series, 105½; Massachusetts Central 6s, 97½; New York and New England 6s, 106¾; New Mexico and Southern Pacific 7s, 1909, 117½; Ogdensburg and Lake Champlain income, 48; do. 6s, 90¼; Old Colony 6s, 1897, 117¼; Portsmouth, Gt. Falls, and Conway, 26; Rutland, 5⅝; do. pref., 80¾; do. 6s, 1902, 100; do. 5s, 79½; Republican Valley 6s, W. D., 105; do. E. D., 105½; do. deferred, 93; Summit Branch, 23½; Southern Kansas and Western, 7s, 111¾; Union Railway, 148¼; Vermont Central 7s, 1886, 93¾; Vt. Central and Vt. and Canada 8s, 1889, equip., 52¼; Wisconsin Central, 27; do. 1st Series, 76½; do. 2d Series, 64; Wisconsin Valley 7s, 115; Atlas Mining Co., 25c.; Aztec, 1⅜; Allouez, 4¾; Atlantic, 17½; Blue Hill, 5½; Brunswick Antimony, 21½; Catalpa, 2⅞ Contentment, 8; Copper Falls, 11½; Duncan, 3¾; Douglas, 3; Empire, 1¼; Franklin, 16¾; Harshaw, 14¾; Huron, 5⅞; Hungarian, 30c.; International, 30c.; Madison, 1½; Minnesota, 8; National, 2¼; Osceola, 39; Pewabic, 21½; Pontiac, 80c.; Ridge, 6¼; Silver Islet, 38½; Sullivan, 7⅛; Star, 2⅜; St. Clair, 3¼.

Philadelphia and Reading Railroad.

In the United States Circuit Court, Philadelphia, on the 14th inst., Judge McKennan made the following order in the revocation proceedings of McCalmont Bros. & Co. against the Philadelphia and Reading Railroad Company:

And now, February 14, 1881, this motion having been fully argued by counsel and duly considered by the Court, it is now ordered that such part of said order of November 18, 1880, as purports to confer authority by this Court upon the Philadelphia and Reading Railroad Company to adopt and carry into effect the deferred bond plan, which is generally described in said order, be and the same is hereby revoked; and that said order shall be construed and taken only as relieving said company from the effect of the injunction order made by this Court, when the receivers of the property of the said company were appointed, by permitting it to exercise upon its own responsibility and according to its own legal discretion such power as its charter conferred upon it in providing means for the payment of its debts in the mode proposed.

The following order was also entered:

And now, February 14, 1881, the further hearing of the motion for a preliminary injunction in this case is continued until the 25th day of March next; and it is ordered that until the decision of said motion by the Court, the respondents be and they are hereby restrained from making any agreement or doing any act by which the Philadelphia and Reading Railroad may be definitely bound touching the deferred bond plan or the proposed mortgage loan of $150,000,000; that neither the respondents nor the receiver appointed by this Court shall declare to be forfeited any rights acquired by the subscribers to said deferred bond plan by reason of the non-payment of instalments to their subscriptions; that the said receiver have power to receive from any of said subscribers the amounts of the several instalments of their subscriptions as deposits and to give receipts therefor as such, and that a separate account of such payments shall be opened by the receiver, and the same shall be so kept as that the money paid by each subscriber can be traced, identified and returned to him if the Court shall hereafter so order.

Judge Butler read an opinion concurring in both orders, and Judge McKennan, in making his rulings, declared that all things must be kept in their present position until a time arrives for the stockholders to express their judgment, not only on what has been done by the managers of the company, but as to what shall be done hereafter.

Lumber Trade of the Northwest.

The St. Paul Pioneer Press gives the following resume of the Northwestern lumber trade for the year 1880, showing a total of 8,129 men employed, 907,261,095 feet of lumber, 402,354,125 shingles and 194,775,200 laths manufactured in 1880, against 587,411,900 feet of lumber, 124,635,456 shingles and 100,723,552 laths manufactured in 1879, in the Mississippi Valley. The totals from the Chippewa and Wisconsin rivers make the aggregate totals 12,741 men employed, 1,353,116,465 feet of lumber, 558,678,625 shingles and 288,971,525 laths manufactured in 1880, against 927,501,303 feet of lumber, 208,232,206 shingles and 129,779,902 laths in 1879. The stock on hand is summed up as 442,901,954 feet of lumber, 99,922,316 shingles and 65,172,095 laths. A total of 562,000,000 logs held over owing to the early freeze would have increased the manufacture of 1880 materially.

Interest and Dividends.

The Chicago, Burlington and Quincy Railroad Company have declared a quarterly dividend of $2 per share, payable March 15th to stockholders of record March 1.

The Homestake Mining Company has declared its regular monthly dividend of 30 cents per share for January, payable Feb. 25, at the office of Messrs. Wells, Fargo & Co., No. 65 Broadway.

The Railroad Equipment Company has declared its regular quarterly dividend of 2½ per cent., payable at the offices of Messrs. Clark, Post & Martin, of this city, and E. W. Clark & Co., at Philadelphia.

Riehle Bros. of Philadelphia are busy on orders for scales from leading iron works in Pennsylvania, among others the Lackawanna Coal and Iron Company who are to use four of their celebrated Furnace Charging Scales in addition to eight ordered sometime since. They are also working on orders from the Conewango Iron Company, Brock Bro., Crane Iron Company, and on scales for the United States Mint, Philadelphia, and Testing Machines for the Harrisburg Car Works. The spring outlook for their branch of manufacturing is reported as very promising.

At a meeting of the New York and Brooklyn Bridge Co., held on the 7th inst., a letter from Col. Paine, the engineer, was read, in which it was stated that the total amount of steel received up to February 1st was 342.77 tons, it being now delivered at the rate of 8 to 10 tons per day. The report of the treasurer was also received and accepted, showing the total receipts to have been $12,646,722 83, and the expenditures $12,622,325 56, while the present cash liabilities are $48,629 64. During January, 1881, the receipts were $1,877 30, and the expenditures for the same period $46,918 42.

Colonel Talmage, general manager of the Missouri Pacific Railroad, says Jay Gould will add about 900 miles of new road to the Missouri Pacific system during the present year. The extension will embrace about 450 miles in Missouri and Kansas, and an equal mileage in Texas, carrying the system to the Rio Grande at Laredo. To meet the requirements of these extensions 50,000 tons of steel rails have been ordered; also 40 locomotives, 3,000 freight cars, 20 passenger cars and 6 baggage cars.

Messrs. Robbins & Appleton, of this city, general agents for the American Watch Company, Waltham, Mass., have been notified that their watches have received the highest award at the Melbourne International Exhibition, and that they are the only individual exhibitors who have received the first prize there for watches.

The Denver, Western and Pacific Railway Company have let contracts to Given, Abbot & Co. for grading thirty-four miles of their road from Denver. This company should not be confounded with the Denver, Utah and Pacific, who have not yet made any demonstrations toward building their road.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,402,300	quarterly	Feb. '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. 80 5
" " pref.100	4,599,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	Dec. '80 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D.	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. 80 4
Boston and Providence..100	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	980,000	J. & D	Dec. '80 3
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	333,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,159,500	Oct.'ber	Oct.'80 1½
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '81 1
" " pref.100	799,600	F. & A	Feb. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey..100	18,583,200	quarterly	Apl. 78 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. 81 3½
" pref.... .. 50	400,000	J. & J	an. 81 3
Central Pacific 100	$4,275,500	F. & A.	Feb. '81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton..... 100	10,065,400	M. & S.	Mar. 81 4
" " pref...100	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chicago, Mil. and St. Paul..10(	15,401,281	A. & O.	Oct. '80 3½
" " pref.....100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western..100	14,988,257	J. & D	Dec. '80 3
" " pref.100	21,525,353	quarterly	Dec. '80 1½
Chicago, R. I. & Pacific..100	50,000,000	quarterly	Feb. '81 1½
Chicago & West Mich....100	6,181,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,580	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Mar. '81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Dec. '80 2
Columb. & Hocking Val..100	2,500,000	F. & A.	Feb. '81 4
Concord.....	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*.....100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Feb, '81 2
Connecticut River.....100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk . 50	300,000	quarterly	Jun. '80 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*..... 2	1,230,980	J. & J.	Jan. 81 3
Del. & Round Brook*....100	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn. 50	28,200,000	quarterly	Jan. '81 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref.10(	2,503,300	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*..... 50	1,209,200	J. & J.	Jan 81 3
East Mahanoy*..... 50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga....100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 2½
Eel River.....100	3,000,000	— & —	Dec. '80 1
Elmira, Jef. & Canand*..100	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'80 2½
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*..... 50	1,000,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J.	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '81 2
Illinois Central.....100	22,000,000	M. & S.	Mar. '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '80 1
Iowa Railroad Land Co 100	7,649,000	quarterly	Feb. 81 1½
Io. Sa. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,500,000	quarterly	May '80 1½
Kentucky Central.....100	4,500,000	J. & D.	Dec. '80 1
" pref.100	500 000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	49,486,500	F. & A.	Feb. '81 4
" (guar.).100	532,500	F. & A.	Feb. '81 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,232,565	quarterly	Jan. '81 1
" pref. 50	106,300	quarterly	Jan. '81 2½
Little Miami*..... 50	5,571,450	quarterly	Dec. 80 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*..... 50	$2,440,100	J. & J.	Jan. 81 2½
Louisville & Nashville...100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	April '78 2
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 1s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Jan. '81 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '81 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....100	12,416,000	quarterly	Jan. 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800,000	M. & N.	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 2½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. 74 2
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Jan. 81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref...100	8,146,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '81 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '81 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,804,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	5,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,138,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455,0 0	quarterly	Feb. 81 2
Oswego and Syracuse*.100	482,400	F. & A.	Aug. 80 2½
Panama.....100	7 000,000	quarterly	Feb. '81 5
Paterson and Hudson*..100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,570,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Jan. '81 1½
" Special Imp.100	5,504,300	quarterly	Jan. '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,004,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	556,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb.'75 3½s
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,468,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	3,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	676,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*..... 100	996,800	J. & J.	July '80 4
Sioux C. & Pacific prof..100	189,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*....100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,800,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*....100	20,490,400	quarterly	Jan. '81 2½
Utica, Jhenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3 050.000	A. & O.	Oct. '80 3
Wab., St. L. & Pacific....100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	Feb. 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,569,750	F. & A.	Nov. 79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J. A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	809,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A. J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	800,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)..... 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	800,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	800,000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 3
Green & Coates St. (Ph.) 50	800,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050.000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102.540	.....	Oct. '78 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Phg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 50	100,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	874,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,963,568	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 2½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania..... 50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2.888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3,000,000	J. & D.	Dec. '80 5
Calumet and Hecla Mining. 100,000 S.		F.M.A.N	Feb. '81 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2,500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	5,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '81 5
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Jan. 81 3
Pacific Mail Steamship..100	20,000,000	M.J. & D.	Sept.'80 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car.....100	6,990,200	F.M.A.N	Feb. '81 2
Quicksilver, common....100	5,708,700	.....	.....
preferred ...100	4,291,800	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge....100	1,760,000	J. & J.	Jan. '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co...100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Feb. '81
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '81
West. Union Telegraph.100	41,050,000	quarterly	Jan.

Western Union Telegraph.

While so much attention is being drawn to the affairs of the Western Union Telegraph Company, it will be of interest to glance again at the annual report of the President for the year ending June 30th, 1880, the principal part of which is given below:

The capital stock of the Company is $41,073,410, of which there is in the treasury, belonging to the Company, $58,855 50, leaving the amount outstanding on the 30th of June, 1880, $41,014,554 50.

The bonded debt at the close of the year was as follows:

Bonds due March 1, 1900, 6 per cent. (Sterling Bonds)		$961,308 00
Bonds due May 1, 1900, 7 per cent		3,920,000 00
Bonds due May 1, 1902, 7 per cent		1,373,090 00
		$6,254,308 00
Less amount of Sinking Funds and accrued interest thereon, held by the Union Trust Company Trustees		158,078 36
		$6,096,229 64

During the year £2,100 of the Sterling Bonds, due March 1, 1900, were redeemed by the Trustees of the Sinking Funds.

BUSINESS OF THE YEAR.

Surplus July 1, 1879.		$772,469 91
The revenues, expenses and profits of the year ending June 30, 1880 (after reserving am't sufficient to meet the claims of the Atlantic and Pacific Telegraph Company under existing agreements), were as follows:		
Revenues accruing to this Company	$11,738,094 87	
Expenses chargeable to this Company	6,591,455 42	
Net profits		5,146,639 45
		$5,919,109 36
From which there was applied:		
For dividends (8 per cent.)		$3,280,276 25
For interest on bonds		428,516 93
For Sinking Funds appropriations		40,000 20
		$3,748,793 38
Surplus of net revenue for the year, over dividends, interest and Sinking Funds appropriations, was	$1,397,846 07	
For new property there was appropriated:		
For construction of new lines and erection of additional wires	$1,123,584 09	
For purchase of sundry Telegraph Stocks, patents, real estate, etc	643,476 75	
		1,767,060 84
Surplus July 1, 1880		408,255 14
		$5,919,109 36

GENERAL STATEMENT.

The following exhibits shows the profits and disbursements of the Company, for fourteen years, from the date of the general consolidation, July 1, 1866:

The surplus of Income account, July 1, 1866, was		$275,357 24
The net profits for fourteen years, from July 1, 1866, to June 30, 1880, were		45,350,241 48
Making an aggregate, June 30, 1880, of		$45,625,598 72
During this period, there was applied—		
For dividends to Stockholders (including dividends payable July 15, 1880)	$23,103,492 99	
For interest on Company's bonds	5,447,015 54	
For amount reserved for Sinking Funds, and for interest on bonds, accrued to June 30, but not yet payable	106,086 64	
		28,656,595 17
Leaving a surplus of		$16,969,003 55
which is represented as follows:		
Construction of new lines, erection of additional wires, patents, etc		$8,012,576 95
Purchase of telegraph lines, and stocks of companies controled by the Western Union Company, upon which interest or dividends are paid as rental		1,653,114 12
Western Union Telegraph Company's Stock (588½ shares)		33,681 04
Atlantic and Pacific Telegraph Company's Stock (72,010 shares)		1,806,250 00
Gold and Stock Telegraph Company's Stock (47,810 shares)		1,176,009 00
International Ocean Telegraph Company's Stock (10,885 shares)		961,606 42
Brooks Underground Telegraph Company's Stock (1,000 shares)		95,000 00
Southern Bell Telephone and Telegraph Company's Stock (843¼ shares)		84,325 00
Sundry other stocks and bonds		93,944 05
Western Electric Manufacturing Company's Stock (500 shares)		50,000 00
Western Union bonds, redeemed and cancelled		1,339,691 96
Sinking Funds (portion not yet used for redemption of bonds, exclusive of interest allowed by Trustees)		140,579 80
B'dway and Dey St., building	$2,345,639 52	
Less amount provided from the proceeds of bonds	1,802,202 00	
		$543,437 52
Real estate other than above		387,142 47
Supplies and material on hand unissued		182,290 08
Surplus June 30, 1880		403,255 14
		$16,969,003 55

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending February 5, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad	127,653	1,103,148	1,228,090
Schuylkill Canal	.....	.....	38,041
Lehigh Valley	91,958	820,454	772,313
Del., Lack. & Western.	63,935	311,151	278 904
Shamokin Valley	.....	69,374	68,064
Central New Jersey	28,604	276,438	306,497
United R. R. of New Jersey	21,710	129,077	99,672
Pennsylvania Coal	13.392	81,337	52,061
Delaware and Hudson	68,452	267,624	362,111
Huntingdon & Broad Top Mt	6,186	42 074	38,733
Penn. and New York.	21.670	205,335	213,582
Clearfield, Pa.	24,643	155,288	236,791

The total tonnage of anthracite coal rom all the regions for the week ending Feb. 5, as reported by the several carrying companies, amounted to 428,679 tons, against 339,179 tons in the corresponding week last year, an increase of 89,500 tons. The total amount of anthracite mined for the year is 1,952,383 tons, against 1,897,624 tons for the same period last year, an increase of 54,759 tons. The quantity of bituminous coal sent to market for the week amounted to 62,891 tons, against 81,989 tons in corresponding week last year, a decrease of 19,598 tons. The total amount of bituminous mined for the year is 845,967 tons, against 443,696 tons for the corresponding period last year, a decrease of 97,729 tons. The total tonnage of all kinds of coal for the week is 491.070 tons, against 421,168 tons in corresponding week last year, an increase of 69,902 tons, and the total tonnage for the coal year is 2,298,350 tons, against 2,341,320 tons to same date last year, a decrease of 42,970 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending February 5 was 130,007 tons, of which 103,197 tons were coal and 26,810 tons coke. The total tonnage for the year thus far has been 782,389 tons, of which 560,695 tons were coal and 221,694 tons coke. These figures embrace all the coal and coke carried over the road, east and west.—[Phila. Ledger, Feb. 14.

At a meeting of the stockholders of the Virginia Midland Railroad Company, in Alexandria, Va., on the 1st inst., resolutions were adopted giving the directors power to cause to be made any branch road authorized by law for the benefit of the main road; extending the time for the exchange of stocks and bonds into the new organization, and authorizing the Board of Directors to execute the mortgages on the road according to the scheme of organization.

The receipts of the Huntingdon and Broad Top Mountain Railroad for the year 1880 were $312,491 10, and the colliery and coal land receipts, $821 35; total, $313,312 45. The road expenses were $160,928 14, making the receipts $152,384 31.

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65.

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,009 *to* 19,088
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,826

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,009 *to* 19,088
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2339; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

Counterfeit Note List.

HOW TO USE THE LIST.

All paper money in the United States is printed in sheets of four notes of one denomination on each sheet. Each bill bears a letter called the check letter, usually A, B, C or D, which appears on its upper left hand, and lower right hand corner. The notes are always numbered in their order on the sheets; thus all notes lettered A, will bear the number 1 or a number which divided by 4 will leave 1 remainder; the number accompanying B divided by 4 will leave 2 remainder, C, 3 remainder, D, no remainder. All genuine notes with letters A and C will have odd numbers, and all with B and D even numbers.

The counterfeiter makes his plate commonly from one bill and rarely prints more than one of the four letters. As soon as a spurious bill is discovered measures are taken to redeem all good bills of that denomination, bearing the same letter. This leaves the counterfeit alone in the field.

All bills bearing the letters given in the foregoing list should be refused by all non-experts.

We can assure our subscribers that there are no counterfeit bills on paper currency of the United States, which are known to the Secret Service Division at Washington at this date.

The National Bank notes printed in Italics are stolen and are worthless.

Banks starred do not exist, and the whole issue is fraudulent.

Railroad Law.

BOARDING AND LEAVING RAILWAY CARS IN MOTION.

Three recent cases on this subject deserve notice. In Cotter vs. Frankford and Southwark Ry. Co., Pennsylvania Common Pleas, January 22, 1881, the facts were as follows: The plaintiff resided at Frankford, 23d ward, Philadelphia, and was in the habit of riding on the defendants' road each morning by a six o'clock train to Bromley's mills, at Germantown avenue and York street, at which place he was employed. The defendants use in that section of the city a dummy engine and two of the ordinary passenger street cars as a train. The defendants' train had stopped at Unity street, Frankford, to take on passengers, and had started again, when the plaintiff signalled the engineer to stop, and as he did not stop, he ran toward the train, and in attempting to get on the platform of the middle car his foot slipped and he fell under the wheel, and his leg was so crushed and injured that it had to be amputated. As an excuse for attempting to get on the car the plaintiff testified that on a former occasion one of his fellow-workmen at Bromley's mills, who was allowed by the company defendant to act as brakeman on the six o'clock train in the morning, in consideration of a free ride, said to him as he got on the car that he was young, and should run and jump on the car. This was denied by the witness on the other side, and witnesses were also produced who testified that they had warned the boy against jumping on the car while in motion. The jury found in favor of the plaintiff. The court said: "The degree of care required of a child of tender years is always a question of fact for the jury, and what is negligence per se in an adult, might not be so in one of tender years. But an important question in this case is, what duty was owing by the defendant to the plaintiff? The train was bound to stop on his signal, and on failure to do so, the defendant would be liable in damages resulting therefrom, if loss of employment or otherwise; but it would be irrational to say that a failure on the part of those in charge of the train to stop would justify any one old enough to travel alone in attempting to get on a moving train as a passenger. The duty to the plaintiff did not, therefore, extend to his personal safety when not on the train as a passenger, nor to his safety getting on, unless the train had stopped." The court also held that the invitation on the former occasion did not bind the company, because outside the scope of the servant's authority, and not contemporaneous. To same effect, Phillips vs. Rens., etc., R. Co., 49 N. Y. 177; Huebner vs. N. O. & C. R. Co., 23 La. Ann. 492.

The next case, Kelly vs. Hannibal and St. Joseph Railroad Co., 70 Mo. 604, was the converse of the above in its circumstances. The plaintiff in the latter case was a passenger who was injured in trying to leave a train under slow motion, having been negligently carried past his destination. The court below nonsuited the plaintiff, and this was reversed, the court holding that the question of negligence was one for the jury. The court said: "In the case of Doss vs. M., K. & T. R. R. Co., 59 Mo. 27; S. C., 21 Am. Rep. 371, it was held that whether the attempt of plaintiff to step from the cars while the train was in motion, was, under all the circumstances of the case, such negligence as would relieve defendant of all liability for accident, was a question of fact for the jury. For a person to jump from a car propelled by steam while in rapid motion, is mere recklessness, and the leap must be made at his peril; but to step from a car not beyond the platform when its motion is slight or almost imperceptible may or may not be negligence, and of this the jury are to decide from all the attending circumstances. The following cases are to the same effect: Wyatt vs. Citizens' R. R. Co., 55 Mo. 485; Karle vs. K. C., St. J. & C. B. R. R. Co., 55 id. 476; Lloyd vs. H. & St J. R. R. Co., 53 id. 509; 56 id. 338. 'These are risks which the most prudent men take, and plaintiff will not be barred of a recovery if he adopted that course which the most prudent men would take under the circumstances.' Smith vs. Union R. R. Co., 61 Mo. 588; Meyer vs. Pacific R. R. Co., 40 id. 151." 'If a passenger be negligently carried beyond his stopping place, and where he had a right to be let off, he can recover for the inconvenience, loss of time, and expense of travelling back. But when he jumps or leaves the train, under circumstances which prudence would forbid, he does it at his own risk and assumes the consequences of his own act." To the same effect, Damont vs. New Orleans and Carrollton Ry. Co., 9 La. Ann. 441. In the Doss case the plaintiff was not a passenger, but had gone into the car to attend some friends, and the train was started without reasonable notice. The leading case to the same effect, is Railroad Co. vs. Aspell, 23 Penn. St. 147; Thomp. on Carr. Pass. 252. To same effect, Jeffersonville, etc., R Co. vs. Jefferson's Adm'r, 26 Ind. 228; Morrison vs. Erie Ry. Co., 56 N. Y. 302; Burrows vs. Same, 63 id. 556; Dougherty vs. Chicago, etc., R. Co., 86 Ill. 467; Lucas vs. New Bedford, etc., R. Co., 6 Gray, 64.—[Albany Law Journal.

Railroad Enterprises in Mexico.

The official Gazette, published at the city of Mexico, says that the Sullivan Company have purchased the Zacatecas and Guadaloupe Railroad, and purpose to make it part of their great trunk inter-oceanic line. The Simon Company have begun work on the road between Queratero and Celaya.

Many engineers have arrived, and a large quantity of materials has been landed for the American companies.

The Merida and Progreso Railroad will be completed in a few months.

A mortgage for $45,000,000, covering all the property of the Missouri, Kansas and Texas Railway, including the second mortgage bonds of the company, and the last of the extension of the road through Texas to the Rio Grande and the City of Mexico, with provisions for the exchange of what are called the underlined bonds, is in the course of preparation by the attorney of the road, and will be recorded in each county in Missouri, Kansas and Texas through which the road runs.

OFFICE OF THE HOMESTAKE MINING COMPANY,
18 WALL-ST., NEW YORK, Feb. 14, 1881.

DIVIDEND NO. 30.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for January, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfers close on the 19th inst.

H. B. PARSONS, Assistant Secretary.

NEW YORK, February 1, 1881.

THE THIRTY-SEVENTH SEMI-ANNUAL CASH dividend of the Illinois Central Railroad Company, on its entire share capital, being THREE AND A HALF (3½) PER CENT thereon, will be paid by the undersigned March 1, 1881, to shareholders as registered at 2 p. m. on the 11th inst., after which and until the 4th March, the transfer books will be closed.

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The first 100 miles of the Texas and Pacific Railway extension was permanently accepted by Vice president Brown, at Abilene, last week, and thirty additional miles of new track, from Baird to Tebo, received from the construction company at the same time. Tebo is 201 miles west of Dallas, and the track is at another station, as yet unnamed beyond Tebo.

The Directors of the Providence and Worcester Railroad to day elected George A. Leete, President; John R. Balch, Treasurer, and William E. Chamberlain, Superintendent.

LOVELL'S

PROVINCE OF ONTARIO DIRECTORY

FOR 1881-2.

TO BE PUBLISHED IN NOVEMBER, 1881,

Price $5.00.

MR. LOVELL, at the request of several Merchants and others of the Province of Ontario, of the City of Montreal, &c., begs to announce that his firm will publish a PROVINCE OF ONTARIO DIRECTORY, in November next containing an

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AND A THOROUGH

Classified Business Directory

of the Business and Professional men in the Cities, Towns, and Villages of Ontario, with a

CLASSIFIED BUSINESS DIRECTORY

OF THE

CITY OF MONTREAL.

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JOHN LOVELL & SON, Publishers.

Montreal, Dec., 1880.

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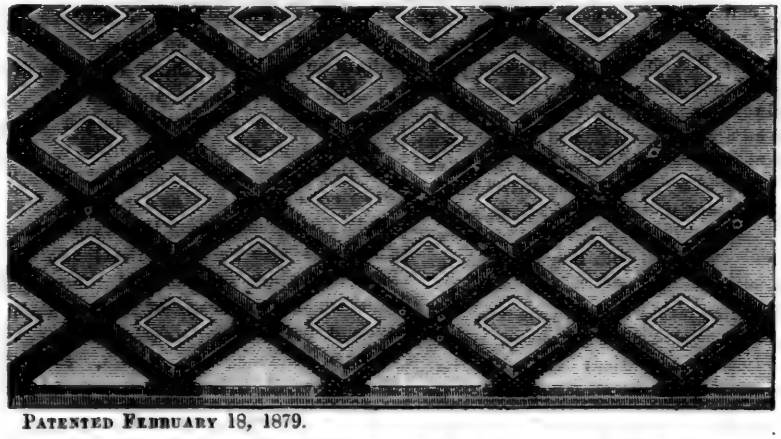
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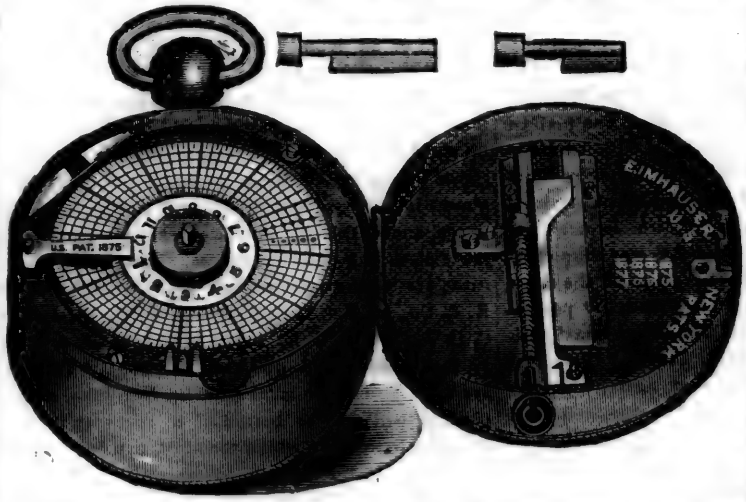
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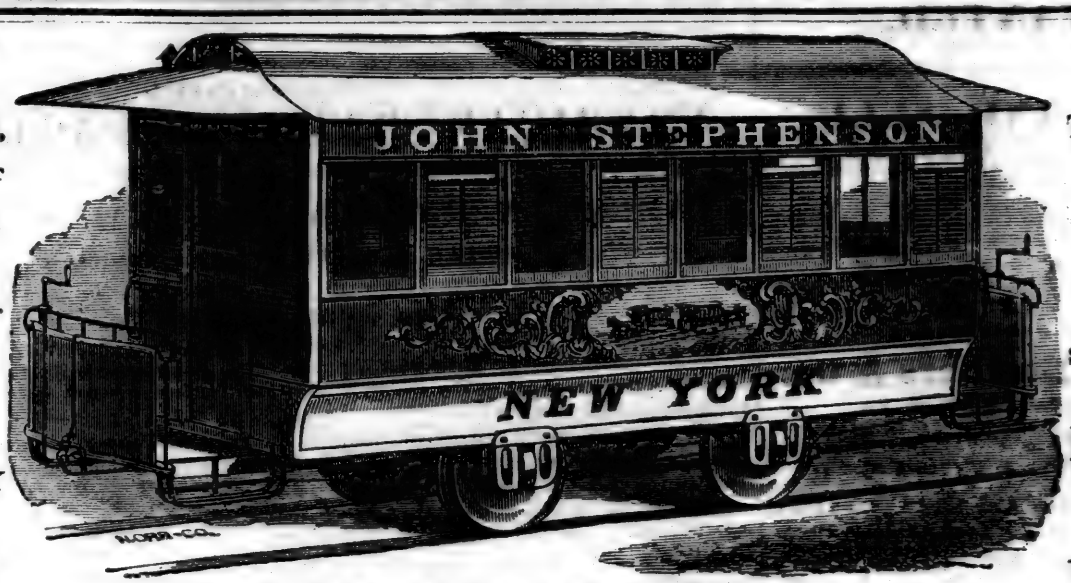
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American Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

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Origin of the Most Important of Early American Railroads.

EARLY HISTORY OF THE BALTIMORE AND OHIO RAILROAD—IMPORTANCE OF THE RAILROAD TO EASTERN COMMERCE AND NATIONAL UNITY—STONE AND WOODEN RAILS—COST OF CONSTRUCTION — EARNINGS AND EXPENSES FIFTY YEARS AGO.

Maryland has the honor of being the first State in the Union to incorporate a company for building a railroad. The establishment of improved means of intercommunication between the different sections of our country was beginning to be regarded as a matter of importance on our side of the water about the time that the railroad question began to be agitated in England, as the first quarter of this century was drawing to a close. It began to be apparent then, as it has been so conclusively demonstrated since, that the very existence of the Union of States and harmony of action and purpose in so vast a territory as that covered by our Union were dependent upon efficient and speedy means of transportation. The question soon grew out of sectional limits and developed into one of a national character, though while it was discussed, in many localities awakening interest and a hearty opposition wherever it penetrated, it remained, as is usual in all important enterprises and advancement, for a local interest and need to turn theories into practice and to force action and life into measures, which needed the sharp spur of necessity for their development.

Baltimore was suffering in 1825 a considerable loss in western trade, which had been diverted from her by steam navigation on the Mississippi and the increase of the flow of trade that was seeking the Gulf through that channel. The restoration of this trade or of a part of it to the Atlantic coast was appreciated then as of the most vital importance, not only to Baltimore but to the entire East. The King of Rivers was threatening to rule the commerce of that vast section of agricultural wealth embraced in the valley of the Mississippi. And here it may be remarked that from the light and experience our Government now has, it can be seen that had the introduction of the railroad been long postponed, our Union would have been ruptured by sectional jealousies and strifes for the control of commerce. Geographical laws and influences of resource were tending naturally to divide our country into two or more separate divisions, and the railroad may be justly placed among the strongest bonds that have preserved and strengthened our unity.

Being deeply sensible of this truth, and desiring to receive the benefits that would be derived by their city from a participation in the commerce of the valleys of the Ohio and Upper Mississippi, the enterprising and public spirited citizens of Baltimore took practical measures for securing better means of communication with those fertile regions. They had awaited with much interest a report of United States Engineers upon the subject of a proposed canal between the waters of the Ohio river and the Chesapeake bay. The report was by no means encouraging, and it was evident that other means of communication must be sought. Abandoning the idea of a canal, a number of Baltimore's leading citizens held a meeting February 12th, 1827, for the purpose of discussing the situation. On this occasion a number of documents were presented, advancing theories concerning the efficiency of railroads, and the matter was placed in the hands of a committee for investigation. The committee, after a thorough investigation of the subject, reported in favor of "A direct railroad from Baltimore to some eligible point upon the Ohio river." The report was unanimously approved, and application was at once made to the Maryland Legislature for an act incorporating a joint stock company, with a capital of $5,000,000, to be called "The Baltimore and Ohio Railway Company."

Application was made to the legislatures of the several States through which the railroad was to pass for acts of incorporation authorizing the construction of the road. The legislatures of Maryland and Virginia, in session at the time, promptly concurred in such an act, and when the Pennsylvania legislators met they also adopted the same measure. A provision made by the State of Maryland concerning the location of the road was "that it shall go to or strike the Potomac river at some point between the mouth of the Monocacy river and the town of Cumberland, in Alleghany county, and that it shall go into Frederick, Washington and Alleghany counties," and the route was located accordingly. Commissioners were appointed who opened subscriptions for the stock, and the amount required by the charter was promptly subscribed for. A board of directors was elected, and the company being duly organized proceeded at once to take measures for the necessary examination and surveys for the route.

The engineers who had been appointed for the purpose made a report of their surveys, in April, 1828, only a little more than a year after the first meeting of the projectors. During 1828 a route was secured from Baltimore to the Potomac river, a distance of sixty-six miles. On the 4th of July of that year the ceremony of laying the first stone was performed at the then southwest boundary of the city of Baltimore, but it was not until the following autumn that active construction work was commenced, when it was pushed with great zeal and energy; as is shown from the fact that within a year twenty-five miles of the road were ready for the reception of rails. Much of this work was attended with great expense for cutting and embankments, at some parts of the Patapsco Valley it being necessary to carry the road through extensive beds of hard granite, and at "Buzzard Rock" an expensive cut having to be made through a solid mass of rock rising fifty-eight feet above the surface. The quantity of excavation between the city of Baltimore and the Patapsco valley, a distance of about seven miles, was 655,568 cubic yards, which added to an embankment of 628,629, made a total of 1,284,107 cubic yards to be handled, and with no very skillful or well-tried methods to aid in the work. Some of the most expensive work was done in what were known as the "City" and "First" divisions. These two divisions embraced a distance of thirteen miles, covering the ground from Pratt street, Baltimore, to

Ellicott's Mills, on the northern edge of the old Frederick turnpike road. The second annual report of the chief engineer of the road, made Oct. 1, 1831, shows that the cost of grading these divisions was $29,193 92 per mile, and of the masonry $17,160 64, there being in these divisions a large number of bridges and culverts. To obtain as much information as possible concerning railroad construction, the company sent to Europe a party consisting of Jonathan Knight, civil engineer, Captain Wm. Gibbs McNeill, of the U. S. Engineer Corps, and Lieut. George W. Whistler, of the U. S. Army, who examined minutely every railroad of consequence in England, and returned with much valuable information, which was employed to good advantage in future construction work here.

Both wooden and stone rails were used on the Baltimore and Ohio railroad in its earliest days. The company largely depended upon the resources of the different localities through which the road passed for rails, and those resources chiefly decided of what material the rails should consist. Stone was the first choice, but in those districts where stone of a suitable kind could not be obtained wood of the best and most durable quality the country afforded was used. The first division of the road was opened in May, 1830, to Ellicott's Mills, and before the close of 1831 sixty miles were being operated, and at this time locomotives were being introduced. Mr. Philip E. Thomas, president, in his report of October 1, 1831, congratulated the company upon the amount of business being done, saying that since the previous January, over this thirteen miles of road, 81,905 passengers and 5,931 tons of freight had been transported, yielding an income of $31,405 24, and involving an expenditure of $10,994 87; a proportion of expenses to earnings that was by no means discreditable to the management of the first important American railroad in its earliest days.

An Interesting Exhibition of the New Petroleum Fuel.

The new petroleum fuel of which we recently gave a brief description, have attracted a great deal of attention and practical tests are being made with it, which develop much of interest especially in railroad and manufacturing circles. The Commercial Advertiser describes as follows an exhibition that was given of the atomized petroleum and super-heated steam in use, at the Belleville Water Works, New Jersey:

The spectacle presented was an enormous Cornish engine of 400 horse power pumping 7,000,000 gallons a day, or 586 gallons at every stroke, running with the use of only one-half the furnaces usually employed and at one-fourth the cost, to say nothing of the saving in labor by dispensing with firemen and coalheavers. The oil and steam were conducted to the mouth of the furnace by common inch pipes and injected through a small opening in the furnace door which had been nearly filled with brick. The commingled steam and oil rushed out with a roaring sound, reminding one of a powerful blowpipe, and the interior of the furnace glowed with an intense heat. The inflammable vapor first expended itself inside of a perforated brick retort placed on the grate bars to shield the boiler plates from possible injury. From thence the heat was diffused more uniformly, but attention was called to the fact that the space between the retort and the boiler plates showed little more than a faint purplish light, indicating the presence of carbonic oxide. The inventor, Alderman Mackey, a practical smelter, explained that the oil and steam were mixed in an incandescent state, the oxygen combined with the carbon of the oil forming the carbonic oxide, from which the intense heat was generated—capable of melting a ton of iron ore in an hour and a half, as proven by former experiments.

The engine was started with twenty-five pounds of pressure, but under great disadvantages. The circumstance was mentioned that the boilers were of unusual size, 8 by 34 feet, and with their connections presented a very large surface to the external atmosphere. Moreover, and chiefly, the trial was with "wet steam;" whereas the highest efficiency could be developed only with very dry steam, say at seventy-five pounds pressure. The dryer the steam the more perfect the combustion. As time passed the gauge gradually ran down from twenty-five to nineteen pounds, from which the conclusion was derived that an additional furnace was needed—i. e., three out of the four ordinarily used. "But even with this allowance," said the engineer in charge, "see the difference."

Three furnaces would burn 2,000 pounds of coal an hour, while of oil the consumption would be only thirty-six gallons, the former costing $5, the latter $1 08, at three cents a gallon. In addition is the saving of labor. We now have two men on duty, in watches of eight hours each; whereas with oil one man would be enough, in the same number of watches—a saving of one-half.

Mr. Thomas, Superintendent of the People's Gas Works, Jersey City, said they had been using tar for benches of retorts in various ways, but the results bore no comparison to the new method. He was a full believer in coming revolution. Mr. M. M. Overatt, Superintending Engineer of the New Brunswick Public Works, said: "They are here running a 6,000,000 engine (i. e., pumping six million gallons per day) at a cost of fifty cents an hour for fuel, while it costs us, with a much smaller engine, $1 50 per hour. I am satisfied that we can do the same work with this system for one-quarter the cost. It hardly seems possible, but it can be done." Mr. A. G. Ogilby, Secretary of the Board of Public Works in New Brunswick, expressed himself with equal confidence. Mr. D. C. Dougherty, well known among engineers, said: "What we want is a boiler pressure of seventy-five pounds; then the steam can go in dry." Mr. Kearney, Chief Engineer of the Belleville Water Works, who may be taken as a true type of mechanical engineers, believed that the use of petroleum as a fuel is yet in its infancy. There are many details yet to be perfected, many tests to be applied. There was great trouble with anthracite in the beginning, and it is not to be expected that complete success will be realized at once, in the present instance. Mayor Taussing, of Jersey City, intimated that the battle to be fought was a labor question. The thousands who find employment in burning anthracite would not readily yield to sweeping innovations. Nevertheless, great changes were possible.

Colonel Rose, of the Pennsylvania Railroad Company, said that petroleum could be applied to locomotive boilers by a very simple apparatus, as little more is necessary than to place an earthen retort on the grate bars. Practical tests soon to be made would settle every question. He believed we shall soon witness important movements looking to the introduction of the new fuel, with economic results affecting the whole range of mechanic arts and industries, wherever steam is employed. The company dispersed apparently of one mind as regarded the essential facts.

The Niagara Suspension Bridge.

The Niagara Falls Gazette gives the following sketch of the history of the great suspension bridges: "In 1848 Charles Ellet, a brilliant rather than a profound engineer, built the first suspension bridge over the Niagara, on the site of the present railroad bridge. The bridge was only for carriages and foot passengers. The towers were of wood, and the roadway was only about six feet in width, just wide enough for one team. Mr. Ellet in the beginning had offered a reward of $5 to the first person who should get a string over the river. The next windy day a large number of boys assembled on the bank with kites, and before night one of them, Homan J. Walsh, then a boy of 13 years of age, landed his kite on the Canada side and received the promised reward. By means of this string larger cords, then ropes, and then iron cables, small at first, but increasing in size, were drawn across, until the large cables were thus stretched. This structure served as a most excellent auxiliary in the construction of the present bridge. This was built by America's great engineer, John A. Roebling, and has always been considered one of the greatest of his works. It was commenced in 1852, and the first locomotive crossed it in 1854. The iron basket now hanging under the railroad track near the American end of the bridge was first used by Mr. Ellet, and in it the first person who ever crossed the chasm alive, and of his own free will, was then crossed over. There is an old Indian tradition that a resisting chief was once carried to the opposite side by a large bald-headed eagle, who swooped down on the great warrior, as he lay in ambush on the ground, and bore him over. Ladies have crossed in this basket. The suspension bridge by Brock's monument was built in 1856 by T. E. Serret. The ice jam of 1866 tore the guys from the rocks to which they were fastened and before they were replaced, a terrific gale broke the roadway, severed the suspenders, and left the structure dangling in the air. The new suspension bridge, as it is called, was built in 1868, the cables being carried over in the Winter on the ice-bridge. Its length is over 1,200 feet, or a full quarter of a mile, from outside to outside of the towers, and is the longest suspension bridge in the world."

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New York, Saturday, February 26, 1881.

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REFUNDING and Cabinet uncertainties and surmises have kept things in a somewhat unsettled state during the past few weeks, wherever those influences reach, and it would be hard to find a point in our financial matters that they do not reach more or less directly. But the unsatisfactory suspense is drawing to an end, and its departure, whatever may be its direction if within the reasonable limits which merited confidence in the wisdom of our outgoing and in-coming Executives warrants financial circles to expect, will be a source of congratulation to the general public.

BY the purchase of a controlling interest in the Philadelphia, Wilmington and Baltimore Railroad, announced on Wednesday, the Baltimore and Ohio Railroad Company secures an outlet to the seaboard at New York, the Philadelphia and Reading Railroad and the Central of New Jersey furnishing the needed link. The stock bought to obtain the control is said to be that of Mr. Nathaniel Thayer of Boston, 60,000 shares at $70 per share, the offer being made to buy of other holders at the same price until March 15th. It is understood that the general offices of the Philadelphia, Wilmington and Baltimore Railroad will be brought to New York, and that Messrs Jay Gould, Robert Garrett and John Lowber will be included in the board of directors.

MEASURES for developing our trade with Mexico will undoubtedly occupy a prominent part in the work of the next Congress. The inducements offered for the use of American enterprise and capital in facilitating intercommunication between the two Republics, are of the most promising character, and the fact that they are being so appreciated is demonstrated by the rapidity with which railroad projectors are pushing construction work toward the rich fields welcoming them in Mexico. With the wonderful variety and wealth of her agricultural and mineral resources the one great need from which much suffering Mexico has suffered the most of late years has been that of railroads. That she appreciates it now and is eager to remedy the evil is evident from the liberal concessions she is offering for American capital and skill to come to her assistance in the effort to place herself in connection with the most desirable markets of the world. The liberality of Mexico in encouraging railroad construction is shown in a valuable work on Railroads in Mexico recently published by the eminent engineer Mr. Robert B. Gorsuch, who has passed many years in Mexico, and has made careful and scientific study of her resources and needs. He says that since the re-establishment of the Republic in 1867, Mexico has passed one hundred and one important acts for the encouragement of railroad construction, representing 14,530 miles of road, and that subsidies amounting in the aggregate to $171,478,500 have been granted by her Federal authorities. This liberality would seem alarmingly extravagant were it not for the fact, that many of these grants have been forfeited by limitation, and that enough more of them are likely so to expire to reduce the liability incurred by the Mexican Government in her subsidies to about $69,000,000, for a large part of which provision is made from customs to be collected and other sources, leaving about $28,000,000 to be paid direct from the Federal Treasury. Mexico sees enough of increase of wealth to be derived by her from railroads to warrant the assuming of these obligations and our projectors evidently see sufficient encouragement to eagerly undertake to do for her development what no other agencies could possibly do.

CONGRESSIONAL and State interference with the control and management of railroads is receiving about as much of weak and ill-considered discussion as any question could be expected to endure and maintain anything like a dignified appearance in the estimation of a thinking public. There is no lack of alleged wise men and philanthropists just now who are willing to ventilate their ideas liberally for the enlightenment of "The People" and the benefit of their own individual pockets, in a manner that borders dangerously near to the worst phases of insidious communistic workings. An opinion from a source representing in a conservative way some of the most important manufacturing industries of the country is of great value, manufacturing or industrial papers generally, and notably the one from which we quote, not being inclined to give other than thoughtful and cautious suggestions on topics so directly connected with the interests they represent. We quote the following from *The Manufacturer*, Springfield, Mass.: "We have the best reasons for asserting that the very first step towards the right solution of this railroad and telegraph problem is to prevent, if possible, all legislative meddling with it. If Congress and State legislatures can be persuaded to keep their blundering hands off, it is as certain as anything in nature that the sufferers themselves will, in time, provide from their own resources and in their own way, legitimate, effective and permanent means of relief. State interference, on the contrary, can only work mischief. If government buys up the stocks of the companies, and assumes the management of their affairs, as has been done in England and on the continent, we simply get a State monopoly in place of a private one, which is jumping from the frying-pan into the fire. * * * * * Backed by the taxing power, the system can be kept alive forever, whether worth its cost or not. Invention is discouraged and enterprise killed. If, on the other hand, leaving the lines where they are, in private hands, the State undertakes merely to audit accounts and supervise dealings, endless complications are at once introduced. Judging from past experiences, we need not hesitate to say that every opportunity to falsify figures and mislead committees would be improved; that lobbying and bribery would receive an unprecedented impetus, and that legislatures become dens of thieves that would laugh to scorn the civil service reformer and his whip of small cords."

Ohio and Mississippi Railroad.

The fifth report of John King, Jr., Receiver of the Ohio and Mississippi Railroad, to the Circuit Courts of the United States for the several districts of Indiana, Southern Illinois, Southern Ohio, Eastern Missouri, and the Chancery Court of Kentucky, which has just been made public, shows the condition of the road for the year ending Dec. 31, 1880. From this we learn that the floating debt has been reduced during the year $115,600, and since the beginning of the receivership it has been reduced $1,231,840. The total receipts, including cash on hand at the beginning of the year, were $6,757,265. The total payments were $6,493,569; cash on hand at the end of the year, $264,000. A comparative statement of the net earnings of the main line and the branches and the Springfield division is made, showing, for 1877, $690,299; for 1878, $864,547; for 1879, $1,051,418; for 1880, $1,256,709. Included in the expenses of the present year were improvements aggregating $531,236, there being at the

close of the year but five miles of iron on the main line, which will soon be replaced with steel.

Referring to the facts which may operate to delay the extrication of the road from the hands of the receiver, Mr. King cites the suit of George Henry Warner and others, holders of preferred stock, to have such stock declared a prior lien upon the second consolidated mortgage, although decided adversely to Warner et al. by Judge Drummond. An appeal has been taken to the United States Supreme Court. He also cites the suit of the sale of the Springfield division, also pending in the United States Court, and says:

"While it is not probable that in the first case the decision of Judge Drummond will be reversed, or in the second case that a sale will be ordered, still, as no one can predict the result of litigation, it would not be safe for the owners of the Ohio and Mississippi railway to calculate upon the future without reference to its possibilities."

Marietta and Cincinnati Railroad.

At the annual meeting of the stockholders of the Marietta and Cincinnati Railroad Company, held in Cincinnati on the 17th inst., Mr. John King, Jr., presented his report of the operations of the road for the fourteen months ending December 31, 1880, from which we learn that the gross earnings from November 1, 1879, to December 31, 1879, were $345,915 27; and from December 31, 1879, to December 31, 1880, $2,101,719 43—making total gross earnings for the fourteen months $2,447,634 70, derived from the following sources: passengers, $482,333 52; freight, $1,794,742 58; mail, $67,492 14; express, $84,693 21; telegraph, $11,432 68; miscellaneous, $7,540 27; total, $2,447,634 70. Expenses: machinery department, $597,761 15; road department, maintenance of way and structures, $324,988 78; steel and iron rails, $380,706 63; joint fixtures and angle plates, $25,411 60; lumber, spikes, and track material, $54,537 96; cross ties, $66,227 51; total, $860,872 48. Transportation department, $471,638 93; mileage of cars, $65,546 97; total, $537,185 90. Telegraph department, $38,457 08; general expenses, $85,224 41; total, $2,119,501 02. Earnings more than expenses, $328,133 68.

The amounts paid for taxes, rents, etc., not included in the above, are as follows: taxes, $82,813 31; rent of Cincinnati and Baltimore railroad, $184,020 66; less amount received from the Cincinnati and Springfield railroad for use of the Cincinnati and Baltimore railroad, $40,846 61; total, $143,174 05. Rent of Baltimore Short Line railroad, $228,526 50; rent of Indianapolis Cincinnati and Lafayette tracks, $7,495; rent of depots and grounds leased at Cincinnati, $40,666 88; coupons of the Scioto and Hocking Valley railroad, (Portsmouth branch,) $31,615; rent of land elsewhere than Cincinnati upon the line of road and miscellaneous, $1,192 11; total, $538,512 79, showing a deficit of $210,379 11.

The bonded debt of the company, as now established is stated to be "far beyond the company's ability to pay. The arrearages on account of interest during the receivership are as follows: coupons—six first mortgage at $122,500, total $735,000; seven second mortgage at $87,500, total $612,500; eight third-mortgage at $120,000, total $960,000; seven fourth mortgage at $160,000, total $1,120,000, or an aggregate of $3,427,500. It cannot be expected that these arrearages can ever be paid, or that the company will, in the future, ever be able to pay the excessive rates of interest accruing upon its present funded debt and the fixed rentals and other charges now existing."

Car Couplers.

The report of the Massachusetts Railroad Commissioners for the past year contains a special report on "Freight Coupler and Draw Bars, a subject which the Legislature instructed them to investigate and report upon.

The Commissioners state that the subject is important, and has for years received the attention of inventors and of railroad managers. The inventions patented are numbered by hundreds. During the last year the number of persons killed in this State while coupling or uncoupling cars was 9, and the whole number injured, including the killed, was 43. In nine years the number of persons so injured was 211. In New York the number of persons so killed in the year ending Sept. 30, 1879, was 13, and the number injured was 251. Daily reports of accidents in various parts of the country show the need of some action in the matter.

The expense and annoyance arising from the loss of pins is a matter of small consequence as compared with the danger arising from the usual method of coupling by link and pin; but it is of some consequence, as appears from the fact that the loss on one road (not in this State) amounted to $60,000 in one year.

In the opinion of the board the use of automatic couplers is the only safeguard. But in order to use them they must be fitted to connect with draw bars varying in elevation, and this is where the principal difficulty arises. Since at the present time there is a wide difference in the height of freight cars, and a law in our State compelling one height of cars or the use of one peculiar kind of automatic coupler would not be binding upon the roads of other States whose cars are constantly interchanging with our own roads, any action hindering the free exchange of freight cars would be a great injury to business.

The board came to the conclusion that every railroad providing itself with new freight cars should adopt some automatic coupler for those cars.

Among the appliances that have been exhibited to the board, Safford's draw bar, including the latest improvements, is pre-eminent. In coming to this conclusion the board refers not only to the intrinsic merits of the device, which are unsurpassed, but to the fact that it is in such general use.

The board would not recommend the compulsory use of this coupler, but "following the precedent of the Switch act, chap. 24, 1871, a bill is recommended which shall require for cars newly bought or constructed by Massachusetts railroad corporations for use in this State the Safford draw bar, or some other automatic coupler."

Upon some roads the brakemen use sticks to couple cars.

Two Indianapolis roads have a rule obliging trainmen to do this, and the rule is a humane one on the part of any road which adopts and enforces it, and should be adopted by all roads. This rule has just been adopted by the Kansas Pacific Railroad, the Superintendent of which issues an order, that is to be stringently enforced, stating that "a supply of sticks for coupling cars, and belts for carrying the same, have been furnished, and all trainmen, yardmen, and others, required to make couplings, must forthwith provide themselves with the same, and use them at all times when making couplings, in accordance with rule 28. Employes must be furnished with belts and sticks before put to work, and will be required to return them on leaving the service of the company. Failing to do so, the sum of $1 will be deducted from their pay." The business of making up freight trains, where old-fashioned link and pins are used to connect two cars, is dangerous, and yet, notwithstanding this danger, it is a curious fact that the position of brakeman is most eagerly sought for by young men, and for every vacancy there are numerous applicants.—[Boston Journal.

Pennsylvania Inventors.

In a lecture recently delivered before the Franklin Institute, Philadelphia, Mr. Hector Orr spoke as follows of several Pennsylvania inventors: Oliver Evans, who propelled a wagon by steam through the streets of Philadelphia, was the real inventor of the high pressure engine. At the age of 22 he invented a machine for making woolen and cotton cards, to supersede the old hand methods of carding. He devised a machine which would make 500 card teeth per minute, and this he soon improved, so that it would make 3,000 teeth per minute. He also made various improvements in milling, and in 1789 he was reduced to almost abject poverty.

In 1803 he built a steam engine which drove 12 saws for cutting stone. He built for the Board of Health a steam machine for dredging docks, which machine moved out Market street by its own power as a steam wagon, and then, having a paddle wheel affixed, went down the Schuylkill and up the Delaware to the front of the city. Afterwards, discouraged on the decision of a court, he burned the drawings and plans of 80 of his own inventions.

It has been proved that the plans and specifications of Evans were copied and sent to England, and that Robert Stephenson, who is claimed to be the inventor of the locomotive, got possession of them. He died in his sixty-fourth year, shortly after his factory on Ridge road had been set on fire and been destroyed.

John Fitch, in 1784, conceived the idea of propelling vessels by steam, and on May 1st, 1787, his boat in the Delaware obtained a speed of three miles an hour. It is said that Fitch was induced to leave this city by a serious misunderstanding with Franklin.

Fulton stands near to Fitch as an inventor, but, while the latter confined his ideas to navigating our great rivers, the former wished to navigate the ocean by means of steam. Rittenhouse was one of the chosen observers of the transit of Venus in 1769, and succeeded Franklin as President of the American Philosophical Society. He died in 1796, after a few days' illness. These are the men who helped at the foundation of Philadelphia's prosperity. The beginning and the end of 70 years of progress in this city are the blind horse moving a spinning jinny on Arch street, and our product last year of $600,000,000 of manufactures.

Engineers engaged in surveying the proposed line of the Dayton, Seymour and Evansville Railroad have reached Salem, Ind. The company promises to have the whole road, 207 miles, completed in 18 months.

Lehigh Coal and Navigation Company.

The report of the Lehigh Coal and Navigation Company for the year ending December 31, 1880, is as follows:

Revenue from railroads and Nesquehoning Tunnel	$1,157,909 22
Revenue from Lehigh Canal	108,666 10
Revenue from water powers Lehigh Canal	19,755 72
Revenue from Delaware Division Canal	90,176 38
Net profit on Lehigh Coal	185,626 14
Royalty on coal mined by lessees	6,076 96
Revenues from rents	33,728 34
Miscellaneous receipts	7,737 66
Total	$1,609,676 52

And the disbursements were:

General and legal exp.	$51,792 62	
Rent and taxes Nesquehoning Valley Railroad	97,050 00	
Rent and taxes Delaware Division Canal	125,438 03	
Taxes chargeable to canals	2,568 07	
Taxes chargeable to coal and coal lands	42,983 29	
Taxes on capital stock	22,725 04	
Taxes on landed property and improvements	12,876 40	
Interest account	932,231 11	
		1,287,664 56
Earnings		$332,011 96
Less depreciation on coal improvements	$53,867 54	
Less sinking fund of 10 cents per ton on 553,170 tons of coal	55,317 00	
Restored to old profit and loss account the encroachment in 1879	18,591 04	
		127,775 58
Surplus for the year		$194,236 38

The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that for 1879, was as follows:

	1879. Tons.	1880. Tons.
From the Wyoming region	2,002,907	1,841,163
From the Upper Lehigh region, Nescopec Branch	420,108	448,323
From the Hazleton region, via L. V. R. R.	58,496	55,351
From the Black Creek region, Drifton Branch	389,473	401,943
From the Beaver Meadow region, via Nesquehoning Valley R. R.	495,500	501,076
From the Beaver Meadow region, via L. V. R. R.	6,794	1,894
From the Mahanoy region, via L. V. R. R.	7,176	8,330
From the Lehigh region, L. C. and Nav. Co.'s lands	698,131	545,161
From sundry shippers	79,449	102,152
Total	4,158,034	3,905,393
Distributed as follows:		
Delivered east of Mauch Chunk by rail	3,510,061	3,255,194
Delivered east of Mauch Chunk by canal	456,031	431,913
Consumed along the line, above Mauch Chunk	99,170	98,654
Delivered to connecting lines, above Mauch Chunk	90,870	119,537
Delivered to Lehigh Valley R. R. at Packerton	1,902	95
Total, as above	4,158,034	3,905,393

—showing a decrease of 252,641 tons.

The gross receipts of the company's railroads during 1880, as compared with 1879, were as follows:

	1879.	1880.
Passengers and mails	$118,658 73	$144,375 65
Freight and express	341,771 02	465,397 76
Coal	1,953,332 14	2,804,272 00
Total	$2,413,761 89	$3,414,045 41
L. C. and Nav. Co's. proportion	$804,587 27	$1,138,015 13

—showing an increase in passengers and mails of $25,716 92; in freight and express of $123,626 74; and in coal of $850,939 86, a total increase of $1,000,283 52, of which the Lehigh Coal and Navigation Company's proportion is $333,427 86.

The report says:

The gross receipts of our railroads were $1,000,283 52 more than during the previous year, showing an increase of 41 4-10 per cent, passenger earnings gained 22 per cent, freight and express 36 per cent, and coal earnings 43½ per cent.

The amount of coal transported was 3,843,209 tons or 6 per cent less than in 1879, but transportation rates were more remunerative than in that year.

Our railroads have been well maintained by our lessee, and large additions have been made to equipment during the past two years. Further purchases of cars and engines are about being made, and it is the aim of the Receiver of the New Jersey Central Railroad Company, to maintain both road and equipment in a thorough state of efficiency and ready for any demands that may be made upon them by the increasing activity in all branches of trade.

Our total net revenue for 1880, from all sources, was $1,609,676 52, showing a gain of $425,827 59 over 1879.

The decreased expenses, $21,947 74, added to this make a total gain of $447,775 33 over the previous year.

Canal navigation opened March 22d, and was closed by ice on November 20th. The net revenue of both canals, after paying rent and taxes of Delaware Division Canal, was $90,592 10, against a loss of $1,246 94 in 1879. This improvement is due entirely to more remunerative rates of toll, as 24,118 tons less coal were transported than in the previous year. Had the canals remained open as usual till two weeks later, there would have been no loss in tonnage, but owing to the early cold weather, this was unavoidable.

The canals are in very good condition and require a smaller amount of renewals and repairs this winter than usual. We increased our equipment during the year, and at the close of the season owned 309 boats, of which all but two were in good condition, being an increase of 52 boats. We have contracted for 25 additional boats, and are building six at the company's yards.

The production of coal during the year was 554,937 tons of prepared sizes, against 700,761 tons in 1879, a decrease of 145,824 tons. The profit was $185,626 14; compared with $190,622 83 in the previous year.

The overproduction of anthracite coal in 1879, followed by a mild winter, rendered frequent suspensions of mining necessary to reduce the output during the past year. These suspensions materially increased the cost of producing our own coal, which, together with an advance in transportation, wages and supplies, consumed a large part of the increased price at which we were able to sell.

The five Collieries which were operated continuously during 1879 averaged in that year 271 days' work, and, in 1880, 185 days. We averaged at our whole seven Collieries 174 full days' work, and their aggregate production was 3,143 tons per day, against 2,975 tons in 1879, a daily average of 449 tons to each breaker, compared with 425 tons, an increase per Colliery of 24 tons per day. The average daily aggregate product and that of each breaker were the largest in the history of the Company, and our aim is to make a further increase in this direction. Colliery No. 4, in which there was a fire in 1877, has been undergoing extensive repairs, and the breaker is being remodeled and improved, and will be ready to commence operations about the 1st of April. Extensive developments, including sinking the slope another lift, are about completed at No. 10 Colliery, and a new breaker will be ready to replace the old one by 1st March. We have also made changes in No. 11 breaker, increasing its efficiency, and we expect to have, with the opening of spring, eight Collieries in full operation and all in good condition, with a large quantity of coal opened. We expended for coal improvement account $79,916 90 during the year, and charged off $53,867 54 for depreciation of same. We have also charged off $55,317, being 10 cents per ton on coal mined from the property. Our mines have never been in as promising a condition as at the present moment, as appears from the detailed report of W. D. Zebner, our superintendent.

We are thus particular and emphatic in our statements, because rumors have been circulated that our mines were in bad condition, and also that the coal was nearly worked out from our property. This last was an inference from a reference to our coal lands in Mr. J. S. Harris' report on the Reading Company's coal lands. We published, in December last, a letter from him, showing that the inference from his language was entirely erroneous, and that he estimated the future yield of the property at 138,649,688 tons; so that we can mine a million of tons a year for over a century. This estimate is certainly moderate, as the quantity stated is much less than the estimates of other mining engineers. In view of these estimates we need not fear to increase our product beyond 1,000,000 tons a year, when coal is in steady demand at remunerative prices. We can, at moderate cost, open a large amount of red ash coal, and, as the supply of such coal is hardly equal to the demand, it may be expedient to commence preparations for a colliery on that vein at an early day. We have on the Greenwood property an immense deposit of both red and white ash coal of the very best quality, and we shall probably during this year expend a moderate sum of money in preparing for a large colliery there. As it is a work of two or three years to put a large colliery in operation, and the expenditure during the first year is but a small part of the total cost, it would be wise to commence operations as soon as the prosperity of the coal trade is fully assured.

Mr. J. S. Harris was relieved on Sept. 1st, at his own request, from the active management of our coal mines, in order to accept the position of General Manager of the Central Railroad of New Jersey, and was succeeded by his assistant, Mr. W. D. Zebner. Mr. Harris remains in our service, as consulting engineer.

The second instalment of our extended debenture loan matured on 10th December, and was promptly paid. The amount outstanding is now $212,381 51, maturing one-half each in 1881 and 1882.

The floating debt, less cash assets, was about $800,000 at the close of the year. This includes the cost of Delaware Division bonds purchased during the past year by agreement with that Company, and of which we now hold $306,000, bearing six per cent. interest. The company also owns $740,000 of its seven per cent. consolidated bonds, and 18,900 shares of its own stock.

It is said that the Sioux City and Pacific Railroad Company will build 120 miles of an extension the coming summer, which will advance the termious (now at O'Neill City) to a point within 100 miles of Custer and 175 miles of Deadwood.

It is said the new purchasers of the Atlantic, Mississippi and Ohio railroad have determined to change its name to the Norfolk and Western railroad.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1866	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,900	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	8,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1883	....
Land Income bonds, 1878	480,000	8	" "	"	'88-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line:						
1st Mortgage (registered)	800,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
2d Mortgage, extended	157,000	7	" "	" "	1887	...
3d Mortgage	458,000	8	" "	" "	1893	....
South Carolina—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	964,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income B.ds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) sktg fd.	2,833,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sktg fund.	2,882,926	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,000,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	"	1886	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	644,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,600	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,874,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $7,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1892	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,943,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (58 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,460,000	7	" "	" "	1918	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,630,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'96	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.).	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530,000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76–'89	..
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1893	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Chesmire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	..
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg fd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds.	2,356,000	5	" "	Boston.	1901	....
Bonds of 1975, Sinking Fund...	399,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds.	858,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,099,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ga. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	..
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500.000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie du Chien Div.)	3,674,000	5	" "	" "	1898	....
2d Mort. (" ")	1,316,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4.000,000	6	" "	" "	1909	....
1st Mort. (Dav. & N. W.)	1.785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,740,000	5–6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1882	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,250,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mortgage guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $18,000,000....	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $5,000,000.....	7,258,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	845,000	7	May & Nov.	New York.	'80–'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1909	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati,Ham.&Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,646,800	7	Jan. and July.	" "	'82–'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1850, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '55	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")-guar.	1,545,800	7	Jan. & July.	" "	'82–'92	....
1st Mort. (Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75–'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,504,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Blytia and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,695,000	7	" "	" "	1890	...
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'93–'95	...
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	...
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86–'90	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Loganep't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	...
1st Mort. (Union & Loganeport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	200,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1814	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,429,500	7	April & Oct	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E	991,000	6	March & Sept.	Philadelphia.	'00–'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	...
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1883	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,067,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,000	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.).	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,285,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	750,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan. & July	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division	58c,000	7	" "	" "	1894	....
Dubuque and Dakota:						
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1880	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1883	....
Endorsed Bonds (East T. & Ga.)	93,000	6	Jan. and July.	" "	1886	...
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,420	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	280,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	265,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & R. dag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July	" "	1901	....
Reorgat'n bds (redeem. at will).	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold.	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	...
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio						
1st Mortgage, gold, land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.).						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	...
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,07	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed.	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3.,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Holly, Wayne & Monroe(F.&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	...
Holyoke and Westfield:						
1st Mortgage	280,000	6-7	April & Oct.	New Haven	'91-'98	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	..
2d Mortgage of 1869	300,000	6	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	.....	Bridgeport.	1883	....
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, sk'g fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. W. t. Div.)	2,270,000	7*	" "	" "	1891	...
1st Mort. (Waco & N. W. Div.)	969,000	7*	" "	" "	1903	...
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W.D.)	3,642,000	8	April & Oct.	" "	1912	...
Consol. Mort., L.G.(Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	...
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	...
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New-York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illino's Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1892	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	609,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	..
2d Mortgage, Income	2,6.9,000	7	Jan. & July.	" "	1906	....
Indianapolis, Cinc. & Laf.:						
See Cinc., Ind., St. L. & Chic.						
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000.000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purcha-e money) gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770.000	8	Jan. & July.	Boston.	1889	....
2d Mortgage	81,000	8	May & Nov.	"	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514.000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,913,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jameet'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug.	" "	18.6	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	335,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	...
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	490,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	594,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	....
New Mortgage	1,500 000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Bos on.	....	...
Mortgage on Branches	1,525,000	....	.....	"	....	...
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	...
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495.522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	..
Kansas City, St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City, Top. & W. (A., T. & S. Fe)						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000m)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,400,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	350,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1 124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1886	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,335,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	....	.....	" "	....	....
1st Mort. (Lan., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd	9,411,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25.000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,765,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *"Italics."* State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Gauge of Track.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Transported. Passengers.	Operations. Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept.30, 1879	60.0	—	2.0	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,910	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	22	14	5	347	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,760,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. †(D. & H.)...New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,015	658,363	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley†.....Pennsylvania.	21,564,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,248	.....	259.5	1,314,406	786,550	2,336,820	1,711,696	725,719	—	50	....
June 30, 1879	62.0	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,169,633	—	32,247	.....	1,656,433	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,784	12,034,400	14,136,500	2,577,496	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	28	11	11	364	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	153,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	368,136	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2,480	Atlantic and Great West. N.Y. Penn.& O.	71,306,347	9,935,149	.....	.....	34,675,800	68,350,311	.....	.....	422.8	5,373,414	963,491	2,229,842	4,135,298	618,208	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,981	824,789	38,749	6	100	....
Sept. 30, 1879	405.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio†..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,893	.....	423.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,350	35	121,700	—	—	389	4.0	.....	.....	.....	9,256	9,255	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio †.....Md. & W. Va	29,543,315	12,203,068	46,223,059	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	8,679,346	.....	.....	8,864,827	3,454,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch † .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia	8,343,715	—	.....	.....	5,680,685	.....	2,668,080	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1879	262.6	—	59.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago.O.,I.&Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,043,015	136,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,595	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	895,965	847,456	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6§	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,906	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	88,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	18,992	19,057	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1879	201.6	48.0	136.9	4-8.5	243	184	55	4,007	Boston and Albany.... Mass. & N. York.	29,068,415	*	1,170,317	708,193	20,000,000	7,000,000	1,455,702	2,491,224	249.6	4,889,772	5,199,160	2,738,096	6,427,483	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	45	68	22	660	Boston and Lowell.....Mass.	5,781,306	441,834	932,767	402,141	3,250,000	3,496,400	259,947	551,703	75.1	1,045,141	2,451,750	819,843	1,210,872	404,490	1	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6§	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,317	*	4,803	86,391	3,250,000	977,000	79,493	83,021	50.0	183,202	79,176	107,589	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	677	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,043	220,751	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,928	422,179	8	100	....
Sept. 30, 1879	36.5	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,982	24,878	44,377	871,001	554,300	260,719	L. 79,229	52.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	148.4	20.4	19.0	4-8.5	30	30	17	593	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	780,749	247,312	192,877	678,123	200,872	6pf	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West.N.Y. Mass.& V.	1,831,242	*	257,599	5,695	415,430	—	1,633,967	45,080	39.0	634,307	49,800	....	13,197	deficit.	—	100	....
Sept. 30, 1879	8.8	—	2.4	3-0	5	23	—	28	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,853	2,763	349,200	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,995	6	100	....
Sept. 30, 1879	2.5	—	0.3	3-0	1	2	—	8	Boston, Winthrop & Pt. Shirley.....Mass.	88,870	1,800	.....	.....	19,450	18,000	3,443	Loss. 223	2.5	20,917	67,950	.....	122,163	80,725	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia	110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,500	2,474	36,587	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,109	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	122,960	877,960	7,328	203,051	102,924	—	100	....
Sept.30, 1879	43.8	—	..	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,408	11,970	500,000	116,500	47,946	6,827	43.8	60,895	44,117	10,353	29,321	6,827	—	100	....
Sept.30, 1879	67.4	—	9.6	4-9	11	9	2	336	Buffalo and Southwestern.....New York.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept.30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,540,500	1,401,765	248,391	120.5	617.728	207 239	1,063,256	954,683	380,355	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,962	*	.....	.....	540,700	850,000	.....	.....	35.0	44,602	25,291	32,994	39,775	4,482	—	100	....
May 31, 1880	46.6	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,393	21,081	—	100	....
June30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	236,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	155,921	1,700,280	424.6	911,305	253,107	764,183	1,410 260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,565,000	2,500,000	.....	.....	146.5	305,452	.....	.....	231,530	21,228	—	100	....
June 30, 1879	157.0	—	16.2	4-9	10	5	4	157	Cairo and Vincennes.....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,597	53,561	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,055	395,014	138,606	275,094	12,000,000	6,850,000	1,530,688	L.606,715	115.4	.....	.....	.....	850,700	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,885	166,749	177,273	55,387	1,216,711	1,082,650	53,303	449,032	67.0	296,511	.....	.....	495,473	202,127	3§	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... .....Canada.	3,861,535	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,139	—	100	....
Dec. 31, 1879	229.0	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern..... ...Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,850	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	1.2	4-8.5	22	18	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	460,519	189,270	—	100	....
Sept.30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,211	34.8	75,090	21,672	73,578	57,929	2,559	6§	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,248	103,703	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	73.4	50.9	188.0	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1,371,572	—	100	....
Dec. 31, 1879	833.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*†.....Cal. Nev. & Utah	135,021,089	8,030,489	10,234,038	1,461,793	54,275,500	85,192,285	306,605	16,382,538	1,213.1	7,203,591	6,842,307	1,875,348	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	168.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept.30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	144,911	105,122	195.0	366,525	62,384	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	—	37,442	26,037	648,763	500,000	990	.....	22.8	67,547	139,743	167,571	84,660	30,596	—	50	....
Sept.30, 1879	40.0	—	1.3	5-0	2	4	1	25	Cheraw and Darlington.....S. C.	660,000	*	.....	.....	392.100	271,000	.....	.....	40.0	30,660	10,849	.....	52,568	26,531	—	100	....
Sept.30, 1879	423.0	9.3	43.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	183,243	23,762,136	22,526,315	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384.210	—	100	....
Sept.30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire.....N. H. & Mass.	2,395,229	322,266	141,111	185,166	2,153,300	831,000	25,703	33,804	53 6	548,076	125,188	413,700	503,049	141,236	1	100	....
Dec. 31, 1879	243.5	145.7	193.8	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,603	*	3,537,160	4,663 316	12,490,872	11,627,350	2,597,933	579,373	840.4	3,609,638	843,429	2,634,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,848	*	202,408	172,924	333,054	3,714,329	259,340	204,950	152 0	1,000,088	146,215	749,340	1,020,724	389,445	—	100	..
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,378	196,911	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	713	Chicago & West Michigan. .. ....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern.Ill. Wis. & Mich.	73,865,795	*	8,318,765	2,811,503	36,513,610	37,688,000	11,448 446	5,983,080	1,627.9	12,769,566	3,064,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	155.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	1,722.440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	....
ept 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	115 000	88,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,278	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,235	16 526,547	4,492,866	1,857.3	8,600,517	2,076,184	4,036,358	14,817,105	1,260,088	8	100	....
Dec. 31, 1879	763.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.& Minn.	6,240,193	283,825	780,016	115 027	5,151,440	953,000	265,520	45,100	208.1	830,734	71,007	101,562	491,075	135,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I.& M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,691,292	3,531,588	2,231.0	7,665,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Cars. Engines.	Pass.	H. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	549.1	484.3	698	7 4-8.5	495	134	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,133	60 000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,336,968	6	100	....
Nov. 29, 1879	16.0	132.1	364.2	4-8.5	238	71	36	26876	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,850	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,643,882	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,864	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,643,241	*	1,935,142	34,734	4 637,300	2,015,000	34,046	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Sept 30, 1879	94.8	63.5	12	4-8.5	78	211	19	381	*Little Rock and Ft. Smith* ¶ .....Ark.	7,010,817	*	961,167	8,199	4,096,135	2,648,500	1,528,826	L. 293,278	165 2	233,829	54,516	.....	362,160	186,829	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Long Island ¶ .....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,643,848	286,071	1,617,950	388,359	—	100	....
Jun. 30, 1879	185.	809.7	—	5-0	186	67	32	3,112	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48,403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville & Nashville..Ill., T.,Ky. & Ala.	32,703,952	*	13,326,077	1,267,520	9,059,361	23,902,820	10,425,589	3,909,759	1,839.95	5,627,177	.....	.....	7,455,843	3,227,644	8	100	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, Cincinnati and Lexington.Ky.	5,99 ,352	*	86,083	307,93	1,860,603	3,764,700	522,498	241,567	232.5	.....	395,673	403,833	1,129,632	425,271	—	50	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	4	Louisv., N. A. & Chic....Ind., Ill. & St. L.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696 621	99,974	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	1,303,856	*	.....	3,937	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17.100	df. 1,762	—	100	....
Dec. 31, 1879	138.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	804,376	.....	6,135	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,238	26,279	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	553,264	396,107	1,508,377	638,897	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	1,000,000	.....	40,124	53,132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,869	100,745	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	38	27	11	593	Memphis & Charleston.....T., M. & Ala.	7,813,935	1,050,378	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	862,513	231,039	—	100	....
Dec. 31, 1879	185.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	8,640 954	*	1,373,069	412,558	5,312,725	4,220.000	1,360,425	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	284.0	—	102.9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	4,678,858	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	109,476	52,052	70,953	428,621	128,367	—	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	33,579,901	*	1,770,782	195,521	18,738,204	13,691,000	.....	3,116,501	803.7	7,697,061	1,445,655	3,613,819	7,248,794	2,647,202	54	100	....
Jun. 30, 1879	106.7	22.6	18.4	4-8.5	11	17	8	290	Midland of Canada .....Ont.	192,511	3,162	6,714	.....	122,300	79,200	787	.....	10.2	17,732	14,850	9,332	21,547	6,282	—	100	....
Sept. 30, 1879	152.8	6.0	9.2	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.2	282,551	11,398	123,106	248,829	60,489	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	288	Minneapolis and St. Louis....Minnesota.	7,091,421	*	68,738	24,885	6,000,000	1,116,000	107,781	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	266,852	77,571	284,000	393,649	144,382	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	3,011,389	*	39,476	63,188	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex	4,512,500	*	31,000	10,540	2,147,500	2,365,000	41,540	.....	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	10	54	2	2,427	Missouri Pacific.....Missouri.	47,216,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,681	296,852	676,785	3,344,292	1,368,772	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	15,842,391	*	752,657	1,584,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,583	1,78 ,734	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	180,030	37,647	.....	228,040	78,704	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	20,459,244	37,909	795,892	1,143,042	5,320,000	16,250,000	160,115	667,468	506.0	1,468,475	288,980	335,552	2,284,616	824,966	—	100	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	382,141	9,300	.....	.....	366,336	44,900	.....	.....	28.0	26,056	10,335	9,181	20,384	2,821	—	50	....
Mar. 31, 1880	14.5	—	23.	4-8.5	18	17	6	258	Nashua and Lowell.....N.H.& Mass.	343,650	.....	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,805	924	—	50	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	666,051	218,273	378,836	260,333	800,000	200,000	377,648	146,912	53 7	.....	.....	.....	404,118	172,847	6	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	2,009,581	.....	.....	35	1,305,800	760,000	3,810	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Sept. 30, 1879	56.5	—	10.1	4-8.5	11	13	8	107	Naugatuck .....Connecticut.	14,360,900	*	178,593	976,180	6 848 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	34	25	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G. .....Cal.	2,137,570	*	95,886	105,633	2,090,000	.....	29,858	309,230	61.2	243,352	261,469	199,845	499,188	222,256	10	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick .....New Br.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76 196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	84,451	102,927	6,927	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,505	161,315	36,405	—	100	....
Sept. 30, 1879	8.5	—	0.4	4-8.5	2	1	—	—	New Canaan. .....Conn.	2,258,342	*	9,428	33,224	887,350	1,164,500	249,154	.....	58.6	113,763	49,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1879	18.0	—	1.7	4-8.5	3	4	5	—	New Haven and Derby.....Conn.	230,746	27,198	4.017	1,967	164,050	99,878	.....	.....	8.3	17,950	37,322	4,602	13,072	1,231	—	100	....
Sept. 30, 1879	83.9	15.0	25.7	4-8.5	20	18	8	28	New Haven and Northamp.Conn. & Mass.	1,083.419	*	5,622	8,871	447,100	525,000	125,812	.....	13.0	42 990	118,437	62,309	108,478	52,528	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	5	5	451	New Jersey and New York..N. J. & N. Y.	4,035,268	796,516	139,825	61,864	2,460,000	2,240,000	140,163	109,299	109.3	374,773	278,620	311,180	588,260	238,861	—	100	....
Sept. 30, 1879	100.0	—	16.9	4-8.5	21	15	9	20	New London Northern.....Conn. & Mass	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,664	391,500	47 538	156,106	40,750	—	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach. .....N. Y.	2,059,502	236,480	65,000	73,681	1,500,000	687,500	152,275	94,219	100.0	461,659	250,760	287,854	470,102	159,484	6	100	....
Sept. 20, 1879	208.2	55.7	75.0	4-8.5	76	110	24	1,081	N. York & N. England..M., R. I. & Conn.	643.116	202,420	579,016	66,100	500,000	975,200	6,255	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	16486	New York Central & Hudson River.N.Y	25.294 203	*	105,164	172,670	20,000,000	4,708,000	459,292	404,744	263.9	1,549,192	2,638,937	871,187	1,933,511	496,829	—	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	137,757,152	*	4,050,034	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,648	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	525	314	97	20524	N. Y., Lake Erie & Western..N. Y. & Pa.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,966	29,875,912	.....	2,239,849	1,08 ,149	10	100	....
Sept. 30, 1879	123.0	17.5	180.0	4-8.5	94	202	60	1,478	N. Y., N. H. & Hartford..N.Y. C.& Mass.	158,035,707	*	1,537,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.6	14,893,876	5,491,431	8,715 992	18,693,109	7,049,182	—	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Oswego Midland .....N. Y.	12,889,584	2,164,454	1,237,707	1,694,965	15,500,000	.....	331,481	2,145,282	202.5	.....	4,600,507	1,348,687	4,294,235	1,923,245	10	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	26.377.346	*	.....	.....	6.800.522	16,073 500	524,436	.....	344.0	410,478	213,161	216,100	523,592	84,401	—	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N.C.	2.645.027	559,487	.....	.....	3,000,000	1,050.000	.....	.....	62.5	493,728	692,603	307,865	689,009	255,176	8	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶ .....S. C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556 760	219,529	—	100	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	2.148,131	*	53,610	21,289	985,350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	8,894,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central .....Md. & Pa.	291,881	.....	.....	.....	81,550	100,000	140,019	.....	9.8	31,458	69,582	12,237	17,449	17,449	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,766,179	1,580,879	7,920,868	4,107,949	1,216,007	—	50	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	3,068,400	*	424,147	491.913	5,068,400	.....	100	287.393	628,567	82.9	502,138	133,012	509,358	439,005	112,439	6	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	95,697,160	1,243,581	9,137,252	1,108,853	92,412,645	3,881,834	9,610,981	1,281,885	722.0	.....	.....	.....	2,230,182	792,089	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren ..... Pa.	5,977,000	*	533,206	103,471	5,077,000	992,000	419,688	.....	122.0	362,895	103,932	245,696	472,172	104,390	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	135,816	.....	.....	.....	150,000	.....	750	.....	10.4	48,324	131,888	18,195	75,796	36,340	—	100	....
Feb. 28, 1880	159.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	10,593,386	1,191,319	1,938,028	529,488	7,133,800	5,787,000	636.697	754,619	299.2	2,466,586	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	4,864,578	527,502	.....	.....	.....	10.950.000	62,570	.....	199.1	270,950	105,138	54,723	503,153	137,843	—	100	....
Jan. 31, 1880	155.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	267,907	*	10,866,646	191.663	6,000,000	5,070,000	72,028	174,190	172.5	[Five m os. ending May 31, '80			1,138,627	721,059	2	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	4,277,686	*	34,976	112,864	2,888,000	1,441,194	48,283	83,240	185.7	386,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	12,000,000	*	.....	.....	7,000,000	3,919,000	.....	.....	57.6	.....	28,729	161,744	2,158,367	1,120,967	13	100	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	28	11	2	2,860	Pennsylvania Coal.....Pa.	577,700	73,040	38,000	.....	255,915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶ .....Pennsylvania.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,630	.....	.....	12	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville..... Ill.	59,975,140	*	81,173,558	13,834,959	68,870,200	60,267,756	14,631,161	5,224,583	1,017.6	16,110,657	5,048,745	13,084,042	21,743,628	9,932,008	4	50	....
Nov.30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	3,259,700	.....	.....	.....	1,289,700	2,146,780	509,564	.....	83.0	199,997	71,288	137,108	216,415	9,136	—	100	....
Sept. 30, 1879	64 0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1,043,345	.....	125,092	47,896	38,040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
										1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,596	29,524	67,782	202,956	54,767	—	100	....

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Personal.

—Mr. A. D. Briggs, one of the Massachusetts Railroad Commissioners, died at Springfield, on the 20th inst. He was 61 years of age, had been twice Mayor of Springfield, and was a prominent and respected citizen of Western Massachusetts.

—Mr. Wm. H. Vanderbilt has not been at his office for the past week or so, being confined to his house by a temporary ailment. He is expected to be out again within a few days.

—That the superintendent and other officers of the Housatonic Railroad are very popular with the people along the line of the route, is evident from expressions of the local press like the following:

The Housatonic Railroad, in fact, has the best corps of conductors, of any road in New England, at least. They make conducting a business, and conduct well. —[Berkshire Courier.

The proverbial courtesy of the superientendent, and other officers of the Housatonic Railroad is one of the many causes that makes it the most popular thoroughfare for passengers in the country.—[Housac Valley News.

—Hon. H. Hosford, manager of the Boston and Lowell Railroad has been dangerously ill, but the latest reports give hopes of his recovery.

Organization.

—J H. Deveren. H. J. Jewett, S. Burk, George B. Roberts, J. N. McCullough and T. D. Messler have been elected directors of the Indianapolis and St. Louis Railway Company. The officers are: J. H. Deveren president, Edward King secretary and treasurer, and Russell Elliott auditor.

—At the annual meeting of the stockholders and bondholders of the Marietta and Cincinnati Railroad Company, held in Cincinnati on the 16th inst. the old board of directors was re-elected, except that Theo ore Cook was elected in place of Larz Anderson, and W. W. Peabody in place of Thos. Whitredge. The board re-elected its old officers.

—At a meeting of the Delaware, Lackawanna and Western Railroad Company on the 22d inst., Jay Gould, Sidney Dillon and Russell Sage were chosen directors in place of Alfred L. Dennis, S. B. Chittenden and William Ryle. The board now consists of William E. Dodge, Moses Taylor, Jay Gould, George Bulkley, John I. Blair, George Bliss, Percy R. Pyne, Sidney Dillon, William Walter Phelps, Wilson G. Hunt, Russell Sage, Benjamin G. Clarke, E. W. Holbrook and E. S. Higgins.

—Articles of consolidation of the Chicago and Milwaukee Railway Company and the Northwestern Union Railway Company have been filed in the Recorder's office at Chicago. The directors are Albert Keep, Marshall M. Kirkman, Martin L. Sykes, Augustus Schell, Marvin Hughitt, Joseph B. Redfield, William L. Scott, Charles C. Wheeler and James H. Howe, to hold their office until their successors are duly elected and qualified.

—The Moorhead, McCauleyville and Breckenridge Railroad Company was organized at Moorhead, Minn., on the 16th inst. The first board of directors are: A. A. White, S. G. Comstock, F. J. Boomham and John Erickson, all of Moorhead; Messrs. McCauley and Harris of McCauleyville; Messrs. Hanson and Brandrup, of Breckenridge. The road will run from Moorhead to Breckenridge. The work is to be commenced as soon as the weather will allow.

—Articles of association of the Brazil and Chicago Air-line Railroad Company, were filed in the office of the Secretary of State of Indiana on the 18th inst. The capital stock is fixed at $500,000, divided into 5,000 shares of $100 each. The road will be about 100 miles in length, extending from Brazil to Rensselaer, and running through the counties of Clay, Park, Fountain, Warren, Benton and Jasper. The directors are: Hiram Liter, Thomas Watson, William B. Zimmerman, Ensign Bennett, W. M. Ridpath, Donald B. McCrimmon and Dillon W. Bridges.

—Articles of incorporation of the Colorado and Pacific R. R. Co. have been filed with the Secretary of State of Colorado. The capital is $12,000,000, in shares of $100 each. The directors for the first year are James T. Briggs, Henry J. Chase, C. W. Wright, Norris H. Cone and John F. Degnon. The road and its branches, according to the terms of its articles, will run into or through the counties of Pueblo, Ouray, Custer, Costilla, Saguache, Gunnison, Rio Grande and Hinsdale, in which counties the business of the company is to be conducted, with the privilege of extension into Utah. The road is to have several branches: The Rio Grande branch, the Gunnison branch, the Lake City branch and the Ouray branch. The construction company for this road also filed articles, with a capital stock of $1,000,000. The directors are Charles W. Tankersley, John W. Jenkins and Henry Ford.

Commerce of New York.

The foreign imports at New York for the month of January, 1881, are officially stated as follows:

	1880.	1881.
Entered for consumpt'n.	$20,094,865	$15,361,813
Do. for warehousing ...	7,283,376	5 740,490
Free goods	12,643,875	10,259,629
Specie and bullion	875,038	4,723,427
Total entered at port...	$40,897,154	$36,085,359
Withdrawn fr. wareh'use	7,087 326	7,852,224

The foreign imports at New York for seven months ending January 31, were:

	1880.	1881.
Entered for consumpt'n.	$111,345,914	$117,044,725
Do. for warehouseing..	42,581,638	51,198,571
Free goods.....	73,579,994	73,294,615
Specie and bullion....	79,618,209	75,317,963
Total entered at port..	$307,125,755	$316,855,874
Withdrawn fr. wareh'se	43,457,614	60,763,735

The duties received at New York for the seven months ending with January were:

	1879-'80.	1880-'81.
July.....	$9,329,895 17	$13,360,394 37
August	10,562,188 82	14,412,261 87
September	11,790,902 26	12,856,636 10
October	10,952,554 48	10,574,383 53
November	8,460,050 08	9,079,082 36
December.....	8,175,540 13	9,230,734 57
January	11,960,677 78	10,672,559 15
Total	$71,231,758 72	$80,166,101 95

The exports from New York to foreign ports in the month of January, were:

	1880	1881.
Domestic produce.....	$24,668,691	$28,526,320
For free goods.....	370,357	1,308,767
Do. dutiable.....	377,518	420,832
Specie and bullion.....	819,919	1,034,514
Total exports.....	$26,236,485	$31,299,433
Do. exclusive of specie	25,416,566	30,264,919

The exports from New York to foreign ports for seven months ending January 31, were:

	1880.	1881.
Domestic produce....	$219,454,103	$244 202,820
For free goods.....	1,083,434	3,419,280
Do. dutiable	2,639,615	3,482,169
Specie and bullion...	4,152,985	5,683,915
Total exports....	$227 330,137	$256,788,184
Do. exclusive of specie.	223,177,152	251,104,269

The Carson and Colorado Railroad is now completed to Stinking Wells, in Churchill Canyon, Nevada, 38 miles from the Mound House, its initial station.

Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 22.

	W. 16	Th. 17	F. 18	Sa. 19	M. 21	Tu. 22
Allegheny Val. 7 3-10s.....	121¼	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883....	....	....	....	....	....	....
6s, 1889.....	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	116¼	116¼	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	..	....
2d mortgage.....	....	....	....	....	....	....
Catawissa..... ...	15¼	16¼	18¼	18¼	18	....
Preferred.....	51	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	122¼	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	55	....
Hunt. & B. Top Mt	....	9	9	....	....	....
Preferred.....	13	14¼	13¼	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	46¼	46¼	46	45¾	47¼	....
6s, 1884.....	106¼	....	106¼	....	....	....
Gold Loan.....	111	....	111	....	....	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	117	....	....	....	....
Lehigh Valley	60¼	60¼	60	60	....	....
1st mort. 6s, coupon..	122¼	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s...	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg..	118	....	....	....	....	....
Little Schuylkill...	....	....	60	....	....	....
Minehill & Sch. Haven	59	58¾	58¾	108	58¾	....
North Pennsylvania	....	19¼	....	60	....	....
1st mortgage 6s.....	....	....	120	108	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central. ..	49¼	49¼	49¼	48¾	49	....
6s.....	....	....	....	89	....	....
Northern Pacific	44¾	46¼	45¾	46	46¼	....
Preferred	72¼	76	74¾	74	74¾	....
Pennsylvania R. R. ...	66¼	65¾	65¾	65¼	65¼	....
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	126	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg. ...	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	104¼	104¼	....	104¼	....	....
do. 5s, new.....	....	....	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	31¼	22¾	35	26	26¼	....
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893..... ..	....	....	....	....	122	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.	....	....	....	....	....	....
Consol mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s....94 chp	95	97¼	98¾	96	....	....
Philadelphia and Erie 23¼	25¾	26¼	25¾	27	....	....
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s.... 117¼	....	118	....	....	....	....
Pittsb., Cin. & St. L. 7s 121	....	121¾	121¼	....	....	....
Pittsb., Titusv. & Bud.. 20¼	20¾	21¼	21¼	21¼	....	....
7s.....	....	97	....	....	....	....
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred.....	12	12¾	13¼	13¾	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	....	82	....	....	....
United Co. of N. Jersey 183¼	....	184	....	184	....	....
Hestonville, (Horse).....	20	....	20¼	....	....	....
Chestnut & Wal. (do).....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Feb. 22.

	W. 16	Th 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.
Baltimore and Ohio	....	....	190	190	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	....
Central Ohio ($50).....	....	49	....	....	....	....
1st mortgage 117	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s..... 120¼	120¾	121	120	120	....	....
2d mortgage, 7s..... 94	93¾	91	90¾	88¼	....	....
3d mortgage, 6s 51	51¼	47¾	46¼	45¾	....	....
Northern Central ($50) 49	....	....	49	....	....	....
2d mortgage, 6s 1885.....	....	108¾	108¾	....	....	....
3d mortgage, 6s, 1909.....	....	....	....	....	....	....
6s, 1900, Gold.....	....	....	115¾	....	....	....
6s, 1904, gold.....	....	....	113¾	113¾	....	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	106	....	....
4th mortgage, 8s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s....	102	....	....	....	....	....
Pittsb. & Connellsv. 7s. 122	....	....	....	....	....	....
Virginia 6s, Consol .. 84	85¾	84	83¼	83¾	....	....
Consol. Coupons 93¾	93¾	93¾	....	94	....	....
10-40 bonds..... 54	54¾	53¾	52¾	53	....	....
Deferred Certificates.....	14¼	....	15	....	....	....
Western Maryland	13	13¼	....	....	....	....
1st M., end. by Balt.....	....	117	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	112	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.....	....	....	38¼	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 23.

	Th.17.	F.18	Sat.19	M 21.	Tu.22	W.23.
Adams Express..	....	....	....	132	....	132
Albany and Susq.	....	....	....	....	....	120
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	70	70	70	....	....	69
Atlantic & Pacific Tel.	47	46	46	46	....	46
Burl., C.R. & Nor.	....	....	75	....	....	....
1st mortgage 6s	....	....	100	....	....	100
Canada Southern	87	86	86	85	....	82
1st mortgage guar.	101	....	101	....	....	101
Central of N. Jersey	109	108	107	105	....	106
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	118	118	118	....	....	116
7s, convertible, ass.	....	....	....	....	....	117
7s, Income	106	106	....	105	....	104
Adjustment	113	113	112	112	....	....
Central Pacific	90	90	89	88	....	86
6s, gold	....	....	113	....	....	113
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	25	25	24	24	....	24
Chicago and Alton	145	144	144	-	....	141
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	173	175	173	171	....	171
7s Consol., 1903	....	....	127	....	....	....
Chic., Mil. and St. Paul	116	114	114	112	..	110
Preferred	126	....	....	124	....	123
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	123	....	....	....
1st M. (La Crosse div.	....	....	123	....	....	....
1st M. (I. and M. div.	....	....	....	....	....	....
1st M. (I. and D. ext	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	....	124	123	123	....	....
Chic. & Northwestern	132	130	130	128	....	126
Preferred	144	....	142	139	....	140
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	....	125	....	....	....
Do. reg.	....	....	....	....	....	....
Chic., Rock Isl. & Pac	138	135	136	136	....	134
6s, 1917, c.	....	125	....	....	....	....
Clev., Col., C. and Ind.	92	91	90	89	....	88
1st mortgage	....	....	....	101	....	....
Clev. & Pittsburg guar	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	26	26	25	26	....	23
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	113	111	111	110	....	108
Reg. 7s, 1891	115	....	....	115	....	....
Reg. 7s, 1884	106	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	120	126	126	125	....	122
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	127	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mort. 5s, ext.	....	....	103	103	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	131	131	....	....	....	131
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	112	....	....	....	....	....
Hannibal & St. Joseph	59	59	59	58	....	56
Preferred	107	106	105	105	....	103
8s, Convertible	....	118	....	....	....	....
Houston & Tex. Cent.	....	....	7	71	....	69
1st Mortgage	....	110	110	....	....	110
Illinois Central	135	134	133	132	....	130
Lake Shore & Mich So.	131	129	129	128	....	127
Consol. 7s	....	127	....	....	....	....
Consol. 7s, reg.	....	....	127	....	....	....
2d Consolidated	....	....	....	123	..	123
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	93	93	94	92	....	92
7s Consolidated	122	....	122	....	....	....
Manhattan	41	40	39	38	....	37
Metropolitan Elevated	120	121	120	120	....	119
1st Mortgage	106	106	105	105	....	105
Michigan Central	115	117	117	116	....	114
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	123	124	123	121	....	121
1st mortgage	....	....	....	....	....	135
2d mortgage	....	....	114	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv	149	148	149	147	....	145
6s, Sinking fund, 1883	....	....	....	105	....	105
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	127	127	126	125	....	125
1st mortgage	....	....	119	120	....	119
N. York and Harlem	200	200	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 23.

	Th.17.	F.18.	Sat.19.	M 21.	Tu.22.	W.23.
N.Y., Lake Erie & W.	50	49	49	49	....	48
Preferred	91	91	89	89	....	87
2d Consolidated	101	100	100	100	....	99
New 2d 5s fund	95	96	....	....	....	95
N.Y., N. Haven & Hart	180	....	....	....	....	....
North Missouri 1st M.	123	....	123	123	....	....
Northern Pacific	46	45	46	46	....	47
Preferred	70	74	74	74	....	72
Ohio and Mississippi	45	45	44	44	....	42
Preferred	110	....	106	106	....	106
2d mortgage	....	....	....	....	....	126
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	110	....	....
Pacific Mail S. S. Co.	60	59	60	59	....	55
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	107	108	....	....	....
2d mortgage	116	116	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	65	69	72	70	....	67
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	134
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	144	....	....	....
Quicksilver Mining Co.	17	....	....	16	....	....
Preferred	62	62	....	61	....	62
St. Louis & San Fran.	47	47	....	45	....	44
Preferred	68	67	....	65	....	65
1st Preferred	98	97	97	96	....	....
St. L., Alton and T. H.	50	51	47	48	....	....
Preferred	....	....	125	126	....	122
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	65	64	63	63	....	60
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	112	....	112
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	123	122	122	120	....	119
1st mortgage	115	115	114	115	....	114
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	124	124	124	....	....	....
United States Express	56	57	....	....	....	56
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	110	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	109	....	....	....	....	....
Wabash, St. L. & Pac.	50	48	49	49	....	46
Preferred	91	89	89	89	....	87
New Mort. 7s	....	110	109	109	....	....
Wells-Fargo Express	....	120	119	....	....	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	117	116	117	116	....	116
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Feb. 23.

	Th.17	F.18.	Sat.19.	M 21.	Tu.22.	W.23.
Atch., Top. and San. Fe.	138	138	137	137	....	135
1st mortgage	....	121	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	169	169	169	....	169
7s, reg.	....	127	....	....	....	....
Boston and Lowell	....	104	105	104	....	104
Boston and Maine	148	....	....	....	....	148
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	59	59	58	58	....	58
Burl. & Mo. R. L. G. 7s	....	....	....	119	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	90	....	....	90	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	173	....	171	171	....	171
7s	126	....	126	126	....	126
Cin., Sand. & Clev. ($50)	23	22	22	22	....	21
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	160	....	....	....
Eastern	39	39	38	39	....	38
New 4½ Bonds	106	....	105	....	....	106
Fitchburg	142	143	....	....	....	142
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	56	57	57	56	....	56
7s	119	....	119	119	....	....
Northern, N. H.	110	....	....	....	....	....
Norwich & Worcester	....	....	160	....	....	....
Ogden. & Lake Champ	33	32	32	32	....	32
Preferred	....	....	....	....	....	....
Old Colony	129	130	....	129	....	129
Ph., Wil. & Balt. ($50)	69	70	70	....	....	71
Portl'd, Saco & Ports.	....	113	....	....	....	112
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	118	....	....	....	....	....
Pullman Palace Car	144	144	144	140	....	140
Union Pacific	124	121	....	....	....	121
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	113	....	....	....	....	120
Vermont and Canada	17	....	....	....	....	....
Vermont and Mass.	....	....	120	....	....	....
Worcester and Nashua	62	62	62	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	72	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Reels Mining Co.	250	150	249	249	250	....
Quincy	....	37	36	36	....	36

New York Stock Exchange.

Closing Prices for the week ending Feb. 23.

	Th.17.	F.18.	Sat.19.	M 21.	Tu.22.	W.23.
Federal Stocks:—						
U. S. 4s, 1907, reg.	112	114	113	113	....	113
U. S. 4s, 1907, coup.	114	113	113	113	....	113
U. S. 4½s, 1891, reg.	....	111	111	....	....	111
U. S. 4½s, 1891, coup.	112	112	112	....	....	....
U. S. 5s, 1881, reg.	....	101	100	....	....	005
U. S. 5s, 1881, coup.	....	101	100	....	....	....
U. S. 6s, 1881, reg.	101	....	....	....	....	101
U. S. 6s, 1881, coup.	....	....	....	....	....	101
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	102	....	....	....	....	....
Dt. of Col. 3-65s, coup.	102	102	....	....	....	....

London Stock Exchange.

	Closing Prices. Jan. 28.	Feb. 4
Baltimore and Ohio (sterling)	115 — 117	115 — 117
Central of New Jersey $100 shares	88 — 91	92 — 95
Do. Cons. Mort. Oct. '79 coupons	117 — 119	116 — 118
Do. Adjustment bonds	114 — 116	114 — 116
Do. Income bonds	104 — 107	105 — 108
Det., Gd. Haven & Mil. Equip. bds.	114 — 116	114 — 116
Do. Con. M. 5 p.c. till '84 after 6 p.c.	110 — 112	110 — 112
Illinois Central $100 shares	136 — 138	135 — 137
Lehigh Valley Consol. mortgage	116 — 118	116 — 118
N. Y. Cent. & Hud. Riv. M't. bonds	135 — 138	135 — 138
Do. $100 shares	155 — 157	151 — 153
Do. Mort. bonds (sterling)	121 — 123	120 — 122
N. Y., Lake Erie & West., $100 shares	52 — 52½	50½ — 50¾
Do. 6 p. c. pref. $100 shares	94 — 96	91 — 93
Do 1st Con. Mort. Bonds (Erie)	132 — 134	132 — 134
Mort. Funded Coupon Bonds	130 — 132	129 — 131
Do. do. 2d do.	103 — 105	103 — 105
Do. 2d Consol. Mort. bonds	100 — 102	98 — 100
Do Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	64 — 65½	62½ — 63½
Do. Prior Lien Bonds (sterling)	108 — 110	109 — 111
Pennsylvania, $50 shares	87 — 88	86 — 87
Do. Con. Sink. Fund Mort.	120 — 122	120 — 122
Philadelphia & Reading $50 shares	32 — 32½	32 — 33
General Consol. Mortgage	113 — 115	114 — 116
Do. Improvement Mortgage	102 — 103	103 — 104
Do. Gen. Mort. '74, ex-defer'd. con.	97 — 99	97 — 99
Do. Scrip for the 5 def'd coupons	92 — 97	93 — 96
Pittsbg, Ft. W. & Chic. Equip bds.	112 — 114	112 — 114
St. Louis Bridge 1st mort. gold bonds	122 — 124	121 — 123
Do. 1st pref. stock	70 — 72	77 — 79
Union Pacific Land Grant 1st mort.	114 — 116	114 — 116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, February 24, 1881.

The quotation for call loans at the Stock Exchange this afternoon is 6 per cent, plus a commission of ⅛ of one per cent per day.

The posted rates for sterling exchange is 4.83 @4.85½. The actual rates this morning were 4.81⅛@4.82 and 4.83@4.83⅛; cables, 4.84@4.84¾; and prime commercial 4.79¼@4.79½.

A despatch was received in this city a little before noon to-day from Secretary Sherman stating that the Treasury Department will redeem the bonds embraced within the one hundred and first call upon their presentation at this department (Washington), with interest to the date of presentation.

The Secretary of the Treasury issued on the 21st inst. the 101st call for bonds for the sinking fund. The bonds named are the Five per cent Bonds of the Funded Loan of 1881. The bonds are as follows, and the principal and accrued interest will be paid at the Treasury, in this city, on and after May 21, and the interest will cease on that day:

Coupon bonds,—Fifty dollars—No. 27,001 to 28,115, both inclusive; $100—No. 86,001 to No. 39,961, both inclusive; $500—No. 49,001, to No. 54,768, both inclusive; $1,000—No. 293,801 to No. 316,855, both inclusive. Total coupon, $8,337,300.

Registered Bonds.—Fifty dollars—No. 2,744 to No. 2,778, both inclusive; $100—No. 17,175 to No. 17,361, both inclusive; $500—No. 9,049 to No. 9 141, both inclusive; $1,000—No. 32,732 to No. 33,068 both inclusive; $5,000—No. 13,461 to No. 13,620, both inclusive; $10,000—No. 80,854 to No. 31,350, both inclusive; $20,000—No.

1,614 to No. 1,658, both inclusive; $50,000—No. 3,031 to No. 3,217, both inclusive. Total registered, $16,662,700. Aggregate, $25,000,000.

The bonds described above are those last dated and numbered, as required by section 3 of the act of July 14, 1870. Many of the bonds originally included in the above numbers have been redeemed or cancelled, leaving outstanding the amount above stated. All bonds forwarded for redemption, should be addressed to the "Secretary of the Treasury, Loan Division, Washington, D. C.," and all registered bonds should be assigned to the "Secretary of the Treasury for redemption." Where persons desire checks in payment for registered bonds, drawn to the order of any one but the payee, they should assign them to the "Secretary of the Treasury for redemption for account of," the person or persons to whose order the check should be made payable.

The closing quotations on Thursday were: Adams Express, 130 @135; American Express, 67@68½; American District Telegraph, 70@70½; American Union Telegraph, 76¼@77; Atlantic and Pacific Telegraph, 45@46; Canada Southern, 82¼@82⅝; Central Pacific, 87¼@87½; Chicago and Northwestern, [illegible]26½@126¾; do. pref., 138½@139½; Chicago and Alton, 138½@142; Chicago, Burlington and Quincy, 169@170; Chicago, Milwaukee and St. Paul, [illegible]93¾@10[illegible]; do. pref., 121½@122; Chicago, Rock Island and Pacific, 134@135; Columbus, Chicago and Indiana Central, 23½@23⅝; Cleveland, Columbus, Cincinnati and Indianapolis, 87½@88½; Hannibal and St. Joseph, 57@57¼; do. pref., 102¾@103; Illinois Central, 130¾@131; Lake Erie and Western, 54@54¾; Lake Shore and Michigan Southern, 127⅜@127⅝; Metropolitan Elevated, 118@118¾; Manhattan Elevated, 38½@38¾; New York, Lake Erie and Western, 48⅛@48¼; New York, Ontario and Western, 34⅞@35; New York Central and Hudson River, 146@146½; Ohio and Miss., 42⅝@42⅞; do. pref., 105¼@—; Pacific Mail, 55¼@55¾; St. Louis, Iron Mountain and Southern, 60⅛@60⅜; St. Louis, Alton and Terre Haute, 41@42¾; do. pref, 116@117; Texas and Pacific, 54¼@54⅝; Union Pacific, 118¾@119; United States Express, 52@55; Wells Fargo Express, 118@119½; Western Union Telegraph, 115@115¼; Wabash, St. Louis and Pacific, 46⅛@46½; do. pref., 87¾@88.

The following quotations of sales of Railway and other securities for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 7s, ass., 133; Albany and Susq. 1st consol., 113; Boston and New York Air Line, 50; Boston, Hartford and Erie 1st, 107; Chicago, St. Louis and New Orleans, 58; Chesapeake and Ohio 1st pref., 85; do. 2d pref., 25; do. 1st, Series B, 82; do. cur. int., 51¾; Chicago, St. Paul, Minneapolis and Omaha, 46; do. pref., 104; do. consol., 106⅜; Cincinnati, Sandusky and Cleveland, 42; Cedar Falls and Minnesota, 23; Central Iowa 1st, 113½; Col., Chi. and Ind. Cent. Inc., 71⅛; do. 1st Trust Co. certif. ass. sup., 104½; Chicago and Eastern Illinois Inc., 107½; Chicago and Alton Inc., 103; Chicago and Northwestern Int. bonds, 108; Cedar Rapids, Iowa Falls and Northern 1st, 107; Cincinnati and Springfield 1st, guar. by C., C., C. and Ind., 119; Dubuque and Sioux City, 80; Denver and Rio Grande, 101½; do. 1st, 116½; do. 1st consol., 113⅛; Danbury and Norwalk, 75⅝; Denver, South Park and Pacific 1st, 107¾; East Tenn., Va. and Ga. 1st, 115; Houston and Texas Central 1st, Waco and N. W. div., 111; do. Western div., 110; do. 2d, M. L., 127; International and Gt. Northern, 69½; do. 1st, 109; do. 2d Inc., 92; Ind., Bloom. and Western Inc., 78; do. 1st, 87½; Indianapolis, Decatur and Springfield 2d, 62; Keokuk and Des Moines, 19; do. pref., 54; Kansas Pacific 1st consol., 105; do. 6s, J. & D., 1896, 111⅛; do. 6s, Denver Div. ass., 108½; do. inc. No. 16, 107½; Lehigh and Wilkesbarre ass., 111¾; do. inc., 98; Louisiana and Missouri River 86; do. 1st, 116; Lake Erie and Western, 55; do. inc., 77; Louisville, New Albany and Chicago, 77; Louisville and Nashville Gen'l mort., 6s, 104¼; Marietta and Cincinnati 1st pref., 13; do. 2d pref., 8; Mobile and Ohio, 22; do. 1st deben., 82½; do. 2d deben., 50; Missouri, Kansas and Texas, 46½; do. consol. ass., 106; do. 2d, 82¾; Memphis and Charleston, 41; Metropolitan Elevated 2d, 97¼; Missouri Pacific 1st consol., 107; Nashville, Chattanooga and St. Louis, 86; do. 1st, 118½; New York, Ontario and Western, 35; New York, Pennsylvania and Ohio inc., 62; Ohio Central, 30¼; do. Inc., 64⅛; do. 1st, 105¼; Oregon Railway and Nav., 185; do. 1st, 107½; Ohio and Mississippi 1st, Springfield div., 116⅛; Peoria, Decatur and Evansville, 39; do. inc., 81; Pittsburg, Titusville and Buffalo, 42; Panama S. F. 6s, 109¼; Rome, Watertown and Ogdensburg, 30; do. 1st consol., 89½; St. Louis and San Francisco 2d, class B, 88½; Southern Pacific of California, 1st, 104; South Side 1st, 106; St. Paul and Duluth, 39; St. Paul, Minneapolis and Manitoba, 92; do. 1st, 111; do. 2d, 111⅝; do. consol., 106; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 103; do. Omaha div. 1st, 118; do. Clarinda Br. 1st, 102; St. Louis and Iron Mt., 1st pref. inc., 94; do. 2d pref. inc., 87; do. Cairo, Ark. and Texas 1st, 110; do. Cairo and Fulton 1st, 111; Texas and Pacific, 55¼; do. income L. G., 85; do. Rio Grande div. 1st, 99; Toledo and Wabash Equip., 55¼; Utah Southern Gen'l mort. 7s, 110; Winona and St. Peter 1st, 110; Wabash 6s, Gen'l mort., 99¾; Alabama Class A, 72½; Arkansas 7s, M. & L. R., 14; Louisiana 7s, consol., 68; North Carolina 6s, 32¼; do. Fund Act, 1866, 11¾; South Carolina 6s, non-fund., 5⅛; Tennessee 6s, old, 54; do. new 54; Virginia 6s, def., 15¼; American Union Tel., 78⅛; Am. Dist. Tel., 70½; Sutro Tunnel, 1¼; Colorado Coal and Iron, 46; do. 6s, 96¼; Consolidation Coal, 41; Maryland Coal, 27½; New Central Coal, 30; Caribou Mining Co., 8; Central, 4¾; Excelsior, 6; Little Pittsburg, 4¾; Mariposa, 4; do. pref., 5; Silver Cliff, 5⅝; Standard, 25¾; Starmont, 2¼.

Boston.—Atchison, Topeka and Santa Fe 5s, 96¾; Atlantic and Pacific block, 117½; Boston Water Power, 12⅛; Boston Land, 11⅛; Burlington and Missouri River 6s, in Nebraska, non-exempt, 105; Boston, Revere Beach and Lynn, 120; Boston, Clinton, Fitchburg and New Bedford, 50; Chicago and West Michigan, 73½; Chicago, Milwaukee and St. Paul, Wisconsin Valley div. 6s, 104¾; do. Dubuque div. 6s, 108½; Connecticut and Passumpsic Rivers R. R. 7s, 117½; Detroit, Lansing and Northern 7s, 117¾; Flint and Pere Marquette, 33⅜; do. pref., 92¼; Iowa Falls and Sioux City, 65¾; Kansas City, Lawrence and Southern 4s, 104¼; Kansas City, Fort Scott and Gulf, 83½; do. pref., 94⅜; do. 7s, 109⅞; Kansas City St. Joseph and Council Bluffs 1st, 121; Little Rock and Ft. Smith, 63½; do. 7s, 113¼; Louisiana and Missouri River, 37¼; do. pref., 58; Mexican Central Block, new series, 104; do. old, 118; Massachusetts Central 6s, 100; Marquette, Houghton and Ontonagon, 31; do. 8s, 113; do. 6s, 99; New York and New England 6s, 106¾; Ogdensburg and Lake Champlain income 6s, 51; do. consol. 6s, 95; Portsmouth, Gt. Falls, and Conway 4½s, 87; Republican Valley, 90½; do. 6s, E. D., 105; do. deferred, 90; Rutland, 5⅝; do. pref., 29; Summit Branch, 30; Southern Kansas and Western, 7s, 111¾; Vermont Central and Vermont and Canada 8s, 50; Wisconsin Central, 24⅛; Atlantic Mining Co., 16; Atlas, 25c.; Aztec, 1⅜; Allouez, 4; Blue Hill, 4⅞; Brunswick Antimony, 22¼; Catalpa, 2⅝; Contentment, 2¾; Copper Falls, 14; Crescent, 1⅞; Duncan, 3⅛; Empire, 95c.; Franklin, 15⅞; Huron, 5½; Harshaw, 13; Hungarian, 37½c.; International, 40c.; Madison, 1½; National, 2¼; Osceola, 39; Pewabic, 20; Silver Islet, 31; Star, 31; Sullivan, 7⅛; Washington, 50c.

Philadelphia.—Am. S. S. Co., 32; Central Transp., 48; Catawissa new pref., 52; Colesbrookdale R. R. 7s, 50; Morris Canal, 64; do. pref., 170; Nesquehoning Valley, 53; Philadelphia and Reading R. R. scrip, 71; do. consol. mort. gold 6s, conpon, 113½; do. Inc. 7s, 80; Philadelphia, Wilmington and Baltimore, 72¼; Pennsylvania Canal 6s, 97½; Pennsylvania Co. 6s, 108; People's Pass. R. R. 7s, 106½; St. Paul and Duluth, 37; do. pref., 74; Steubenville and Indiana 6s, F. & A., 103¾; Texas and Pacific 1st mort. 6s, 108½; do. consol. mort. 6s, 108⅝; do. Rio Grande div. 6s, 99; Union and Titusville 7s, 101; West Jersey 6s, 111; Warren and Franklin 7s, 114½; West Jersey and Atlantic 6s, 106¾. The latest quotations are: City 6s, 110@111; do. free of tax, 128@129; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 104¾@105½; do. 5s, new loan, —@117; do. 4s, new, 108@111; Philadelphia and Reading R. R., 83¼@33⅜; do. consol. mort. 7s, coup. 123¼@125; do. reg., 123@125½; do. mort. 6s, 117@—; do. 7s, 1893, 121¾@122¼; United New Jersey R. R. and Canal, 182@183½; Buffalo, Pittsburg and Western, 20@—; Pittsburg, Titusville and Buffalo 7s, 96¾@97¼; Camden and Amboy mort. 6s, 1889, 116¼@116¾; Pennsylvania R. R., 64¼@64⅜; do. gen'l mort., coupon, 124¾@125; do. reg., 125¾@126; do. consol. mort. 6s, reg., 118@120; Little Schuylkill R. R., 52¼@52½; Morris Canal, 63¾@64¼; do. pref., 164@170; Schuylkill Nav., —@6; do. pref., 13@14; do. 6s, 1882, 81¾@82; do. 1872, 104¾@105¼; Elmira and Williamsport pref., 54@—; do. 6s, 112@115; do. 5s, 96@98; Lehigh Coal and Navigation, 46⅛@45⅜; do. 6s, 1884, 106⅜@106½; do. R. R. loan, 115@116; do. Gold Loan, 111@111½; do. consol. 7s, 115¾@116½; Northern Pacific, 44¾@45; do. pref., 72@72½; North Pennsylvania, 59⅞@60; do. 6s, 108@109; do. 7s, 118½@121; do. Gen'l mort. 7s, reg., 120@122;

Philadelphia and Erie, 27@— ; do. 6s, 102⅜@102⅝ ; do. 7s, 117½@118 ; Minehill, 58¾@59 ; Catawissa, 18@18½ ; do. pref., 51½@52½ ; do. new pref., 51¾@52 ; do. 7s, 1900, 120@— ; Lehigh Valley 59¾@60 ; do. 6s, coupon, 121@123 ; do. reg., 122¼@122½ ; do. 2d mort. 7s, 134½@135 ; do. consol. mort., 117¼@117½ ; Fifth and Sixth streets (horse), 125@— ; Second and Third, 110@118 ; Thirteenth and Fifteenth, 73@75 ; Spruce and Pine, 55@57 ; Green and Coates, 85@103 ; Chestnut and Walnut, 90@100 ; Hestonville, 20@20¼ ; Germantown, 72@— ; Union, 119@122½ ; Lombard and South, 12@18 ; West Philadelphia, 88@90 ; People's, 18@18½ ; Continental, 101@—.

Baltimore.—Atlanta and Charlotte Inc., 77½ ; Atlantic Coal, 1.20 ; Baltimore and Ohio 1st pref., 120 ; do. 2d pref., 120 ; Baltimore City 6s, 1886, 112⅛ ; do. 6s, 1890, 120⅛ ; do. 5s, 1916, 121¼ ; Chesapeake and Ohio Canal 6s, 85 ; Consolidation Coal, 40¾ ; Cincinnati and Baltimore 7s, 112½ ; Lynchburg 6s, 108 ; Maryland Defense 6s, 107½ ; Ohio and Mississippi, Springfield div. 1st, 117 ; Parkersburg Branch, 8 ; Virginia 10-40 coupons, 91 ; Virginia Peelers, 32½ ; Winchester and Potomac, 111 ; Western Maryland, guar. by Washington Co., 113@— ; Western North Carolina 7s, 106 ; Wilmington and Weldon, 116 ; Wilmington, Columbia and Augusta 6s, 108. The latest quotations are : Atlanta and Charlotte 1st, 103@104 ; do. inc., 78½@80 ; Baltimore and Ohio, 194@195 ; do. 6s, 1885, 110@— ; Baltimore City 6s, 1886, 112@— ; do. 6s, 1890, 119@120¼ ; do. 5s, 1916, 121@122 ; do. 5s, 1894, 118@— ; do. 5s, 1900, 119⅛@— ; Central Ohio 1st mort., —@116¾ ; Marietta and Cincinnati 1st 7s, 120@— ; do. 2d 7s, 88½@88¾ ; do. 3d 8s, 45⅛@48⅜ ; Northern Central, —@49 ; do. 5s, 1926, —@99 ; do. 6s, 1885, 108@108½ ; Orange, Alex. and Manassas 7s, 100@102 ; Pittsburg and Connellsville 7s, 122@— ; Richmond and Danville R. R., 86⅛@88 ; do. bonds, 1890, 105⅝@— ; South Side 2d mort., 101¼@102 ; do. 3d mort., 100@— ; Union Canal, ind., 116½@— ; Western Maryland 1st, unindorsed, 113@— ; Wilmington, Columbia and Augusta, 6s, 108@—.

Dangerous Counterfeits.

Underwood's Counterfeit Detector announces that dangerous $50 notes are in circulation on the National Broadway Bank and Tradesman's National Bank of New York city of the old series. All notes bearing the old star pointed seal and F. E. Spinner as Treasurer should be handled with great care. Any notes on these banks bearing any other Treasurer's name than Spinner's are good. On the genuine, above the words "with the," under United, there is a flourish ; on the counterfeit there is none ; on the genuine the end of the oar in the hand of the soldier in the bow of the boat touches the circle surrounding "50" in border of note ; on the counterfeit it does not touch the border of the note, and is quite a distance below the circle. On the counterfeit the left hand of the central figure of Victory in the upper right end of note is without thumb or fingers. On the back of the note the bandage does not cover the eyes of the figure of Justice in the State coat of arms. Signatures of bank officers are written. All notes having checkletters B, C or D are counterfeit. The points of difference can be applied to all the following banks having counterfeits of the $50 denomination : Third National Bank of Buffalo, Central National Bank, Mechanics' National, Metropolitan, National Bank of Commerce, National Broadway Bank, Tradesman's National Bank and Union, all of New York city.

Plans of the Long Island Railroad Company.

In answer to a recent enquiry from a Flushing gentleman concerning the character of the accommodations that Long Island residents might expect during the coming season from the new management of the Long Island Railroad, Mr. Austin Corbin gives the following information about what the company is doing and is planning to do :

I can, at least, promise that the trains on Long Island will be better than they ever have been. All the rolling stock is now being thoroughly overhauled and put in order, and we have already contracted for steel rails to relay the entire track between Pearsalls and Babylon. We shall also relay that between Babylon and Patchogue, and extend the South Side Road (with steel rails) along the South Shore to some point on the Sag Harbor Road, so that from Long Island City over this line we shall have a first-class road, and on this will be as good an equipment as on any road leaving New York City. We shall also relay so much of the track on the north side as may be necessary to put the road in thoroughly good condition and give it a first-rate equipment. We have contracted for 20 new drawing-room cars, which are now being built by the Woodruff Parlor Car Company, and to all prominent points on the island expect to run express trains, with parlor cars attached, so that parties who desire to go from and come to the city daily will be able to do so as quickly as on any other road leading out of New York. In addition, we shall have a sufficient number of local trains to fully accommodate travel, so that persons living permanently or temporarily on the island will have no reason to complain either of trains or character of accommodations. We shall continue the annex boat from Pier No. 17 East River, notwithstanding, as a separate branch of the service, it entails a heavy loss upon the company.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending February 12, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad ...	143,292	1,246,441	1,339,202
Schuylkill Canal....	.....	.....	38,041
Lehigh Valley	112,922	933,366	859,106
Del., Lack. & Western	101,381	412,532	338,868
Shamokin Valley	20,246	108,688	87,578
Central New Jersey .	93,728	370,166	348,040
United R. R. of New Jersey	35,933	165,010	120,670
Pennsylvania Coal ..	22,589	103,926	62,905
Delaware and Hudson	77,897	344,921	428,615
Huntingdon & Broad Top Mt.....	7,782	49,856	45,886
Penn. and New York.	26,409	231,744	240,298
Clearfield, Pa.....	36,416	191,804	271,677

The total tonnage of anthracite coal from all the regions for the week ending February 12, as reported by the several carrying companies, amounted to 583,997 tons, against 401,519 tons in the corresponding week last year, an increase of 182,478 tons. The total amount of anthracite mined for the year is 2,468,000 tons, against 2,411,736 tons for the same period last year, an increase of 56,264 tons. The quantity of bituminous coal sent to market for the week amounted to 72,226 tons, against 75,250 tons in corresponding week last year, a decrease of 3,024 tons. The total amount of bituminous mined for the year is 408,969 tons, against 512,340 tons for the corresponding period last year, a decrease of 103,371 tons. The total tonnage of all kinds of coal for the week is 656,228 tons, against 476,769 tons in corresponding week last year, an increase of 179,454 tons, and the total tonnage for the coal year is 2,876,969 tons, against 2,924,076 tons to same date last year, a decrease of 47,107 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending February 12 was 171,688 tons, of which 127,894 tons were coal and 43,794 tons coke. The total tonnage for the year thus far has been 954,077 tons, of which 688,589 tons were coal and 265,488 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended February 12 were 19,696 tons, and for the year 143,940 tons—a decrease of 54,506 tons as compared with the corresponding period of last year. The coal was carried as follows : Baltimore and Ohio Railroad—week 16,301 tons, year, 123,717 tons ; decrease as compared with 1880, 53,711 tons. Chesapeake and Ohio Canal, none ; decrease as compared with 1880, 2,584 tons. Pennsylvania Railroad—week, 3 394 tons ; year, 20,283 tons ; increase over 1880, 1,789 tons.—[Phila. Ledger, Feb. 21.

Western Union Telegraph.

The certificate of the increase of the capital stock of the Western Union Telegraph Company from $41,073,410 to $80,000,000 was filed in the office of the County Clerk on the 19th inst. The certificate, which is signed by Norvin Green, E. D. Morgan, Augustus Schell, H. Durkee, Samuel F. Barger, Joseph Harker, A. P. Cornell, Russell Sage, John Van Horne, Cornelius Vanderbilt, Wilson G. Hunt, E. S. Sanford, Thomas T. Eckert, D. O. Mills, O. H. Palmer, Samuel A. Munson, Jay Gould, Anson Stager, E. D. Worcester and William D. Bishop, recites that it was filed "because of questions that have been made as to whether the articles of association under which said company is organized have provided for the increase aforesaid, and to exclude all possible pretext for doubt respecting the same. But said company also claims that said articles do provide for such increase, and that it has already been authorized and made." A special train was dispatched the same day for Albany carrying a copy of the certificate to be filed in the office of the Secretary of State.

At a meeting of the directors of the Central Railroad Company of New Jersey, held in this city on the 17th inst. E. C. Knight, of Philadelphia, and Edward Clark of New York resigned as directors, and Jay Gould and Sidney Dillon were elected in their stead. Subsequently, Francis S. Lathrop was elected President in the place of E. C. Knight, and a committee of five, consisting of Francis S. Lathrop, Sidney Dillon, Jay Gould, G. G. Haven and F. A. Potts were appointed to consider the extension and improvement of the property.

At the annual meeting of the Lehigh Coal and Navigation Company, held in Philadelphia on the 21st inst., it was resolved to take 18,900 shares which the company now holds of its own capital stock and offer them to the stockholders at not less than par value for the purpose of paying off the entire floating debt of the company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point.100	1,232,300	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 2
Augusta and Savannah.100	1,922,500	J. & D.	June'80 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. '80 5
" " pref.100	4,559,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. '80 1½
Boston and Albany 100	20,000,000	M. & N	Dec. '80 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. '80 4
Boston and Providence.100	4,000,000	M. & N.	Nov. '80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J. & D.	June'80 5
Catawissa*..... 50	1,159,500	Oct.-ber.	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '81 1
" " pref.100	769,600	F. & A	Feb. '81 3½
Central of Georgia.....100	7,800,000	J & D.	June '80 3
Central of New Jersey.100	18,663,200	quarterly	Apl. '76 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '81 3½
" pref.... 50	400,000	J. & J	an. '81 3
Central Pacific 100	54,275,500	F. & A.	Feb. '81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '81 4
" " pref...100	2,425,400	M. & S.	Mar. '81 4
Chicago,Burl. & Quincy.100	31,004,456	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi , Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12 279,483	A. & O	Oct. '80 3½
Chicago & N. Western..100	14,988,297	J. & D	Dec. '80 3
" " pref.100	21,625,353	quarterly	Dec. '80 1½
Chicago, R. I. & Pacific.100	50.000 000	quarterly	Feb. '81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Mar. '81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val...100	2,500,000	F. & A	Feb. '81 4
Concord..... 50	1,500,000	M. & N.	Nov. '80 5
Concord and Ports.*.....100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Feb. '81 2
Connecticut River.....100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. '81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	Jun. '80 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. '81 2
Delaware*..... 2	1,239,950	J. & J.	Jan. '81 3
Del. & Bound Brook*...100	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Jan. '81 1½
Detroit, Lans. & Nor...100	1,874,000	F. & A.	Aug.'80 2½
" " pref.100	2,563,300	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan '81 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '81 3
East Tenn., Va. & Ga...100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	Dec. '80 2½
Eel River..... 100	5,000,000	— & —	Dec. '80 4
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '80 2½
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg..... 100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia..... 100	4,200,000	J. and J.	Jan. '81 3
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '81 2
Illinois Central.....100	20,000,000	M. & S	Mar '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	Mar. '81 1
Iowa Railroad Land Co 100	7,630,000	quarterly	Feb. '81 1½
Jo. So. & Mo. Northern. 25	000,300	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	000.000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,500,000	J. & D.	Dec. '80 1
" pref.100	500 000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	49,466,800	F. & A	Feb. '81 4
" (guar.)..100	533,530	F. & A.	Feb. '81 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,565	quarterly	Jan. '81 1
" pref. 50	108,200	quarterly	Jan. '81 2½
Little Miami*..... 50	5,871,450	quarterly	Dec. 80 2
Little Schuylkill*..... 50	$2,646,100	J & J.	Jan. 81 3½
Louisville & Nashville...100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 5½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,180,719	M. & S	Sep.'66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep.'66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Jan. '81 2½
Michigan Central 100	18,738.204	F. & A.	Feb. '81 4
Middlesex Central.....100	2,136 shs	F & A.	Feb. '81 3
Mill Creek & Minchill* 50	823,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific..... 100	42,416,000	quarterly	Jan. 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feo. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800,000	M. & N.	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 5½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	Jan. '81 2
New York and Harlem...100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref...100	8,146,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan '81 5
N. Y.,Provid. & Boston.100	3,000,000	quarterly	Feb. '81 2
Ning. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '81 1½
Northern Central 50	5.842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,088,400	J. & D.	Dec. '80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	Feb. 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 1½
Panama.....100	7,000,000	quarterly	Feb. '81 5
Paterson and Hudson*..100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Jan. '81 1½
" Special Imp.100	5,504,300	quarterly	Jan. '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. '80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb.....100	1,008,800	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2.464,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..130	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*....100	20,490,400	quarterly	Jan. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3 050.000	A. & O.	Oct. '80 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	Feb. 81 1½
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn).....100	300,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	3,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug. '79 4
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Jambridge.....100	908,600	J.A. J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.100	800,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180 000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark .100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600,000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102.540	.....	Oct. '78 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan.'79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 100	600,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)...100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson.....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	Jan. '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,026,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.) 50	2.838,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3,000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '81 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	Aug. '80 3
Gold and Stock Tel.....100	2,500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	5,698,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Jan. 81 2
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'80 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car.....100	5,990.200	F.M.A.N	Feb. '81 2
Quicksilver, common ...100	5,708.700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy K. R. Bridge.....100	1,750,000	J. & J.	Jan. '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Feb. '81
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '81
West. Union Telegraph.100	41,086,000	quarterly	Jan.

Railroad Law.

BOARDING AND LEAVING RAILROAD CARS WHILE IN MOTION.

In Commonwealth vs. Boston & Maine R. Co., Massachusetts Supreme Court, October, 1880, the circumstances were similar to those in the Missouri case. The action was for a statute penalty for killing one H., who claimed to be a passenger upon defendant's railroad. It appeared that the deceased, who was traveling on defendant's train, left it while it was in motion, slowly passing a station where he intended to alight, and was struck by a train passing on another track, and killed. Held, that deceased was not a passenger after he had left the moving train, and was not entitled to protection by defendant as such. The court said: "It is true that one who has bought a ticket of a railroad corporation is ordinarily a passenger of the corporation from the time he reasonably and properly starts from the ticket office or waiting-room in the station to take his seat in a car of the train, until he has reached the station to which he is entitled to be carried, and has had an opportunity by safe and convenient means to leave the train and roadway of the corporation at that station. Warren vs. Fitchburg Railroad Co., 8 Allen, 227. The duty of the corporation toward him is to furnish a well constructed and safe road, suitable engine and cars, competent and careful engine men, conductors, and other necessary laborers, in order that all injuries which human foresight can guard against may be prevented. But this duty rests on the corporation only so long as the passenger sees fit to be carried by it; and if he chooses to abandon his journey at any point before reaching the place to which he is entitled to be carried, the corporation ceases to be under any obligation to provide him with the means of traveling further. And while it is true that if he leaves the train while it is at rest at a station, he is entitled to an opportunity to do so in safety, it is equally true that the corporation is not under any obligation to make it safe for him to leave the train while it is in motion, and that if he does so he assumes all risk of injury. Gavett vs. Manchester & Lawrence Railroad Co., 16 Gray, 501. In the case at bar, so long as the train was in motion, H. could not leave it and still retain his right to protection until he had left the roadway of the corporation. By leaving the train while in motion, he ceased to be a passenger and to have the rights of a passenger as completely, though the train was moving slowly and was near by the station, as if he had left it while moving at full speed between stations. Hickey vs. Boston & Lowell Railroad Co, 14 Allen, 429. The fact that the car in which H. was had passed the platform of the station to which he was entitled to be carried, did not give him the right to leave the train at the risk of the company." In Harvey vs. Eastern R. Co., 116 Mass., 269, it was held that the attempt to get on a moving train was prima facie contributory negligence. In Illinois Cent. R. Co. vs. Statton, 54 Ill. 133; S. C., id. 109, the train stopped and remained a reasonable time, but the decedent waited until it began to move, and was killed in attempting to get off. It was held that there was no ground of recovery.

The case is different if the passenger acts under the instructions of the company's employees. Thus, in Chicago & Alton Railroad Co. v. Randolph, 53 Illinois, 510; S. C., 5 Am. Rep. 60, the plaintiff purchased a ticket and got on a freight train. The train not stopping at his station (and not being advertised to stop there), he jumped on it while it was moving slowly, and was injured. There was conflicting evidence whether the conductor suggested to him to jump. It was held that it was a question for the jury whether the plaintiff acted prudently.

In Lambeth vs. North Carolina R. Co., 66 N. C. 794; S. C., 8 Am. Rep. 508, the decedent was killed in attempting to leave a train moving from two to four miles an hour. The conductor went out on the platform to help him alight. It was held that if without direction from the conductor he voluntarily incurred danger by jumping off, there could be no recovery; but otherwise if the motion was so slow that the danger was not apparent to a reasonably prudent person, and the decedent acted under the conductor's instructions. The circumstances and holding were substantially like this case in Filer vs. N. Y. C. R. Co., 49 N. Y. 47; S. C., 10 Am. Rep. 327, where the train was advertised to stop; and Georgia R. Co. vs. McCurdy, 45 Ga. 288; S. C., 12 Am. Rep. 577. In the latter case the conductor agreed to let the passenger off at a stopping place for wood and water only. The court indulged in the following graphic language: "Who that has seen much railroad travel can fail to see in his mind the picture of this scene? The conductor in a pet; his train bound to slack up its speed at an unusual point; the passenger conscious that he was giving unusual trouble; the train slacks its speed; he stands ready, the conductor ready also, to give the word—now jump! None but a timid and yet resolute man would fail, and jump he did."

In Loyd vs. Hannibal & St. Joseph R. Co., 53 Mo. 509, the train stopped at the station only a minute; during that time plaintiff's little child alighted; plaintiff followed without delay, but after the train was in motion, and received her injuries in consequence of jumping from the train. Held, that plaintiff would not be barred of recovery by the fact that she jumped from the train while in motion. See, also, Penn. R. Co. vs. Kilgore, 32 Penn. St. 292, where the circumstances were precisely similar.

In Texas & Pacific Ry. Co. vs. Murphy, 46 Tex. 356; S. C., 26 Am. Rep. 272, the court charged that starting the train on the instant of the signal was negligent, and that while attempting to board a train moving rapidly would be negligent, such an attempt, if the train were moving slowly, would not be negligent. Held, error, and that this was a question of fact. See, also, Johnson vs. Westchester R. Co., 70 Penn., St. 357.

In Eppendorf vs. Brooklyn City, etc., R. Co. 69 N. Y. 195; S. C., 25 Am. Rep. 171, the plaintiff signalled a street car to stop; the car was open, with a side step or rail; the driver applied the brake, and while the car was moving slowly, the plaintiff undertook to board it, when the driver started suddenly, and he was injured. Held, a proper case for the jury. The court said: "Ordinarily it is perfectly safe to get upon a street car moving slowly, and thousands of people do it every day with perfect safety." And so it is not negligent per se to leap from a street car in motion, when it has not stopped on request. Wyatt vs. Citizens' R. Co., 55 Mo. 485; Crissey vs. Hestonville, etc., R. Co., 75 Penn. St. 367. But contra (obiter), Nichols vs. Sixth Ave. R. Co., 38 N. Y. 131.—[Albany Law Journal.

Fitchburg Railroad.

The Fitchburg Railroad has received several new freight engines lately, and expect several more of the mogul and consolidation type within a few days:

To show the improvements recently made in the different classes of engines, it may be stated that the old freight engines of the style in use when the road leased the Vermont and Massachusetts Road, are now hauling a train of 14 cars between Greenfield and Fitchburg, upon a consumption of 65 pounds coal per mile run. The moguls, which were introduced a few years since, take 22 cars over the same road, upon a consumption of 75 to 80 pounds of coal per mile, while the 50-ton, eight wheel consolidation introduced last year, take 30 cars, with a consumption of only 10 pounds of coal per mile more than the moguls. The number of train hands is the same in each case.

The management of this road has within a day or two ordered five passenger engines of the most powerful description from the Mason Machine Works at Taunton, to be delivered the coming summer. By the recent purchase of a portion of the State Prison lands this railway secures room for several tracks, some 600 feet in length, upon which passenger cars will be stored when not in use. Piles are being driven to increase the yard room for freight cars near Warren Bridge.—[Boston Journal, Feb. 19.

NEW YORK, February 1, 1881.

THE THIRTY-SEVENTH SEMI-ANNUAL CASH dividend of the Illinois Central Railroad Company, on its entire share capital, being THREE AND A HALF (3½) PER CENT thereon, will be paid by the undersigned March 1, 1881, to shareholders as registered at 2 p. m. on the 11th inst., after which and until the 4th March, the transfer books will be closed.

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The Cincinnati Enquirer says it is "advised that a readjustment of the difficulties of the Marietta and Cincinnati Railroad on a basis as suggested in the recent report of Mr. John King, Jr., will take place ere long."

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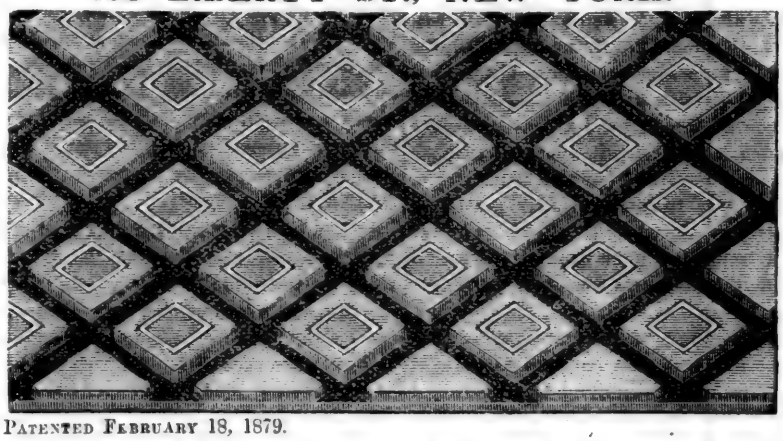
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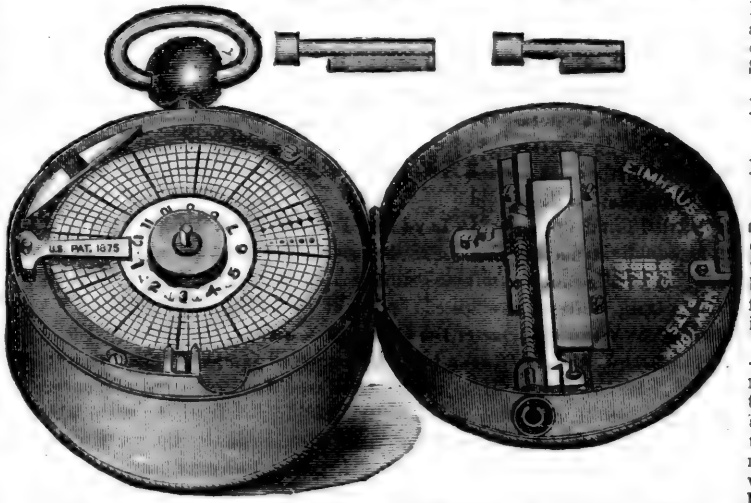
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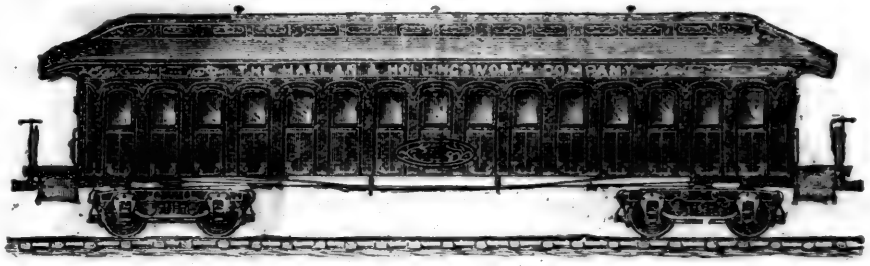
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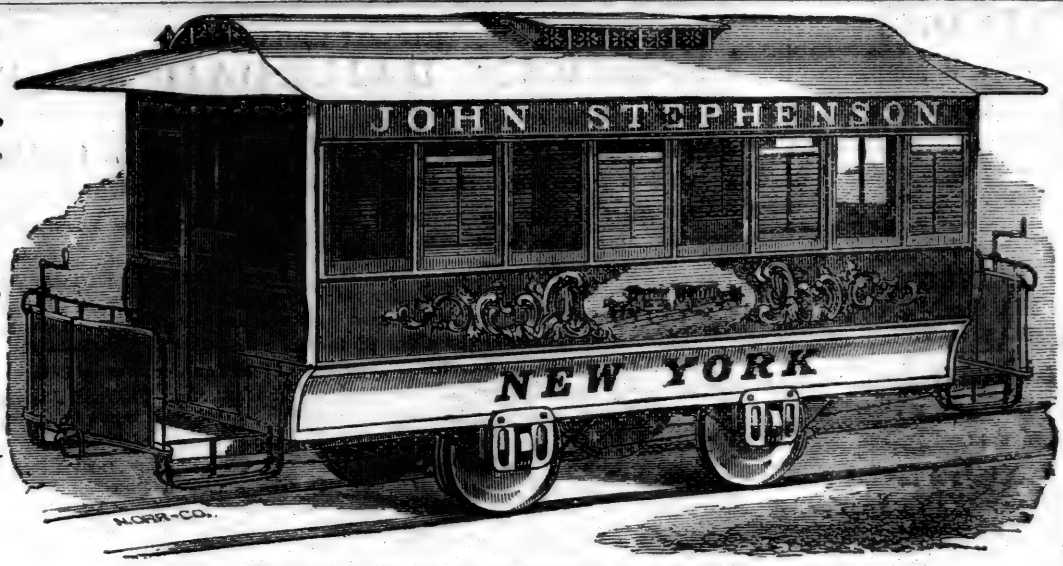
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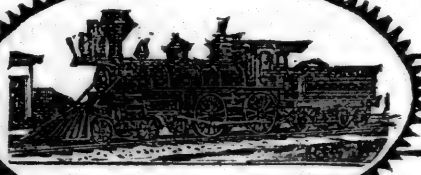
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 10.] NEW YORK, MARCH 5, 1881. [WHOLE No. 2,341, VOL. LIV.

The London Stock Exchange.

ENTRANCE FEES AND ANNUAL DUES—CONTANGOES AND BACK WARDATIONS—TICKET DAY AND ACCOUNT DAY—HOW BUSINESS IS TRANSACTED—AMERICAN SECURITIES AND HOW THEY ARE LISTED—WHY NEW YORK PRICES ARE ALWAYS BELOW LONDON QUOTATIONS—RATES OF COMMISSION IN LONDON—THE MEN WHO HAVE NO SEATS IN THE BOARD.

[Special correspondence of Am. Railroad Journal.]

London, Feb. 19, 1881.

The points of divergence between the modes of procedure on the London and New York Stock Exchanges resemble in one respect the differences existing between the various denominations of Christianity; namely, that they are often more apparent than real. When one enters the sacred precincts of the Throgmorton St. Bourse and sees a broker offering a jobber 10,000 or 20,000 Erie, one is apt to wonder how a man who always seems to keep his book open for the purchase or sale of any quantity of speculative shares, can be esteemed to be of equal responsibility with one who confines himself to a strictly commission business. Nor is it likely that his surprise will be greatly diminished when the stranger is informed that all these apparently bulky transactions are "for the account," viz., the fortnightly settlement at the middle and close of each month, so that our friend the jobber may have time to buy and sell half the capital stock of any company before the day of cheque giving or receiving arrives.

And yet after all the broker is running no very serious risk, for although the initiation fees into the Stock Exchange are only 150 guineas ($785), and the annual dues but 21 guineas ($110), yet each candidate for admission is required to furnish three sureties in the sum of £500 each, who in the event of a default during the term of four years succeeding the candidate's admittance are required to make good the deficiency up to the amount stated.

As the fact of any consideration being given the bondsmen for their suretyship would at once prove fatal, not only to the candidate but also possibly to his sureties, who must in all cases be members, it will be readily understood that no person not fully responsible is likely to gain admission to the London Stock Exchange. Only in the case of clerks who have been in one Stock Exchange house for four years are two sureties each in the sum of £300 deemed sufficient. Even after being admitted to membership the clerk if in a jobber's service is prohibited from dealing in any other securities than those in which his employer is known to deal, and very frequently a jobber makes a specialty of one or two securities. Without the consent of his sureties a member cannot even apply for his clerk's admission, nor can a member enter into partnership with a non-member, and even partnerships between brokers and dealers are prohibited. Then again no foreigner is eligible for membership until at least two years after his naturalization, and no member can be surety for two persons at once. Moreover even if our friend the jobber were disposed to take advantage of any slip on the broker's part, it would be impossible for him to do so, in view of the rule which provides that where a member shall have bought or sold an unnamed quantity he shall only be bound to the extent of ten shares, francs 750 of French Rentes or £1,000 of stock or scrip. For these various extracts from the rules I am indebted to the courtesy of Mr. John Taylor the well known broker of Tokenhouse Yard, and I also take this opportunity of acknowledging the kindness of Mr. White, the assistant secretary of the Exchange.

There are now nearly 5,000 persons having the right of entry to the Board room. This includes some 3,000 clerks. The right of membership does not carry with it any insurance fund privileges nor any proprietary right in the building. As a matter of fact however, very many of the members also own proprietary stock in the building and said stock is now quoted at £420. Professional etiquette forbids any member of the Board, or as it is commonly called "The House," advertising his business by means of circulars showing how large profits may be made at small risk, so that the chance reader of any advertisement of such a nature in the "Times," "Standard" or "Daily News," will at once understand that the alluring bait set before him does not emanate from any of the above 5,000 gentlemen. The brokers do not exact margin—here called cover—from the jobbers to whom they sell or buy. From customers a cover ranging from 5 to 10 per cent is always expected. Fluctuations exceeding the latter figure are unusual within the fortnight, especially in the regular dividend paying securities. The "regular" commission on Governments is $\frac{1}{8}$th of one per cent, on foreign securities $\frac{1}{16}$th and on all others $\frac{1}{8}$th of one per cent. It is a very common thing however for a customer to liquidate his purchase or sale before the settlement day arrives, and hence it is quite usual to add $\frac{1}{4}$ per cent to the account opening each transaction.

Many bulls, or buyers for the rise, prefer when the day of settlement comes round to carry over the transaction to the next fortnightly settling day, and the interest they pay for this accommodation varying from $\frac{1}{64}$th to $\frac{1}{2}$ per cent is called a *contango*. In the same way bears, or operators for the fall, are frequently desirous to postpone their deliveries until the next settlement day, and for the loan of the securities due to their purchasers they pay what is called a *backwardation*. Both the rate of contango and backwardation are fixed by the jobber on "making up day," viz., the day immediately preceding the fortnightly "ticket day," when the brokers and jobbers after pairing off all transactions capable of settlement in the clearing house, and determining the difference due to or from each party to such transactions, make out tickets bearing the names of the parties to whom registered stocks are to be transferred. Ten days are allowed for the effectuation of such transfers—entailing an expense of $\frac{1}{2}$ per cent in stamps, and a fee of 2s. 6d. per transfer and if at the expiration of this period, the selling broker has failed to deliver, the purchaser is authorized to buy in the stock, the days regularly fixed by the committee for that purpose being designated "Buying in days." The day after "ticket day" is "account day" when all

cheques are passed in and the fortnightly settlements accomplished. Thus as has been shown each of these periodical settlements occupies three days and frequently an obstinate bull or bear unwilling to pay the heavier contango or backwardation demanded on the first day waits till the last day of settlement and going further fares worse. For such carrying over or backward bringing a broker charges one-half the ordinary buying or selling commission and he also charges one-half commission on all puts or calls, here termed options, he may buy or sell for his clients. These options form a perfectly legitimate and recognized branch of stock exchange business.

Of late the trading has been large here in American securities listed on this Exchange, and the official list of February 1st, records transactions in the following stocks and bonds: Albany and Susquehanna, Atlantic, Miss. and Ohio, Cairo and Vincennes, Central of New Jersey, Central Pacific, Cleveland and Pittsburg, Illinois Central, Missouri, Kansas and Texas, New York Central, Erie, Ontario and Western, New York, Pennsylvania and Ohio, Ohio and Mississippi, Pennsylvania, Reading, St. Louis and San Francisco, Atlantic and Gt. Western, Chicago and Alton and Philadelphia and Erie. The listing of any American security by the committee here costs nothing. Those proposing the listing of any such stock or bonds have to present to the committee the report of the New York Stock Exchange committee when the security in question was first listed there, and they have also to show that the transactions in the stock in question in London are of sufficient importance to warrant its occupying a place on the regular list. Transatlantic readers know enough about the machinery of making stocks active to render superfluous any explanations on this subject, but as a matter of fact one of the American securities most actively traded in here, viz., Lake Shore, has never been listed on the Stock Exchange at all. Mr. Vanderbilt has always insisted that in the case of his securities, the signatures to transfers be witnessed by Consular certificates, and as each such attestation costs 10s. 6d. the brokers have manifested no particular anxiety to have the transactions in "Vanderbilts" officially recognized by the Board. Most of the American securities listed here now are not registered so that transactions therein are unattended by any heavy expenses.

Of course the difference between London and New York quotations is due to the fact of all calculations here being based on one pound sterling, being the equivalent of $5. Supposing exchange in New York to be $4.81 this would involve London figures being about 4 per cent above those current on your side of the ocean in order to bring about the inevitable parity in prices, and hence were a New York broker to receive a London order to sell 100 Central and Hudson at market he would think himself fortunate in being able to sell there at 146, after having had the cable quotations of 151 here.

Brokers here are accustomed to occupy offices one-fourth or one-sixth the size of their New York compeers, and for that matter they are willing to take orders for 10 or even 5 shares of stock. Being allowed to charge what they please provided the scale does not exceed the rates fixed by the committee, commissions are apt to vary from 3d. to 6d. per share where the selling price is under £2, from 6d. to 9d. per share, between £2 and £5, from 1s. to 1s. 3d. per share up to £10, and from 2s. to 2s. 6d. per share up to £25. These rates cover both buying and selling. C. H. H.

Production of Pig Iron in the United States.

The last number of the Bulletin of the American Iron and Steel Association, published at Philadelphia, contains some highly interesting statistics of the production of pig iron in the United States in 1880, compiled from returns from manufacturers in all the States and Territories. Of these statistics the following summary is given showing the amount and increase of production in the various States:

The production of pig iron in the United States in 1880 was 4,295,414 net tons, or 3,835,191 gross tons. The production in 1879 was 3,070,875 net tons, or 2,741,853 gross tons. The increase in 1880 over 1879 was, therefore, 1,224,539 net tons, or 1,093,338 gross tons, or 40 per cent. The production of 1879 was larger than that of any preceding year, but the production of 1880 was not only 40 per cent larger than that of 1879, but it was 50 per cent larger than that of the two preceding most active years, 1872 and 1873, and it was double that of the Centennial year, 1876, when the production of pig iron during the panic years reached its lowest point. The following figures, in net tons, will make these extraordinary facts plain to the eye. Production:

1872	2,854,558	1877	2,314,585
1873	2,868,278	1878	2,577,361
1874	2,689,413	1879	3,070,875
1875	2,266,581	1880	4,295,414
1876	2,093,236		

Of the total production of pig iron in 1880, 1,807,651 net tons were made with anthracite coal; 1,950,205 tons with bituminous coal and coke; and 537,558 tons with charcoal. The increased production of the year over the product of 1879 was very evenly divided among the different fuels. It is, however, worthy of notice that the production of charcoal pig iron has increased pari passu with that of anthracite and bituminous pig iron. In the four years preceding 1880 it had declined relatively as compared with its two rivals. The charcoal iron product of 1880 has only twice been exceeded in our history—in 1873 and 1874, when the production was respectively 577,620 and 576,557 net tons. As has heretofore been the case, some of the anthracite furnaces used more or less coke in 1880 as a mixture, and a smaller number of bituminous furnaces used anthracite as a mixture. The exact quantity of pig iron produced in 1880 with this mixed fuel was 714,631 net tons.

Twenty-three States made pig iron in 1880, one more than in 1879, Minnesota entering the list for the first time with her Duluth charcoal furnace—the pioneer, we have no doubt, of many other iron enterprises within her borders. North Carolina has not made any pig iron since 1877. Oregon, with her Oswego charcoal furnace, doubled in 1880 her production of 1879. Another State, Colorado, has its first furnace, at South Pueblo, ready to be put in blast. California and Washington Territory are getting ready to make pig iron, a furnace in each being well under way. Utah Territory has made no pig iron since 1876, but the largest and best of its two furnaces, the one at Ogden, is likely to be blown in this year.

Every State in the Union which made pig iron in 1879, except one, increased its production in 1880. The exception was West Virginia, which made 70,801 net tons in 1879, and 70,838 tons in 1880. In 1879 Pennsylvania made 52⅓ per cent of the total production; in 1880 her reduction declined relatively to 48⅓ per cent. Ohio made a very sharp advance in 1880 upon her record of 1879. In 1879, with a product of 447,751 net tons, her percentage of the total product of the country was 14.6; in 1880, with a product of 674,207 net tons, her percentage was 15.7. The States which ranked next to Pennsylvania and Ohio in production in 1880, and which produced over 100,000 tons each, were New York, New Jersey, Michigan, Illinois and Missouri, in the order named.

There was a gratifying increase in 1880 in the production of spiegeleisen. The product was 19,603 net tons, against 13,931 tons in 1879, 10,574 tons in 1878, 8,845 tons in 1877, 6,616 tons in 1876, and 7,832 tons in 1875. The product of 1880 was made by the New Jersey Zinc Company and the Oxford Iron Company, in New Jersey, and by the Bethlehem Iron Company, the Cambria Iron Company and the Edgar Thomson Steel Company, in Pennsylvania.

The stocks of domestic pig iron on hand and unsold in the hands of makers or their agents at the close of 1880 aggregated 456,658 net tons, against 141,674 tons in 1879, 574,565 tons in 1878, 642,351 tons in 1877, 686,798 tons in 1876, 760,908 tons in 1875 and 795,784 tons in 1874.

The consumption of pig iron in 1880 can only be approximated. We produced 3,835,191 gross tons, and imported, as nearly as can now be ascertained, 700,000 tons, giving a total supply of 4,535,191 gross tons. We increased the stocks of domestic pig iron during the year the difference between 126,494 gross tons held at the close of 1879 and 407,780 gross tons held at the close of 1880, or 281,286 tons. There also remained in warehouse at the close of 1880 164,404 gross tons of imported pig iron. Adding the increase of domestic stocks to the warehouse stocks we have 445 640 gross tons to be deducted from the total supply, which gives us 4,089,551 gross tons as the probable consumption of the year.

Quicksilver Mining Co.

At the annual meeting of the stockholders of the Quicksilver Mining Company, held in this city on the 23d ult. the following directors were chosen: A. B. Baylis, David Mahany, James H. Banker, S. W. Boocock, James D. Smith, George W. Butts, Edward Brandon, Charles Fries, George G. Hoven, Frank K. Sturgis and F. N. Lawrence. Subsequently the following officers were chosen for the ensuing year: David Mahany, president; George W. Butts, Vice President; Abram B. Baylis, Treasurer; M. M. Weed, Secretary. The annual report of the company shows that the total product of the mine for the year 1880 amounted to 23,465 flasks. The net profits amounted to $225,779 28. The company has on hand in cash and quicksilver $591,321 08; also ore and materials amounting to $119,742 81.

The earnings of the Philadelphia and Erie Railroad for the month of January, 1881, were $224,303 34, the expenses $164,234 68, and the net earnings $60,068 66.

The Baltimore and Delta Narrow Gauge Railroad Company expect to be running their cars between Baltimore and Townsontown by July 1.

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New York, Saturday, March 5, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

THE uncertainty concerning the fate of the Funding Bill, which has seriously disturbed financial circles for the past few weeks, was brought to an end Thursday morning, when President Hayes sent a message to the House of Representatives vetoing the bill.

THE BILL which has just established a railroad commission in Alabama provides that a salary of $3,500 shall be paid to the chief commissioner, and $3,000 to each of his associates. Alabama is not only liberal in regard to the pay of her commissioners, but also in her selection of them, as she places no limit upon their professions or business. The rule adopted by Georgia, however, seems quite as wise as the liberality of Alabama in her choice of commissioners. In Georgia it is required that the commission include a lawyer, a railroad man, and one acquainted with general business.

SECRETARY SHERMAN has prepared a valuable statement of the financial and economic transactions of the United States during the four years ending March 1st, from which it is shown that the Treasury receipts for the past year were nearly $48,000,000 in excess of the previous year, while the expenditures were $23,000,000 less for the year just ending than for the year ending March 1, 1880. The total reduction of the national debt during the past four years has been $208,824,730 27. During the past year our export of live stock has been larger than that of the previous year by $8,616,279, of other food larger by $81,675,769, while of general merchandise the increase was nearly $150,000,000. Our country produced 687,721 more bales of cotton last year than for the year ending March 1st, 1880, 31,500,000 more lbs. of wool, 32,093,093 more bushels of wheat, while the production of corn last year was about 10,000,000 bushels short. About half a million tons more of pig iron and over three million tons more of coal were produced by the United States last year than the year previous.

"IN good faith on the best materials I had," is what is given, in an apologetical way, as the foundation of some of Judge Black's remarkable statements concerning railroads, to the erratic character of which statements his attention has been promptly and emphatically called. A broad latitude for theorizing and surmising is generally supposed by laymen to be taken by the members of the legal profession when addressing their proper tribunals, but when they step out of their legitimate occupation in attempts to lead the public to worthy or unworthy action that latitude is narrowed, and the public demands that there shall be no careless treatment or overlooking of facts. "In good faith" may be very reassuring and refreshing, but when it comes to a description of the materials used the public is not satisfied until it is assured that it has been and is going to be given not only the best materials that the instructor may have happened to have had, but the very best that could possibly be obtained by honest, careful and unprejudiced study.

THE London Stock Exchange has many features in its workings somewhat peculiar to itself, and of which those outside of its precincts have generally but little knowledge, for it is composed of a body of men who by habit are as reticent as they are conservative in the matter of their business routine. Through an interesting letter which our foreign correspondent, after much inquiry and careful investigation, has prepared on the subject, we this week present to our readers an accurate and authoritative account of the most important principles and rules by which the operations of that great financial body are regulated. The peculiarities of the London Stock Exchange, however, are not so marked as to give rise to any question as to the parentage of our own New York Stock Exchange, the workings of which, while based on the conservative principles that are so manifest in its original model on the other side of the water, seems to differ chiefly through the same principles having become Americanized by use over here, until to us they naturally appear as better adapted to the modern requirements of these days of rapid transfer and transit of stocks, money and people.

COTTON manufacturing enterprises are being received with much enthusiasm and practical encouragement in the South Atlantic States, particularly in South Carolina and Georgia. In corroboration of the views expressed more at length recently by the JOURNAL on the growth of manufacturing in the South, we are receiving many reports of the starting of new enterprises in this direction, and, what is still more suggestive, reports of the enlargement of Southern cotton mills that have been in operation for several years. At a recent meeting of the directors of the Enterprise Factory, Augusta, Ga., after a ten per cent dividend from the earnings was declared, it was decided to enlarge the mill and increase its capacity over 125 per cent. The extension will make the building 550 feet long, and the proposed increase of capacity will raise the number of spindles to 33,000. Subscription books are opened in several places in these States for new cotton factories, and we are hearing surprising stories of the popularity of these enterprises. But the healthiest indications are found in the fact that much of the capital that is being used in the development of this branch of manufacturing there comes from the accumulated earnings of the mills under their successful and encouraging working of the past few years. From other parts of the South, also, come reports of similar activity. Two cotton mills at Natchez are said to be doing a very successful business, one of them being so crowded with orders that it has been thought advisable to stop even in the midst of its driving business to enlarge the capacity of the mill more than 100 per cent and to put in improved machinery. With plenty of labor and an abundance of natural resources at command, this awakening of interest in the matter gives a most promising outlook for manufacturing in the South.

RAILROAD men, as a rule, are men of action, and their activity is of a kind that doesn't expend itself in developing vocal muscles and exhibiting their braying powers to the sacrifice of their good common sense and at other people's expense; so that when their silence is assumed by men of words to be an admission of some alleged conviction of error, it seems about as consistent as the average of the many ill-considered and unfounded accusations that these agitators are trying to create ill wind enough to float. We hear of combinations formed for almost every conceivable purpose where favorable legislation is sought, but we hear of nothing that the railroads have done toward combining for the protection of their interests, against which such so-called

strong attacks are being made. The fact is that while all this talking is going on the managers of railroads are absorbed in pushing their enterprises and perfecting the workings of the same to the point of obtaining for themselves and the public the greatest benefit possible. When the people stop to consider a moment, they see the soundness of the principle of action which moves railroad men. It does not take them long to see that the hundreds of railroad companies in this country, having hundreds of local and general interests to consider, do the best work for themselves and their patrons in proportion as they devote their energies to their own legitimate business—railroading. There may come a time when their attention may be turned from this work to that of combining for the protection of their rights and property, and a combination of these many railroad companies for self-protection would mean a sad blow to the prosperity of our country. But so long as the present mutual confidence exists between the railroads and the most influential and practical of the people, the railroad men will not be driven from their natural work to the deplorable occupation of combination-making for legislative purposes, the result of which must inevitably be the demoralization of our most important productive and commercial interests.

Personal.

—D. Coldwell, father of D. W. Coldwell, General Manager of the Pittsburg, Cincinnati and St. Louis Railway Company, died at Zanesville, Ohio, last Saturday, at the age of 85 years.

—Alabama has established a Railroad Commission consisting of three members. The first President is W. L. Brigg, and his associates are Charles P. Ball and Joseph Crook.

—Logan C. Murray has removed from Louisville, Ky., to New York, where he is connected with the United States National Bank, recently organized. In Louisville he was president of the Kentucky National Bank.

—John C. Gault, general manager of the Wabash, St. Louis and Pacific Railway, who early in the season went to Florida for the benefit of his health, is said to be improving under the influences of the much-needed rest he is obtaining there and the congenial climate of his winter quarters.

—General J. S. Robinson having resigned the office of State Commissioner of Railroads and Telegraphs, of Ohio, to take his seat in Congress, Hon. Hylas Sabine, of Richwood, Union County, has been appointed as his successor. Mr. Sabine received the compliment from the Senate of having his nomination confirmed by that body unanimously, at once upon the receipt of the nomination from the Governor, without referring it to the committee.

—On the 1st of March the following appointments went into effect on the Louisville and Nashville Railroad: Geo. Nason, superintendent of the Pensacola Railroad, the Pensacola and Selma Railroad extension, and the Pensacola Steamship Company, with headquarters at Pensacola, vice W. D. Chipley; W. D. Chipley, superintendent of the Mobile and Montgomery, Selma division, Western Railroad of Alabama, and Pensacola and Selma Railroad, Pineapple division, with headquarters at Montgomery, vice B. Dunham, resigned. E. Marsh is appointed acting superintendent, with headquarters at Birmingham.

—Some of Jay Gould's personal experiences and theories about investments are given in an interview reported in the Herald as follows: "I have got some money. My theory is this: To go into everything that promises a profit. For me business possesses a very great fascination. I believe in this country; in its future. I have great faith in its possibilities; in its almost boundless resources. To use the slang of the street, and of the day and the time, 'I go into almost everything,' that promises a return; but at the same time I am as careful as pos ible to make my gains exceed my losses. Unfortunately I do not always succeed. I have been in a score, a hundred speculations, from which almost as soon as I was in I would have gladly withdrawn. But once in an enterprise it is very hard to leave it. To give you an illustration: I endeavored to get out of Union Pacific long before I did. I spoke to Mr. Sidney Dillon about it, and he almost begged me to remain in. In all these great enterprises there are ties of friendship as well as ties of business. We are all slaves, and the man who owns a million dollars is the greatest slave of all, save and except he who owns two millions."

—H. Victor Newcomb, formerly President of the Louisville and Nashville Railroad, is to make New York his permanent place of residence. A correspondent of the Philadelphia Times speaks of him as being probably the richest Southerner in New York, and gossips about him as follows: "He took charge of the Louisville and Nashville property when it was a single line of road and its stock was worth about thirty cents and he was about thirty-four years of age. It is said that he held about $2,000,000 worth of the stock of his company, which averaged him 50 cents. It is said that he, Mr. George Clark, of Clark, Dodge & Co., and two other persons, held a controlling interest in the road, which would have necessitated their holding over $4,500,000 of stock. This did not average over fifty cents to the purchasers. In a little over one year, by a series of exploits that were dazzling and brilliant, he had consolidated into practically one system about four thousand miles of road that took its place among the finest systems of the country. The stock ran up to 185, and paying about 14 per cent. on its capital, was doubled, and now ranges at about 93. Newcomb then retired from the presidency on account of ill-health, taking, it is said, over $2,000,000 clear profit on his investment, besides having added enormously to his fortune by incidental investment in stocks. His fortune is now put at from six to eight millions—a very pretty figure for a man who is just turning thirty-seven years of age. Mr. Newcomb has a home in Louisville and a place at Long Branch, and is now looking for a house in New York, which he will make his permanent residence. He is said to be largely interested in the Mexican railway scheme, deals liberally in stocks, is a "bull" in his sentiment, and is classed among the most skilful and successful operators in the city."

—Over the signature of "Johnny Bouquet," some one is serving up a queer Sunday morning dish of chit-chat to the readers of the Tribune, concerning prominent characters in New York society, political and business circles. This is what he says about some of the men conspicuously interested in Oregon railroads: "Mr. Montgomery has just built about 90 miles of railroad in Oregon up the Willamette Valley. Henry Villard, who is making quite a figure in finance, is also building a railroad in Oregon, and he and Montgomery were both newspaper correspondents in earlier years. It is a tradition in Washington that old Vice-President Henry Wilson, who never could make a cent for himself, but wanted to see the boys in the newspapers pay their board bills and feel independent, used to tell Henry Villard, Adam Hill, Horace White, Sam Wilkinson and others about the taxes to be imposed under the war tariff, and several of those young men, taking the hint, capitalized the information with men of means, and came out with $100,000 apiece. Villard married the daughter of William Lloyd Garrison. He is a native of Alsace, and a linguist. He went to Holland and made a negotiation in Kansas Pacific bonds, which brought him prominently forward as a financial manager. He then devised the extension of the Oregon Railroad, and has given hard work to it, until the young company, with a fleet of steamers and nearly 600 miles of road, has finally absorbed the Northern Pacific Railroad, nearly on the very day poor Henry D. Cooke, who was ruined in its behalf, gave up his kindly life in Washington City."

Organization.

—E. McGillivray, of Ottawa, has been elected President, A. McNab, Vice-President, and Mr. Perley, of Ottawa, second Vice-President of the Canada and Atlantic Railway Company.

—F. S. Lathrop has been elected president, and F. A. Potts, G. G. Haven, Chas. Parrish, J. N. A. Griswold, John Kean and John S. Barnes, directors of the Lehigh and Wilkesbarre Coal Co.

—The first board of directors of the St. Louis and Eastern Railroad is composed of Horace A. Stephens, Andrew Donnan, Eber Peacock, Victor Sherman, J. C. Sinclair, Henry Sutton and S. H. Parker. Horace A. Stephens is president of the company.

—The Jemez Valley Hot Springs Railroad Company was recently organized at Santa Fe, New Mexico. The road will run from Bernalillo to the Jemez Hot Springs, a distance of about 30 miles. This is the first railroad company ever organized by the people of that territory.

—The Louisville and Nashville Railroad Company's Directors held a meeting Feb. 26, and accepted the resignation of E. H. Green as President. C. C. Baldwin was elected to fill the vacancy, and George A. Washington, of Tennessee, was chosen Second Vice-President.

—The new Rapid Transit Commission, composed of Isaac Henderson, Samuel Hatton, Alanson Tredwell, Daniel T. Walden, and Aaron B. Cohn, met on the 1st inst., and organized by electing Mr. Henderson permanent President and Mr. Walden Treasurer. Nathan Comstock was appointed Secretary.

—C. K. Garrison, Arthur Leary, J. P. Kennedy, George G. Forrest, and Calvin Goddard have been elected Directors of the New York City and Northern Railroad Company. The other directors are William R. Garrison, Charles F. Woerishoffer, R. M. Galloway, Horace May, Jose F. De Navarro, J. P. Lowrey, and A. Heggerish.

—The following gentlemen have been elected directors of the Philadelphia and Erie Railroad for the ensuing year: Wistar Morris, John P. Wetherill, Strickland Kneass, Henry M. Phillips, J. N. DuBarry, N. Parker Shortridge, William J. Howard, Samuel Gustine Thompson, Henry D. Welsh, W. L. Elkins.

—Rufus Hatch, Joseph U. Orvis, S. D. Sewards, Charles E. Quincey, K. Simon, Hiram Pool, Charles Cahn, Charles A. Hammond and J. H. Drew are the trustees of the New York and Western Cattle Company, the object of which is to raise and feed cattle in Southwestern Kansas. The company has been organized by electing Rufus Hatch president, S. D. Sewards vice-president, Joseph U. Orvis treasurer, and K. Simon, secretary. The capital stock is fixed

at $250,000. The company has taken a temporary office at No. 181 Broadway.

—The Terre Haute and Mississippi Railway Company was incorporated at Indianapolis, Ind., on the 25th ult., by E. B. McClure, Herman Hulman, Robert S. Cox, Theo. Hodnut, R. L. Thompson, Willard Kidder and G. Ehrman. The length of the road will be 20 miles, and the capital stock $200,000. This is simply an extension of the Terre Haute and Southeastern Railway, with a view of reaching Sullivan County.

—Articles of incorporation have been filed with the Secretary of State of Illinois of the St. Louis and Eastern Railroad Company. The capital stock is $400,000. The incorporators are: Victor Sherman, J. C. Sinclair, Henry Sutton and S. H. Parker, of St. Clair County, and Andrew Donnan, Horace A. Stephens and Eber Peacock, of St. Louis. The object is to construct and operate a road from East Carondelet in a southeasterly direction to Georgetown, in the county of St. Clair.

—The Utah and Nevada Railway Co. (successors to the Utah Western Railroad Co.) has been incorporated under the laws af Utah Territory. The capital stock is put at $2,000,000, of which 2,690 shares were subscribed by the incorporators. The directors named in the articles of association are: E. F. Bishop, of Bridgeport, Conn.; R. M. Bassett, of Birmingham, Conn.; T. L. Watson, of Bridgeport, Conn.; Cyrus W. Field and Benjamin Richardson, of New York City; P. L. Williams, W. W. Riter, LeGrand Young, Abram Gould, James Sharp and Bolivar Roberts, of Salt Lake City.

—At a meeting of the stockholders of the Memphis, Pine Bluff and Texas Railroad Company, held at Little Rock, Ark., on the 25th ult., the number of directors was increased to eleven, and the following gentlemen were elected: W. M. Parrington, J W. Clapp and J. R. Goodwin, of Memphis, Tenn., and W. M. Harrison and E. W. Taylor, of Jefferson, Texas. R. W. Martin was elected President; W. M. Parrington, Vice-President; G. P. C. Rumbough, Secretary, and W. J. Thomson, Treasurer. The above road is designed to extend from Hopefield, opposite Memphis, along the west side of the Mississippi River and through Mariana in Lee Connty, Pine Bluff and Camden to a point on the Southern boundary of Columbia County, and to be extended thence through Louisiana to Jefferson.

—Articles of incorporation of the Sauk Centre and Northern Railway Company were filed in the office of the Secretary of State of Minnesota on the 25th ult. The capital stock is $1,000,000, in 10,000 shares of $100 each, payable in instalments not exceeding 20 per cent each. The incorporators are J. V. Brower and C. A. Gilman, of St. Cloud; J. R. Howard and Alexander Moore, of Sauk Centre, and Edward Sawyer, of St. Paul, who constitute the first Board of Directors. An election of a Board of Directors to succeed the first board is to be held on the first Monday in May, 1881. The number of directors may be increased by the vote ot the stockholders at any meeting of said corporation. The road is to extend from Sauk Centre northerly to some point on the Northern Pacific Railroad between Motley and Perham.

—The charter of the Kansas, Arizona and Pacific Railroad Company has been filed in the office of the Secretary of State of Kansas. The incorporators and directors are: A. A. Talmage, James A. Hill, Charles G. Warner, Thomas J. Portis, S. T. Emerson and Charles M. Hays, of St. Louis; Alfred Ennis, of Topeka; William Spriggs and W. A. Johnson, of Garnett, Kan., all connected with the Missouri Pacific Railroad, for which the new line is designed as a feeder. The capital stock is $10,000,000. The proposed route is from Leroy, Coffey County, running in a southwesterly direction through the counties of Coffey, Woodson, Greenwood, Butler, Sedgwick, Kingman, Horner, Barbour, Comanche, Clarke, Mead and Seward, to the west line of the State, a distance of 400 miles. The business of the new corporation is to be transacted at Leroy, Ossawatomie or Wichita, Kansas, and it is said the work of construction will be pushed with all possible speed.

Railroad Law.

CIRCUIT COURT OF U. S.—EASTERN DISTRICT OF PENNA.

Moses Taylor, a citizen of the State of New York, v. The Philadelphia and Reading Railroad Company, a corporation created by and existing under the laws of the State of Pennsylvania; the Philadelphia and Reading Coal and Iron Company, a corporation created by and existing under the laws of the State of Pennsylvania; George De B. Keim, a citizen of the State of Pennsylvania, and Edwin M. Lewis, a citizen of the State of Pennsylvania.

A railroad after having made default and being insolvent will be placed in the hands of Receivers on the application of its creditors secured by mortgage.

Held, after a railroad has been placed in the hands of Receivers that on a bill in equity filed by a mortgage creditor secured by mortgage made prior to the one on which the road was placed in the hands of Receivers, the original appointment of Receivers may be extended to cover the prior mortgage creditors' application.

Receivers may be authorized to borrow money and issue certificates therefor.

Receivers may issue certificates in payment of claims for materials and supplies furnished the company not more than five months before it was placed in the hands of the Receivers.

Thomas Hart, Jr., John G. Johnson, and James E. Gowen, Esqs., for petitioners.

John J. McCook, Ashbel Green, and John C. Bullitt, Esqs., for McCalmont Brothers & Co.

Lake St. John Railway.

The annual general meeting of the shareholders and bondholders of the Quebec and Lake St. John Railway Company was held in Quebec on the 3d ult. The annual report was submitted, which stated that work had been pushed forward by the contractors on the first section, from Quebec to St Raymond. The track having been laid into the last-named place, and arrangements have been made to run regular trains as far as St. Catharine by the 1st of June, and to St. Raymond by the 1st of July next. The road being built with its stone culverts, steel rails, and iron bridges, is better than any road in the Province, with the exception of the Government line. Surveys proved that the route via St. Raymond and the Batiscan was the best, being 1,000 feet lower in elevation than the other. Official information from the Crown Land Department establishes that within a radius of about forty miles from the proposed location of the road, and around Lake St. John, there are 6,000,000 acres of land, of which 3,000,000 are chiefly formed of an alluvial deposit, well adapted for colonization and farming, and the balance of great value for lumbering purposes. The Quebec Legislature last session adopted a bill, permitting changes in the location of the road and limiting the time for the completion of the road to the foot of the Island of Lake Edward, 45 miles, to 31st December, 1882, or in default thereof canceling the charter of the Company for the balance of the road. The city of Quebec subscription has thus far only been voted as far as St. Raymond, and a further subscription is recommended. The Federal Government has been asked to guarantee interest upon the Company's debentures. Delegates were sent to London and Paris to arrange for capital, who received hopeful assurances of getting it as soon as the subsidies above described were forthcoming. As to traffic, some 20,000 cords of firewood for the Quebec and Montreal markets are being got out, and considerable quantities of other descriptions of lumber are being made. Directors were elected as follows: Messrs. T. LeDroit, President, Frank Ross, Hon. D. A. Ross, S. Peters, T. A. Piddington, R. P. Vallee, M. P.; Lt.-Col. M. W. Baby, and the Mayor of Quebec, J. D. Brousseau, Vice President.—[Monetary Times, Toronto.

Railroads of Rhode Island.

The report of Mr. Henry Staples, Railroad Commissioner, states that during the year ending September 30, 1880, there have been constructed only two miles of track in the State, but that there are indications of a considerable extension during the present year. The Warwick Railroad has been purchased by the New York, Providence and Boston Railroad Company, who have equipped and operated it for some time. The capital stock of the sixteen railroads of the State actually paid in is $25 981,237: total indebtedness, $20,535,631; total receipts, $9,997,843; expenses, $8,135,442; net earnings, $1,805,110; surplus, after paying dividends, $2,383,178; surplus at commencement of year, $1,743,456; the net increased receipts over 1879 were $1,562,844; net increased expenses, $966,126; net increase in net earnings, $628,800; the increase in number of passengers carried, 3,849,618; of tons of merchandise, 534,479; the total number of passengers carried during the year was 28,893,482; of merchandise, 4,251,997 tons; total miles of track, 250.8.

From the report of the Railroad Commissioner of South Carolina it appears that there are seventeen railroads in operation in that State with a total length, exclusive of sidings, of 1,407½ miles. The total expense of running these roads for 1880 was $3,585,766. The total income was $4,943,074. Net earnings, $1,357,307. Last year the total expense was $3,098,346. Gross income, $4,008,802. Net earnings, $910,456. Thus showing not only an increase of business amounting to nearly 25 per cent, but an increase of profit of nearly 50 per cent.

The receipts of the Ohio and Mississippi Railroad for the month of January, 1881, (including $263,696 24 on hand at the commencement of the month) were $741,482 83, and the disbursements $728,819 18, leaving cash on hand at the close of the month $18,063 65. The disbursements were for vouchers paid to Nov. 18, 1876, $500; do. subsequent to that date, $340,887 62; pay rolls, $149,831 56; coupons consolidated mortgage bonds, $235,000; do. 1st mort., Springfield Division bonds, $2,000—total, as above $728,819 18.

The Georgia Railroad Companies have submitted to the requirements of the State Commissioners, and have reduced their passenger fares to three cents per mile, the new schedules having gone into operation throughout the State.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1875	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1869	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., R. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 2d Lien (traf. guar.)	6,986,800	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,590	7*	" "	"	1903	...
Construction Notes	78,000	7	Jan. & July.	"	1882	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	...
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage pr ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	664,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	462,500	6	" "	" "	'90-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	963,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
3d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'95	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1858-'90 (Balt.) sky fd.	2,833,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sky fund.	2,882,966	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1886	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (A. Co. and	499,500	6	March & Sept.	"	1885	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $1,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	...
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1892	600,000	8	Jan. and July.	Boston.	1887	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'85-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (58 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,520,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'96	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '96	....
1st Mort. (Western Pacific) gold	2,613,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6,530,000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76–'89	...
Income and Extension Bonds..	1,598,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon.	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	663,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	838,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,800,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,800	7	" "	" "	1885	....
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879....	6,440,000	5–6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	...
1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mortgage guar.	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000.	3,468,000	7	May & Nov	New York.	1897	...
2d Mortgage for $5,000,000.	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,600,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80–'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	...
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000.	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind.(C., H.&D.):						
1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1905	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.	1,545,800	7	Jan. and July.	" "	'82–'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	...
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.)'58	1,000,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82–'92	....
1st Mort. (Cin., Laf. and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.):						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	500,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)....	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
2d Mortgage	651,000	7	Jan. and July.	" "	1902	...
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'76–'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar.	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by L S & M S.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by L S& M S.)	1 595,000	7	Jan. & July.	New York.	1886	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Clev. and.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	....	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July.	" "	1883	....
1st Mort.(Tol., Loganap't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,463,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'60-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	694,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,000	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1908	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	5	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	298,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division	696,000	7	" "	" "	1894	....
Dubuque and Dakota:						
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1888	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Alleghany Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	253,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	225,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	"	1883	....
1st Mort. (Bay C. & R. Jag. guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	300,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	600,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1891	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,496,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.)						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	32,000	7	" "	" "	1892	....
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....
Holly, Wayne & Monroe(F & PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven	'91-'98	....
Housatonic.						
1st Mortgage	160,000	7	Feb. & Aug.	New York.	1885	....
2d Mortgage of 1869	300,000	6	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	.....	Bridgeport.	1883	....
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	989,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G.(Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	....
2d Mortgage, gold	367,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illino's Midland:						
1st Mortgage, gold	4,176,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,609,000	7	Jan. & July.	" "	1906	....
Indianapolis, Cinc. & Laf.:						
See Cinc., Ind., St. L. & Chic.						
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770.000	8	Jan. & July.	Boston.	1889	....
2d Mortgage	81,000	8	May & Nov.	"	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,510,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug.	" "	18.6	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	....
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,900,000	7	Jan. & July.	Boston.	....	....
Mortgage on Branches	1,325,000	....	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1890	....
1st Mortgage	4,496,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct	Boston.	1907	....
Kansas City, St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City, Top. & W. (A., T. & S. Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	8,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,400,000	7*	Jan. and July.	" "	1880	....
2d Mort. (" ")gold	350,000	7*	March & Sept.	New York.	1890	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,160	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	235,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,515,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	....	.....	" "	....	....
1st Mort. (La., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & N. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1863	....
Street Connection Bonds	476,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd.	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1893	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Pt.Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1920	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1890	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,430,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	$ 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 800	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	.....	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1886	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant.	2,800,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,100,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1898	....
1st Mort. (North'rn Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1898	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam)	June. 455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Miss. Cent.—See Chi., St. L. & N.O.:						
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,601,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,318,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,762,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	100,000	7	Monthly	St. Louis.	1888	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N.W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	893,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1913	....
1st Mort. (Tenn. & Pacific K. R)	300,000	6	" "	" "	1913	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,985,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	880,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'98-'00	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,000,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N.Y. & L.B.)	1,449,600	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F..	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	...
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £.....	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	....	...
2d Mortgage, Income.....	1,800,000	7	March & Sept.	" "	....	...
New York and Harlem:						
Consol. Mort. for $12,000,000 ...	10,500,000	7	May & Nov.	New York.	1900	...
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	...
New York, Lake Erie & West.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	...
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage.....	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible.....	799,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold...	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,226	7*	" "	" "	1920	....
New 2d Consol. Mort., gold....	24,400 000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons....	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000 ..	6,966,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880...	6,000,000	6*	March & Sept.	New York.	1895	...
1st Mort., gold, Income, 1880...	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500.000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1402	....
Leased Lines Rental Trust, 1873	3,,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1909	...
Norfolk & Petersb.—See Atl M&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	...
North Missouri (St.L.,K.C. & N.):						
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	....
General Mortgage.....	2,869,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	238,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage.....	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage.....	1,625,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan...	1,600,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	...
Northern Pacific:						
1st Mort., l. g., Mo. Div.....	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,697,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880...	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
Construction Bonds.....	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds.....	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.....	600,000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880..	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling....	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	. ..
Income bonds, non-cum., 1880..	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds.....	1,692,000	7	" "	"	1894	....
Plain Bonds.....	390,500	7	Various.	"	1881	....
Plain Bonds...	500,000	6	June & Dec.	"	1895	....
Plain Bonds.....	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar.....	1,034,000	8	June & Dec.	Boston.	1896	...
Oregon and California:						
1st Mortgage, gold.....	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	500,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.....	350,000	7	May & Nov.	New York.	1915	...
Income Mortgage.....	200,000	7	Feb. & Aug	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	'80-'86	....
Consolidated Mortgage, guar...	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,900	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income.....	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880.....	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880.....	859,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.....	500,000	7	.....	.....	....	....
Pennsylvania:		6	Jan. & July.	Phil. or Lond	19 0	...
General Mortgage..... }	19,999,760	6	April & Oct.	" "	1910	....
General Mortgage, registered. }		6	M. J. S. & D.	" "	1905	....
Consolidated Mortgage, 1873....	28,201,540	5	June & Dec.	" "	1900	....
Consolidated Mort gold, 1879...	5,000,000	5	April & Oct.	Philadelphia.	'81-'90	....
State lien for $7,500,000, sks fd.	4,091,675	6*	.....	"	....	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000					
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds.....	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881..	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1s. Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed.....	1,000,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.& P.):						
1st Mortgage guaranteed.....	200,000	8	Feb. & Aug.	New York.	1883	...
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880.....	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880..	868,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	760,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum...	760,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage.....	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar....	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments) ..	600 000	8	Jan. & July.	New York.	'70-'98	....
2d Mortgage.....	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie).....	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1941	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1885	....
General Mort. for $20,000,000...	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880 ...	1,800,000	4-6	.....	Philadelphia	....	....
Loan of 1868, debenture.....	1,135,360	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1893	....
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg.....	182,400	6*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg.....	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg.....	134,400	7	" "	"	1882	....
Consol. Mort. $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,969,000	6*	" "	Phil. or Lond	1911	....
Consol. M., gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible...	10,499 900	7	Jan. & July.	"	1893	....
Improvement Mort. Loan, S. F.	9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
General Mort. s g. sinking fund	19,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,231,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879.....	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad..	500,000	3-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	13,036,500	7	Various.	Lond. or Phil.	'92-'94	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept.30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,302	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,191	92,668	—	50	....
Sept.30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq.†(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,491	.....	177.2	877,547	289,615	658,363	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,936	Allegheny Valley†.....Pennsylvania.	21,564,350	2,413,862	.....	.....	2,166,500	23,974,000	2,780,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,658,432	1,500,000	12,989	.....	62.6	241,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	165.215	153,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	176	Atlanta and West Point.....Georgia.	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	....
Sept.30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,497	2,269,343	4,135,296	638,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	33,749	6	100	....
Sept.30, 1879	408.0	20.0	35.7	5-0	85	25	14	1,010	Atlantic, Mississippi and Ohio†..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,812,118	130,466	348,002	1,686,320	604,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,250	33	131,700	.....	.....	389	4.0	.....	.....	.....	9,255	9,255	7	100	....
Sept. 30, 1879	379.0	63.0	456.5	4-8.5	344	241	173	11676	Baltimore and Ohio †.....Md. & W. Va.	29,443,315	12,203,069	46,223,039	835,939	19,792,566	29,386,875	1,421,280	38,234,657	547.1	3,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch † .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	288,067	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	6,343,715	—	.....	.....	5,680,685	.....	2,668,080	.....	104.0	1,170,745	.....	.....	659,699	188,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago.O.,I.&Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,043,015	136,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6	50	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	291,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,028	41,628	18,185	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 480	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1879	201.6	48.0	136.9	4-8.5	243	184	55	4,907	Boston and Albany.....Mass. & N. York.	20,068,415	*	1,170,317	708,193	20,000,000	7,000,000	1,465,702	2,491,224	249.6	4,889,772	5,199,160	2,788,093	6,427,468	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	45	68	22	680	Boston and Lowell.....Mass.	5,781,306	441,334	932,767	402,141	3,250,000	3,496,400	259,947	551,703	75.1	1,045,141	2,451,750	819,843	1,210,872	404,490	1	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-9.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	8,508,764	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,368,317	*	4,801	36,391	3,260,000	977,000	79,493	83,021	50.0	183,202	79,176	107,569	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	677	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,043	220,757	4,000,000	600,000	607,286	891,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1879	26.5	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,962	24,876	44,377	871,001	554,300	260,719	L. 79,229	52.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-3.5	30	30	17	593	Boston, Concord and Montreal.....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	166.8	789,349	247,312	192,877	678,125	200,872	6pf	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,000	39.0	637,307	49,500	.....	13,197	deficit.	—	100	....
Sept. 30, 1879	8.8	—	2.4	3-0	5	23	—	23	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,853	2,783	349,200	138,000	142,477	49,558	8.8	111,162	783,841	.....	133,430	42,995	6	100	....
Sept. 30, 1879	2.5	—	0.3	3-0	1	2	—	8	Boston, Winthrop & Pt. Shirley.....Mass.	38,870	1,800	—	—	19,450	18,000	3,443	Loss. 223	2.5	20,817	67,950	.....	122,165	80,725	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brightbope.....Virginia	110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	84,409	337,669	nominal.	52 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	130,060	875,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	20	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	60,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	286	Buffalo and Southwestern.....New York.	1,288,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,968	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,500	1,401,765	248,391	120.5	617,728	207,239	1,063,256	934,683	380,355	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,962	—	.....	.....	540,700	850,000	.....	.....	35.0	44,692	24,291	32,994	39,775	4,442	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	8	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	12	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410 260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	3-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,555,000	2,500,000	.....	.....	146.5	205,452	.....	.....	231,520	21,228	—	100	....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	167	Cairo and Vincennes.....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,561	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	84.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,055	395,014	138,406	275,094	12,000,000	6,850,000	1,536,688	L.606,715	118.4	.....	.....	.....	560,300	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	868,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	8 p	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central.....Canada.	3,661,235	*	.....	.....	995,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	1.2	4-8.5	22	18	5	825	Carolina Central.....N. C.	10,202,000	—	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612.135	79,541	.....	2,339	589,110	—	18	18,217	34.6	78,090	21,672	73,578	57,929	2,559	6	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,689,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,242	103,705	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,633,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	259	220	22	18362	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,786,600	6,341,209	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	261	302	68	5,244	*Central Pacific*†.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	65,192,285	306,605	16,382,538	1,213.1	7,203,591	6,842,307	1,875,343	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	5,132,315	*	372,892	23,426	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,384	96,476	458,167	228,105	—	100	....
Sept.30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	1,084,892	—	37,142	26,037	648,763	500,000	990	.....	22.8	67,547	130,743	167,571	84,660	30,596	—	5c	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	680.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Charlotte, Col. & Aug..N. C., S. C. & Ga.	4,238,716	*	534,267	133,243	23,762,136	22,526,215	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384.210	—	100	....
Sept.30, 1879	423.0	9.3	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	2,395,239	322 266	141,111	185,166	2,153,300	831,000	25,703	33,808	53 6	548,076	125,188	418,700	503,049	141,236	1	100	....
Sept.30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire.....N. H. & Mass.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,933	579,373	840.4	3,609 638	843,429	2,634,177	5,755,677	2,705,156	6	100	....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	4,136,349	*	202,403	172,924	333,054	3,714,329	259,349	204,956	152 0	1,600,088	146,219	749,340	1,020,724	389,445	—	100	..
Dec. 31, 1879	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	62,814	.....	80 4	.....	.....	.....	524,373	195,911	—	100	....
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	6,238,201	429,640	33,923	119,443	6,151,000	480,009	174.740	76,467	245.6	537,908	218,287	345 467	654,283	112,827	—	100	....
Dec. 31, 1879	170.4	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan.....Mich.	8,318,765	2,811,506	36,513,610	37,688,000	11,448 446	5,983,060	1,027.5	12,769,563	3,964,798	5,574,635	17,849,349	4,080,168	6	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12666	Chicago & Northwestern. Ill. Wis. & Mich.	1,322,242	*	.....	.....	13 400	88,000	109.942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Jun. 30, 1879	156.6	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	211,342	—	.....	.....	4,112,500	2,981,000	153.940	.....	164.5	.....	.....	140,571	270,585	45,477	—	100	....
ept 30, 187-	30.5	—	1.5	3-0	2	2	—	73	Chicago and Tomah.....Wisconsin.	27,270,225	16 526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,855	1,857.5	8,600,517	2,076,184	4,686,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	6,200.193	233,825	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,078	136,146	—	100	....
Dec. 31, 1879	63.6	44.5	25.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,561,292	3,531,638	2,231.0	7,655,701	1,555,446	2,569,734	10,012,820	4,539,025	7pf	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	149	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.																	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stocks.	Property and Assets. Accounts and Cash. Assets.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Operations. Transported. Passengers.	Operations. Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	540.4	484 3	698 7	4-8.5	495	184	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,123	60 000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	28,861,189	2,480,830	.....	.....	27,428,780	25,487,000	347,360	.....	298.4	4,290,681	980.204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,965,942	34,724	4 687,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* † .....Ark.	7,010,817	*	961,167	8,199	4,066.185	2,648,500	1,528,826	L. 293,278	165 2	233,829	64,516	.....	362,160	156,829	—	100	....
Dec. 31, 1879	14.0	—	1.2	4-8.5	2	3	1	78	Long Island † .....N. Y.	6,271,300	*	.....	.....	3,280,600	2,479,712	725,386	.....	325.6	1,712,474	5,048,848	286,071	1,617,960	338,359	—	100	....
Jun. 30, 1879	185.5	809.7	—	5-6	186	67	33	3,112	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48 403	502.500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville & Nashville..Ill., T.,Ky. & Ala.	32,703,992	*	13,326,077	1,267,520	9,059,361	2 902,820	10,425,389	3,909,759	1,389.9	5,627,177	.....	.....	7,435.843	3,227,644	8	100	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, Cincinnati and Lexington.Ky.	5,995,352	*	86,083	307,93	1,860,603	3,764,700	622,498	241,567	282.3	.....	395,673	463,838	1,129,632	425,271	—	50	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1		5	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	288.2	.....	169.236	415,998	696,621	99,974	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,803,885	*	.....	3,037	379,100	.....	946,104	L. 1,282	36.5	.....	6,592	10,760	17.106	df. 1,762	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	McKean and Buffalo.....Pa.	804,376	*	6,186	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,285	26,279	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	.....	.....	.....	.....	Maine Central.....Me.	10,018,152	1,658,541	896,075	116,082	3,803,200	8,721,018	84,223	328,309	354.9	917,353	583,364	896,107	1,508,577	688,297	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	30	5	4	1,701	Manchester and Lawrence.....N. H.	1,000,000	.....	40,124	53.132	1,000,000	.....	21,964	103,492	26.1	.....	.....	.....	175,899	100,745	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	*Marquette Hough. & Ontonagon*.....Mich.	7,812,936	1,050,376	20,667	82,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,857	552,671	275,743	—	100	....
Dec. 31, 1879	136.0	—	16.3	5-0	14	6	4	201	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,089	412,568	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,486	.....	148,377	862,518	231,039	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,258	428,621	138,567	—	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,758,204	13,691,000	.....	3,116,801	803.7	7,697,001	1,445.655	3,513,819	7,346,794	2,647,202	5½	100	....
Jun. 30, 1879	166.7	22.6	18.8	4-8.5	11	17	8	290	Middletown and Crawford.....N. Y.	192.511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17.782	14,850	9,332	21,547	6,282	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Midland of Canada .....Ont.	4,164.065	*	.....	.....	1,946,666	2,067,554	840,080	.....	189.2	282,561	11,398	123,106	248,829	60,489	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	18	6	3	286	Milwaukee, L. Shore and Western...Wis.	7,691,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Minneapolis and St. Louis....Minnesota.	3,799,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	276	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,560	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2.147,500	2,366,000	41,340	.....	118.0	115,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri, Kansas and Texas..M.K.& Tex.	47,210,382	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621	296,652	676,785	3,344,292	1,368,772	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,245	800.000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,693,657	3,922,898	1,782,784	—	100	....
Jun. 30, 1880	472.0	34.0	48.5	5-0	75	25	15	1,072	Mobile and Girard.....Alabama.	1,715 429	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	180,030	37,647	.....	228,040	78,704	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Mobile & Ohio....Ala., Miss., Tenn. & Ky.	20,459.244	*	796,892	1,143,042	5,320.600	16,250,000	160,116	667,463	506.0	1,468,475	288,980	338,562	2,284,616	824,966	—	100	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—		Monrose.....Pa.	332,141	37.909	.....	.....	306,336	44,930	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Mar. 31, 1880	14.5	—	22.1	4-8.5	18	17	6	288	Money Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41.000	.....	6.7	14,400	2,774	11,584	8,805	924	—	50	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	.....	.....	.....	.....	Nashua and Lowell.....N.H.& Mass.	666,051	218,278	378,836	260,333	800,000	200,000	377,546	145,912	53.7	.....	.....	.....	404,118	172,347	6½	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,164	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Sept. 30, 1879	56.5	—	10.1	4-8.5	11	13	8	107	Nashv., Chattanooga & St.L..T.Ala. &Ky.	14,360,900	*	178,593	976,180	6.848 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	—	36	Naugatuck .....Connecticut.	2,137,570	*	95,885	105,633	2,000.000	.....	29,858	309,230	61.2	243,382	261,469	199,845	499,188	222,275	10	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	Nevada County N. G. .....Cal.	582,651	*	8,043	43	242,200	250.000	16,500	82,037	22.6	76 196	49,988	19.814	101,949	44,750	—	100	....
Jun. 30, 1879	74.0	46.0	14.6	3-8.5	11	12	3	135	New Brunswick .....New Br.	2,021,000	*	.....	.....	200.000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	.....	.....	.....	.....	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,287	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	8.8	—	0.4	4-8.5	2	1	—		Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	33,224	887,350	1,164.500	249,154	.....	58.6	113,703	59,892	112,780	164,489	18,845	—	100	....
Sept. 30, 1879	18.0	—	1.7	4-8.5	3	4	5	28	New Canaan. .....Conn.	230,746	27,198	4,017	1,967	164,050	99,878	.....	.....	8.3	17,950	37,322	4,602	13,072	1,231	—	50	....
Sept. 30, 1879	83.9	15.0	25.7	4-8.5	20	18	8	451	New Haven and Derby.....Conn.	1,083.419	*	5,622	8,871	447,100	525,000	125,812	.....	13.0	42 999	118,437	62 369	106,478	52,536	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	5	5	260	New Haven and Northamp.Conn. & Mass.	4,035,258	796,516	129,825	61,564	2,460,000	2,240,000	140,163	109.299	169.3	374,773	278,620	311,180	588,280	288,861	—	100	....
Sept. 30, 1879	100.0	—	16.9	4-8.5	21	15	9	32	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,064	391,500	47.535	156,106	40,750	—	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	7	2	1,081	New London Northern....Conn. & Mass.	2,059,502	236,430	65,000	73,061	1,500,000	687,500	152,275	94,219	100.0	461,659	250.760	287.854	470.102	159,484	6	100	....
Sept. 30, 1879	209.2	55.7	75.0	4-8.5	76	110	24	1,081	New York and Man. Beach. .....N. Y.	643,116	202,426	579,016	66,100	500,000	935.200	6,253	9,206	22.8	164,624	1,062,986	12 072	298,464	112,048	16	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	16485	N. York & N. England..M., R. I. & Conn.	25,294 203	*	105,164	172,670	20,000,000	4,708,000	459.292	404,744	263.9	1,549,192	2,633.937	871,157	1,933,511	486,329	—	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—		New York Central & Hudson River.N.Y.	137,757,152	*	4,050,054	2,262,191	89.428,300	40,418,608	5,112,049	9,100,539	1,018 3	16 861,509	5,130,543	9,441,243	26,747,558	10,496,283	8	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	20524	New York Elevated.....N. Y.	15,000,000	.....	.....	.....	6.500.000	8,500,000	.....	.....	17.5	2.979,666	29,875,912	.....	2,239.849	1,068,149	10	100	....
Sept. 30, 1879	123.0	17.5	180.0	4-8.5	94	202	60	3,478	N. Y., Lake Erie & Western..N. Y. &Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,293,876	5,491,431	8.715 892	18,093,109	7,049,182	—	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,078	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,164,454	1,237,707	1,694,965	15,500,000	.....	331,431	2,145,282	202.3	.....	4,600.507	1,348,687	4,294,285	1,923,245	10	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	258	N. Y. & Oswego Midland .....N. Y.	26.377.340	*	.....	.....	6.800.522	16,078 500	524,426	....	344.0	410,479	218.161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	.....	.....	.....	.....	N. Y., Providence & Boston..Conn.& R.I.	2.645.021	559,487	.....	.....	3,000,000	1,050.000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	102.0	—	8.1	5-0	14	13	6	159	North Carolina (R. & D.) .....N.C.	4,931,974	*	.....	.....	4,000,000	255.000	.....	.....	223.1	474,347	103,172	184,514	556.700	219.529	—	100	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	Northeastern †.....S. C.	2,148,131	*	53,610	21,289	985.350	1,058.000	60,744	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	.....	.....	.....	.....	North Pennsylvania (P. & R.).....Pa.	8,894,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,455	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northeast Pennsylvania.....Pa.	291,881	.....	.....	.....	81,550	160,000	140,019	.....	9.8	31,468	69.582	12,237	17,449	17,449	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern Central .....Md. & Pa.	13,206,050	4,196,107	3,412.019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,580,879	7,920 866	4,107,949	1,216,007	—	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern .....New Hampshire.	3,068,400	*	424,147	491,918	5,068,400	100	287,398	628,567	82.9	502,128	133,012	509,368	489,005	112,439	5½	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Northern Pacific...Minn.,Dak.,Wash.&c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,365	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	419,658	.....	122.0	362,895	103,982	245.696	472,172	104,390	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	218	55	2,510	Olean, Bradford and Warren .....Pa.	135,816	.....	.....	.....	150,000	.....	750	.....	10.4	46,324	151,838	18,195	75,796	36,340	—	100	....
Feb. 28, 1880	199.1	—	13.7	4-8.5	14	11	4	259	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	539,433	7,138,800	5,787,000	636.697	754,619	299.2	2,466.588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,960	105,133	54,723	503,153	137,843	—	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191 663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m	os. ending	May 31, '80	1,138,627	721,059	2	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,853,000	1,441.194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Panama.....New Grenada.	12,000,000	.....	.....	.....	7,000,000	3,939,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,860	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225.915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania.....Pennsylvania.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Pennsylvania †.....Pennsylvania.	59,975,140	*	81,173,558	18,834,952	68,870.200	60,267,756	14,621,161	5,224,583	1,017.6	16,110,667	5,048,645	13,684,042	21,743,628	9,992 008	4½	50	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	.....	.....	.....	.....	Peoria, Pekin & Jacksonville.....Ill.	3,239,700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,288	137,308	215,415	9,186	—	100	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Perkiomen (P. & R.).....Pa	1,043,545	.....	125,092	47,896	38.040	1,924,600	893,145	.....	38.5	257,564	66,458	310.720	194,690	65,871	—	50	....
									Petersburg .....Va.& N. C.	1.035,750	*	.....	.....	1,834,200	1,041,000	446,223	.....	64.0	142,593	29,524	67,782	202 936	54,767	—	100	....

| | | |

The gap between Little Rock and Pine Bluff, on the Little Rock, Mississippi River and Texas railway, was closed on the 25th ult., and the first passenger train passed through to Pine Bluff. Regular trains to Arkansas City and Monticello will be put on immediately.

The Morgan Company has transferred to the New Orleans Pacific Railway Company the bed, rolling stock, real estate, etc., of the railroad running between New Orleans and Donaldsonville, La., for $745 110.

Statement of the Public Debt of the United States, March 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. bonds, 1881 (Oregon,) 1861	$710,550 00	$7,105 50
6 per cent. 1881 bonds, 1861	144,339,900 00	1,443,399 00
6 per cent. 1881 bonds, 1863	57,216,100 00	572,161 00
5 per cent. funded loan of 1881	469,320,650 00	1,9 5,502 71
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907	738,565,050 00	4,923,767 00
Refunding Certificates	782,750 00	5,218 33
3 per cent. navy pension fund, 1868	14,000,000 00	70,000 00
Aggregate of debt bearing interest	$1,674,935,000 00	$11,789,653 54
Interest due and unpaid		2,795,579 18

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1848	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 00
5 per cent. Texas indemnity bonds, 1850	21,000 00	3,045 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	374,650 00	882 81
6 per cent. 5-20 bonds, called June, 1864	65,850 00	566 95
6 per cent. 5-20 bonds, called 1865	77,650 00	49,515 02
5 per cent. 10-40 bonds, called, 1864	1,194,000 00	226,653 93
6 per cent. Consol. bonds, called, 1865	502,850 00	12,382 40
6 per cent. Consol. bonds, called, 1867	1,639,750 00	224,829 07
6 per cent. Consol. bonds, called, 1868	509,700 00	80,360 96
6 per cent. loan, 1861, matured Dec, 31, 1880	1,850,000 00	34,380 00
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863	44,825 00	2,253 35
5 per cent. 2 year notes, 1863	35,750 00	1,832 99
6 per cent. compound interest notes, 1863-64	234,770 00	47,813 01
7 3-10 per cent. 3 years' treasury notes, 1864-65	144,200 00	5,269 43
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,598,725 26	$760,292 10

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,695 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	7,965,000 00	
Coin certificates, 1863	6,841,480 00	
Silver certificates, 1878	47,881,260 00	
Unclaimed interest		8,456 51
Fractional currency, 1862, 1863 and 1864	$15,520,347 92	
Less amount estimated as lost or destroyed, act of June 21, 1879	8,375,934 00	
	7,144,413 92	
Aggregate of debt bearing no interest	$416,276,864 92	$8,456 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$202,266,550 00	
Bonds at 5 per cent	469,320,650 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,565,050 00	
Refunding certificates	782,750 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,674,935,000 00	$11,585,250 67
Debt on which interest has ceased since maturity	6,598,725 26	760,292 10
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,711 00	
Certificates of deposit	7,965,000 00	
Coin and Silver Certificates	54,425,740 00	
Fractional currency	7,144,413 92	
	$416,276,864 92	
Unclaimed interest		8,456 51
	$2,097,810,590 18	$15,353,999 28
Total debt, principal and interest, to date, including interest due and unpaid		$2,113,164,589 46

AMOUNT IN TREASURY.

Interest due and unpaid	$2,795,597 12
Debt on which interest has ceased	6,598,725 26
Interest thereon	760,292 10
Gold and silver certificates	54,425,740 00
U. S. Notes held for redemption of certificates of deposit	7,965,000 00
Cash balance available Mar. 1, 1881	160,662,822 20
	$233,208,176 69
Debt, less amount in Treasury, Mar. 1, 1881	$1,879,956,412 77
Debt, less amount in Treasury, on the 1st ult.	1,891,799,568 28
Decrease of debt during the month	$11,843,155 51
Decrease of debt since June 30, 1880	$62,215,882 57

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,852 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64	1,623,320 00	16,233 20
Totals	$64,623,512 00	$646,235 12

Interest paid by United States, $49,528,566 66; interest repaid by transportation of mails, &c., $14,079,707 39; interest repaid by cash payments: 5 per cent net earnings, $655,193 87; balance of interest paid by United States, $34,793,660 40.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, February 28, 1881.

JOHN SHERMAN,
Secretary of the Treasury.

General E. P. Alexander, of the Louisville and Nashville Railroad Company, says that while his company was not the purchaser of the Atlantic, Mississippi and Ohio road, it was purchased by gentlemen having large interests in the Louisville and Nashville road, and that his company expects valuable results from having Norfolk, Va., as a port of entry and delivery for their lines, which now permeate throughout the South and Southwest. In other words the line simply secures an additional outlet at Norfolk.

The gross earnings of the Prince Edward Island Railway for the year 1880 were $113,851 11, a decrease of $12,004 when compared with that of the previous year. The working expenses of the road were $164,640 55, being above the receipts by $50,789 44. The working expenses of the previous year were $223,313 12.

A mortgage has been filed in the office of the Circuit Court for Talbot county, Maryland, from the Chesapeake and Delaware Railroad Company to Chauncey Smith and W. T. Hart of Boston, for $100,000 to secure bonds which the company propose to issue.

Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 1.

	W. 23	Th. 24	F. 25	Sa. 26	M. 28	Tu. 1.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	....	....	56½	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	18	....	18½	....	....	17½
Preferred	....	....	....	....	52	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	122½
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	46½	46½	44½	46½	46	46½
6s, 1884	....	106½	106½	....	....	106½
Gold Loan	....	....	....	....	111	....
Railroad Loan	....	....	....	....	116	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	117	....	....	....	117½	....
Lehigh Valley	60	59½	....	59	59	59
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	118	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	52½	....	52½	....	....	52½
Minehill & Sch. Haven	59	59	....	....	....	59
North Pennsylvania	....	....	....	....	....	....
1st mortgage 6s	....	....	....	....	....	107
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	120½	120½	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	49	48½	48½	48	48½	48½
6s	98½	....	98	....	98	98
Northern Pacific	45	44	41	45½	44½	45½
Preferred	72½	71	66	71½	69	70
Pennsylvania R. R.	64½	64½	62½	64½	64	64½
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	119½	....	....	....	....	....
Consol. mort. 6s, reg	126	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	104½	....	105½	104½	....	....
do. 5s, new	117	....	....	....	117½	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	33½	33½	26½	32½	31½	33
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s. new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	124	123
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	95 ichp	94½	93½	....	....	94
Philadelphia and Erie	27	26½	24	25½	26½	27½
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	117½	....	....	....	....
Pittsb., Cin. & St. L. 7s	121	....	121½	....	....	....
Pittsb., Titusv. & Buff.	20	20	17	19½	18½	19
7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	13	12	12	12½	12½	12
6s, 1872	....	....	....	....	....	....
6s, 1882	82	82	82	82	....	19½
United Co. of N. Jersey	....	182	....	....	180	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 1.

	W. 23	Th. 24	F. 25.	Sat. 26	M. 28.	Tu. 1.
Baltimore and Ohio	194	....	194	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	110	....	....	....
Central Ohio ($50)	48½	....	48½	....	....	....
1st mortgage	....	116	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	117½	120	120	120½	120½	122
2d mortgage, 7s	88½	87½	88½	88	....	88
3d mortgage, 8s	45½	55½	44½	....	44½	....
Northern Central ($50)	49	48½	....	....	48½	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1909	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	100½	100	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	84	83½	....	83	83½	84
Consol. Coupons	93½	93½	93½	....	93½	....
10-40 bonds	53½	53½	52½	52	52½	52½
Deferred Certificates	....	....	....	....	....	15
Western Maryland	18	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	121	....	....	125
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	58	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 2.

	Th.24	F.25	Sat.26	M 28	Tu.1	W.2.
Adams Express	131½	1.9	130	131	133	....
Albany and Susq.	....	....	....	....	....	....
1st mortgage	125	....	....	....	....	....
2d mortgage	....	....	....	....	....	109
American Express	67	66½	66	68	69	66½
Atlantic & Pacific Tel.	46	40	44	42	43½	42½
Burl., C. R. & Nor.	69	....	....	69	....	19
1st mortgage 5s	....	....	100½	99½	100	100½
Canada Southern	82½	67	80	78	79½	78½
1st mortgage guar.	100½	....	100½	100½	100	98½
Central of N. Jersey	106	99½	104½	103	104½	103½
1st mortgage 1890	....	113½	117½	....	....	....
7s, consolidated, ass.	116½	117	....	....	117	....
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	102	100	101	....	....	....
Adjustment	....	....	....	109	109	109
Central Pacific	87½	80½	87	84½	86	85½
6s, gold	....	....	113½	113	112½	113
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	23	22	24	23½	23½	23½
Chicago and Alton	138	134	135	136	136	136½
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Ohio., Burl. & Quincy	169	163	167½	163½	166	163½
7s Consol, 1903	127	....	....	127	....	....
Ohio., Mil. and St. Paul	109½	103	108	106	108½	107½
Preferred	122	117	120	120	120½	120½
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	....	....	....	....
1st M. (I. and M. liv.	122½	....	....	....	....	....
1st M. (I. and D. ext	....	....	....	....	....	122½
1st M. (H. & D. div.	....	....	....	....	....	116½
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	1:3½	....	....	110	....	....
Chic. & Northwestern	126½	119½	124½	121½	123½	121
Preferred	140	132½	137½	134½	135½	134½
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	123	....	....	....	121
Do. reg.	125	124	....	....	123½	123½
Ohio., Rock Isl. & Pac.	134½	130	133½	133½	134	134½
6s, 1917, c.	....	124	123½	....	....	....
Olev., Col., C. and Ind.	87½	81	85	85	87	87
1st mortgage	....	....	....	....	....	....
Olev. & Pittsburg guar	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	23½	21½	23½	23	24	22½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	107½	104	109½	107½	108	107½
Reg. 7s, 1891	....	....	....	....	114	....
Reg. 7s, 1884	....	....	....	106½	106½	....
7s, 1894	....	....	....	....	....	115½
Del., Lack. & Western	123½	116	122½	119½	124	122
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	127	127	....	....	....
3d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mort. 5s, ext.	....	....	....	110	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	130½	....	129½	130	....	....
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	....	....	....	100	....
Hannibal & St. Joseph	57	48½	57½	55	55	53½
Preferred	102½	98	101½	101½	100½	98
8s, Convertible	....	112	....	....	....	....
Houston & Tex. Cent.	70	67	63	66½	65½	66½
1st Mortgage	110	110	....	....	....	....
Illinois Central	130½	130½	131	130	130½	131
Lake Shore & Mich So.	127½	120	125½	124½	125½	124½
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	123½	122½	....	123	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	90½	79	85½	86½	87½	87½
7s Consolidated	....	....	....	....	....	121
Manhattan	38½	36	37½	38½	37½	....
Metropolitan Elevated	119½	118	118	116½	117½	110½
1st Mortgage	105	104½	104½	104½	105	....
Michigan Central	114½	110	114½	112½	114	....
7s, 1902	....	....	....	....	125½	....
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	120½	118	120½	120	....	119
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	125	....	....	....
N. Y. Cent. & Hud. Riv	146	141	145½	144½	146	145½
6s, Sinking fund, 1883	....	....	....	....	104½	104½
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	124	120	125	125	125	125
1st mortgage	118	....	120	120	....	120
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	132	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 2.

	Th.24	F.25	Sat.26	M.28	Tu.1.	W.2.
N.Y., Lake Erie & W.	48½	45	47½	47	45½	48
Preferred	87½	82½	86½	85½	86	87
2d Consolidated	99½	94½	98½	98½	99½	99
New 2d 5s fund	....	....	....	....	....	94½
N.Y., N. Haven & Hart	177½	....	....	....	....	....
North Missouri 1st M.	123	....	....	....	....	....
Northern Pacific	44	42	44½	44½	45½	45
Preferred	70½	66½	70½	68½	70½	69½
Ohio and Mississippi	42½	38	42½	41½	42½	42½
Preferred	106½	105	102½	....	....	....
2d mortgage	124½	....	....	124	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	119½	....	....	....	....	....
Pacific Mail S. S. Co.	55½	49½	54½	54½	56½	55
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	108½	....	107	....	....	....
2d mortgage	....	....	....	....	115½	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	67	50	64½	63½	66½	66
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	130	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co	14½	14½	14½	14½	....	14½
Preferred	60	....	....	....	62½	....
St. Louis & San Fran.	44	42	42	42	....	43
Preferred	63½	63	61	65	68	....
1st Preferred	....	90	92	91½	....	95
St. L., Alton and T. H.	43	41	....	39	43	43
Preferred	117	115	120	120	119	....
1st mortgage	115	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	60½	54	59½	67½	61	58
1st mortgage	....	....	116	....	....	115
2d mortgage	....	....	....	....	....	111
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	118½	108	116½	114½	116½	115½
1st mortgage	114½	114	113½	113½	114	113½
Land Grant 7s	114½	....	114½	....	114½	....
Sinking Fund 8s	124½	....	....	123½	....	....
United States Express	52	53	....	....	....	58
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	113½
2d mortgage	....	....	....	....	109½	110
7s, Consolidated	....	....	....	....	111	....
St. Louis Division	110	....	....	109	....	....
Wabash, St. L. & Pac.	46½	40½	45	43½	45	44
Preferred	88	82	85½	85½	87	86½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	116	118	....	117	....
Western Pacific bonds	....	....	....	....	....	110
Western Union Tel	115	104	110	106½	107½	107½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Mar. 2.

	Th.24	F 25.	Sat.26.	M 28.	Tu.1.	W.2.
Atch., Top. and San. Fe.	134½	132½	135	133	133½	132½
1st mortgage	150½	....	....	....	....	129
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	12	....	....	....
Boston and Albany	168½	....	165	165½	165	163½x
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	100	....	....	....	....
Boston and Maine	147½	....	....	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	55½	54½	56	55½	55½	55½
Burl. & Mo. R. L. G. 7s	....	117½	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	....	167	166½	....	....	....
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	21	20	20½	21½	22	21½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	38	36½	36½	37	37½
New 4½ Bonds	105½	105	105	105	105	....
Fitchburg	142½	....	142	142	....	150
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	114	....	....	....	....	111
N. Y. & New England	54½	52½	54	53½	54½	54
7s	....	118	....	118	118	....
Northern, N. H.	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	32½	32	32	32½	....	33
Preferred	....	82	....	....	....	....
Old Colony	129	128	128	....	....	129
Ph., Wil. & Balt. ($50)	71	70	70	70	69½	69½
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	117	117	117	116½
Pullman Palace Car	140	139½	139	137	139½	139½
Union Pacific	120	115	113½	115	115	116
8s	....	....	....	(119)	....	122½
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	119	....	....	....
Vermont and Canada	17	....	....	17	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	61	....	....	....
Cambridge (Horse)	....	....	....	130	....	....
Metropolitan (")	....	....	....	....	....	71
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	240	....	....	248½	....	....
Quincy	86½	84½	84	....	85	....

New York Stock Exchange.

Closing Prices for the week ending Mar. 2.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.1.	W.2.
Federal Stocks:—						
U. S. 4s, 1907, reg.	112½	112½	112½	112½	....	111½
U. S. 4s, 1907, coup.	112½	112½	112½	112½	112½	....
U. S. 4½s, 1891, reg.	110½	110½	111½	111	111	110½
U. S. 4½s, 1891, coup.	111½	....	....	....	....	....
U. S. 5s, 1881, reg.	100½	....	....	....	100½	....
U. S. 5s, 1881, coup.	100½	100½	....	100½	....	....
U. S. 6s, 1881, reg.	101½	101	....	....	....	....
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	102½
Dt. of Col. 3-65s, coup.	....	....	....	....	102½	100

London Stock Exchange.

	Closing Prices — Feb. 11.	Feb. 18
Baltimore and Ohio (sterling)	115 — 117	115 — 117
Central of New Jersey $100 shares	92 — 96	110 — 112
Do. Cons. Mort. Oct. '79 coupon	116 — 118	119 — 121
Do. Adjustment bonds	114 — 116	118 — 120
Do. Income bonds	105 — 108	108 — 110
Det., Gd. Haven & Mil. Equip. bds.	114 — 116	115 — 117
Do. Con. M. 5 p.c. till '84 after 6 p.c	110 — 112	110 — 112
Illinois Central $100 shares	136½ — 136½	138 — 140
Lehigh Valley Consol. mortgage	116 — 118	116 — 118
N. Y. Cent. & Hud. Riv. Mt. bonds	135 — 138	135 — 138
Do. $100 shares	151 — 153	154½ — 155½
Do. Mort. bonds (sterling)	120 — 122	120 — 122
N. Y., Lake Erie & West, $100 shs.	50 — 50½	51½ — 52½
Do. 6 p. c. pref. $100 shares	90 — 92	93 — 95
Do 1st Con. Mort. Bonds (Erie)	129 — 131	129 — 131
Mort. Funded Coupon bonds	126 — 128	126 — 128
Do. do. 2d do.	103 — 105	104 — 106
Do. 7d Consol. Mort. bonds	98 — 100	99 — 101
Do Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	63½ — 64½	64 — 65
Do. Prior Lien Bonds (sterling)	109 — 111	111 — 113
Pennsylvania, $50 shares	67 — 68	67½ — 68½
Do. Con. Sink. Fund Mort.	120 — 122	120 — 122
Philadelphia & Reading $50 shares.	31½ — 32	33 — 33½
General Consol. Mortgage	114 — 116	114 — 116
Do. Improvement Mortgage	103 — 104½	103½ — 104½
Do. Gen. Mort. '74, ex-deferd. con.	96 — 98	96 — 98
Do. Scrip for the 6 det. ½ compos.	93 — 94	93 — 96
Pittsbg, Ft W. & Chic. Equip bds.	108 — 110	108 — 110
St. Louis Bridge 1st mort. gold bonds	121 — 123	122 — 124
Do. 1st pref. stock	77 — 79	80 — 82
Union Pacific Land Grant 1st mort.	114 — 116	116 — 118

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, March 3, 1881.

During the day the rate for call loans was 6 per cent, to 6 per cent plus 1 32@1 16 of 1 per cent per day. Holders of securities were willing to pay 6 per cent for money for 60 days on Government bonds, and for six months on other good Stock Exchange collateral. Very little was done in mercantile paper, and that at about 6 per cent for prime names. In the last hour the rate for call loans to the stock brokers declined to 4 per cent.

The posted rates for prime bankers' sterling are 4.81 and 4.83½. The actual rates are 4.79¾@4.80⅛ and 4.81¼@4.82¾. Cables are 4.82@4.83, and prime commercial bills 4.77½@4.78½. At the close foreign exchange was quiet and steady.

The public debt statement given on another page shows that the decrease of the debt during the month of February was $11,843,155 59. The cash in the Treasury at the close of the month amounted to $238,208,176 69; gold certificates, $6,541,480; silver certificates, $47,842,260; certificates of deposit outstanding $7,965,000; refunding certificates, $780,750; legal tenders outstanding, $347,681,016; fractional currency outstanding ($15,520,347 92 less amount estimated as lost or destroyed in accordance with the act of June 21st 1879, $8,376,934) $7,144,413 92.

The payments made from the Treasury by warrants during the month of February, 1881, were as follows: On account of civil and miscellaneous expenses, $5,280,038 03; War, $2,558,-

338 99; Navy, $942,586 51; Interior Department—Indians, $244,194 93; Interior—pensions, $1,062,675; total, $10,087,832 51. The above does not include payments made on account of the interest or principal of the public debt of the United States.

A circular was issued from the Treasury Department at Washington on the 1st inst. which embodies the following changes in the regulations governing the issue and redemption of currency and coins of the United States and the redemption of national bank notes.

First, Standard silver dollars and fractional silver coin will be forwarded by the Treasurer, by registered mail, for deposits of gold coin or currency or remittance to his office.

Second, Standard silver dollars will be forwarded directly from the mints in New Orleans, Philadelphia and San Francisco for deposits with the Assistant Treasurers in these cities.

Third, Drafts on New York will be received in payment, for standard silver dollars and fractional silver coin only when collectable through the Clearing House.

Fourth, Returns for minor coin sent to the Mint in Philadelphia will be made only in other minor coin.

Fifth, Returns for national bank notes redeemed will be made by transfer check, or, if so required, in United States notes or fractional silver coin at the consignee's expense.

Sixth, The express charges on national bank notes sent to the Treasurer for redemption in even thousands of dollars will be paid by the Government.

Seventh, The express charges at Government contract rates will be deducted by the Treasurer on United States notes returned for national bank notes redeemed.

The closing quotations on Thursday were: Adams Express, 130@135; American Express, 65@70; American District Telegraph, 68½@69; Atlantic and Pacific Telegraph, 45¾@46½; Chicago, St. Louis and New Orleans, 60@61; Canada Southern, 81½@81¾; Chicago and Northwestern, 124@124¼; do. pref., 135@137½; Chicago and Alton, 142@142½; Chicago, Burlington and Quincy, 167½@168; Chicago, Milwaukee and St. Paul, 108⅜@108¾; do. pref., 121½@122; Chicago, Rock Island and Pacific, 135¾@136½; Columbus, Chicago and Indiana Central, 24¾@24⅞; Cleveland, Columbus, Cincinnati and Indianapolis, 87¼@87¾; Hannibal and St. Joseph, 54⅞@55; do. pref., 101@101½; Illinois Central, 132¾@133¼; Lake Erie and Western, 54@56; Lake Shore and Michigan Southern, 126¾@126⅞; Metropolitan Elevated, 121¾@122; Manhattan Elevated, 40⅛@40¼; New York, Lake Erie and Western, 48⅞@49; do. pref., 89@89½; New York, Ontario and Western, 36⅝@36¾; New York Central and Hudson River, 147¼@147½; Ohio and Miss., 43⅜@43½; do. pref., 105@108; Panama, 210@225; Pacific Mail, 55¾@56; St. Louis, Iron Mountain and Southern, 61⅛@61¾; St. Louis, Alton and Terre Haute, 42¼@47; do. pref., —@123; Texas and Pacific, 56¼@56½; Union Pacific, 118¾@118⅞; United States Express, 56@56⅛; Wells Fargo Express, 117@118; Western Union Telegraph, 115⅜@115⅝; Wabash, St. Louis and Pacific, 45¼@45½; do. pref., 88⅜@88½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Albany and Susq. 1st consol., 118½; Am. Dock and Imp. 7s, ass., 132; Boston and New York Air Line, 49; Boston, Hartford and Erie 1st, 54⅞; Cairo and Fulton 1st, 109¾; Cedar Falls and Minnesota, 20¼; Chicago, St. Louis and New Orleans, 56¼; Chesapeake and Ohio 1st pref., 35; do. 2d pref., 26; do. 1st, Series B, 82; do. cur. int., 51; Chicago, St. Paul, Minneapolis and Omaha, 43½; do. pref., 98¾; do. consol., 104½; Chicago and Eastern Illinois 1st, 108; Col., Chi. and Ind. Cent. Inc., 67½; do. 1st Trust Co. certif. ass. sup., 105; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 106½; Central Iowa deben. certif., 88; Chicago and Alton Inc., 107; Denver and Rio Grande, 99⅜; do. 1st, 115; do. 1st consol., 112½; Denver, South Park and Pacific 1st, 106½; Houston and Texas Central 1st, Waco and N. W. div., 111; Indianapolis, Decatur and Springfield 1st, 105; do. 2d inc., 59½; International and Gt. Northern, 68½; do. 1st, 109; do. 2d Inc., 91; Laf., Bloom. and Western, 56½; do. 1st, 83; do. Inc., 76; Kansas Pacific 1st consol., 103; do. 6s, Denver Div. ass., 108; Laf., Bloom. and Muncie 1st, 75; Louisville, New Albany and Chicago, 75; Louisiana and Missouri River 82; do. 2d, 109; Lake Erie and Western, 53½; do. 1st, 107½; do. inc., 75; Louisville and Nashville Gen'l mort., 6s, 102½; do. Cecelia Branch, 111; Lehigh and Wilkesbarre inc., 90; do. consol. ass., 109; Lake Shore Dividend bonds, 125; Manhattan Beach, 84; Marietta and Cincinnati 1st pref., 11¼; do. 2d pref., 7; Missouri Pacific 1st consol., 103½; Mobile and Ohio, 20¾; do. 1st deben., 82; do. 1st mort., 98⅛; Missouri, Kansas and Texas, 42¾; do. consol. ass., 106⅛; do. 2d, 81¾; Metropolitan Elevated 2d, 96½; Minneapolis and St. Louis 1st, Iowa Ext., 110; Mississippi Bridge 1st, 106½; Nashville, Chattanooga and St. Louis, 90; do. 1st, 117; New York, Ontario and Western, 36½; New York, Pennsylvania and Ohio inc., 65¾; New Jersey Southern 6s, guar., 96; Northern Pacific bond certif., 102; Ohio Central, 29¾; do. 1st, 104; do. Inc., 60; do. Terminal Trust 6s, 102; Oregon Railway and Nav., 174; do. 1st, 105; Ohio and Mississippi 1st, Springfield div., 115; Peoria, Decatur and Evansville 37⅛; do. inc., 75; do. 1st, 106½; Pittsburg, Titusville and Buffalo, 37; Rensselaer and Saratoga, 131; Rome, Watertown and Ogdensburg 1st consol., 87¼; St. Louis and San Francisco 2d, class B, 87½; Southern Pacific of California 1st, 103¾; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 109½; do. St. Charles Bridge 1st, 102½; ; St. Louis and Iron Mt., 1st pref. inc., 92¾; do. 2d pref. inc., 85; do. Arkansas Br. 1st, 109½; do. Cairo, Ark. and Texas 1st, 110; St. Paul and Sioux City 1st, 111½; Texas and Pacific, 55; do. income L. G., 84; Toledo and Wabash Equip., 52½; Wabash, St. Louis and Pacific Gen'l mort. 6s, 99; Alabama Class A, 72½; Arkansas 7s, M. & L. R., 14; Louisiana 7s, consol., 61; Missouri 6s, 1888, 107; North Carolina consol. 4s, 85; Tennessee 6s, new, 55; do. old, 54⅜; Virginia 6s, consol., 113; do. 6s, def., 14⅞; Colorado Coal and Iron, 47; do. 6s, 96; Maryland Coal, 30; New Central Coal, 30; Sutro Tunnel, 1; Canton Co., 56; American Union Tel., 72; Am. Dist. Tel., 69; Central Mining, 4½; Excelsior, 5½; Homestake, 28; Little Pittsburg, 8¾; Mariposa, 4⅜; Ontario, 35¾; Standard, 24⅜; Silver Cliff, 5; Starmont, 2¼.

Philadelphia.—Am. S. S. Co., 31¼; Belvidere Delaware 1st mort. 6s, 115; Central Transp., 48½; Elmira and Williamsport 5s, 58; Huntingdon and Broad Top Mt. consol. 7s, 72; Philadelphia and Reading scrip, 70; Texas and Pacific consol. mort. 6s, 102½; do. Rio Grande div., 97; Warren and Franklin 7s, 115. The latest quotations are: City 6s, 110@111; do. free of tax, 128@129; do. 4s, new, 106½@108½; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 105@105½; do. 5s, new loan, 117@117½; do. 4s, new, 106@111; Philadelphia and Reading R. R., 82⅞@83; do. consol. mort. 7s, coup. 123¼@125; do. reg., 123¾@124¼; do. mort. 6s, 117@—; do. 7s, 1893, 121¾@122¼; United New Jersey R. R. and Canal, 180@181¼; Buffalo, Pittsburg and Western, 19¼@19¾; Pittsburg, Titusville and Buffalo 7s, 90@96; Camden and Amboy mort. 6s, 1889, 116¼@116¾; Pennsylvania R. R., 65½@65½; do. gen'l mort., coupon, 124¾@125; do. reg., 125¾@126; do. consol. mort. 6s, reg., 115@117; Little Schuylkill R. R., 52¼@52½; Morris Canal, 63¾@64¼; do. pref., 164@170; Schuylkill Nav., 6@—; do. pref., 12⅜@12⅝; do. 6s, 1882, 81¾@82¼; do. 1872, 104¾@105¼; Elmira and Williamsport pref., 54@—; do. 6s, 112@115; do. 5s, 96@98; Lehigh Coal and Navigation, 46@46⅛; do. 6s, 1884, 106⅝@106⅞; do. R. R. loan, 115@116; do. Gold Loan, 111@111½; do. consol. 7s, 117@117½; Northern Pacific, 45@45½; do. pref., 70⅛@70½; North Pennsylvania, 59@—; do. 6s, 108@109; do. 7s, 120½@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 27@27¼; do. 6s, 102⅜@102⅝; do. 7s, 117@118; Minehill, 58¾@59; Catawissa, 17@17¼; do. pref., 51¾@52¼; do. new pref., 51¾@52; do. 7s, 1900, 120@—; Lehigh Valley 59@60; do. 6s, coupon, 121@122; do. reg., 122¼@122½; do. 2d mort. 7s, 134⅛@135; do. consol. mort., 117@117½; Fifth and Sixth streets (horse), 125@—; Second and Third, 110@118; Thirteenth and Fifteenth, 73@75; Spruce and Pine, 55@56; Green and Coates, 85@96; Chestnut and Walnut, 90@100; Hestonville, 19@20½; Germantown, 72@—; Union, 119@122½; Lombard and South, 12@18; West Philadelphia, 89@90; People's, 18½@18¾; Continental, 106@108.

Baltimore.—Atlanta and Charlotte, 56; Atlantic Coal, 1.20; Baltimore and Ohio 1st pref., 120; Baltimore City 5s, 1916, 121; do. 5s, 1900, 120; do. 5s, 1894, 118½; do. 6s, 1890, 120¼; do. 6s, 1902, 124; do. 6s, 1886, 112½; Central Ohio pref., 54; Chesapeake and Ohio Canal 6s, 85; Maryland Defense 6s, 107½; Richmond and Danville, 91; Virginia 10-40 coupons, 94¼; Wilmington, Columbia and Augusta 6s, 108; Wilmington and Weldon, 116.

Boston.—Atchison, Topeka and Santa Fe 8s, land, 120; do. 5s, 1909, 100; Atlantic and Pacific block, 117½; Atchison, Colorado and Pacific 6s, guar., 101; Boston Land, 10⅝; Boston Water Power, 11⅜; Brookline Land, 5¼; Burlington and Missouri River in Nebraska, non exempt, 105; Boston, Clinton, Fitchburg and New Bedford, 48; Boston and Maine 7s, 1893, 126½; Boston and Albany 7s, 1892, 127¼; Chicago and West Michigan, 74; Chicago, Burlington and

Quincy, 4s, 92¼; Cincinnati, Sandusky and Cleveland 2d 7s, 103½; Cedar Rapids and Missouri River, 110¼; Connotton Valley, 27; do. 7s, 90; Detroit, Lansing and Northern 7s, 117½; Eastern (N. H.) R. R., 91; Flint and Pere Marquette, 32; do. pref, 92; Iowa Falls and Sioux City, 60; Jackson, Lansing and Saginaw 8s, 1891, green, 115; do. 1885, white, 110; Kansas City, St. Joseph and Council Bluffs 7s, 119½; Kansas City, Lawrence and Southern 4s, 104½; Kansas City, Fort Scott and Gulf, 80½; Little Rock and Ft. Smith, 63; do. 7s, 111½; Louisiana and Missouri River, 34; do. pref., 82; Mexican Central Block, new series, 102; Massachusetts Central 6s, 99½; Metropolitan 7s, 1884, 107½; New Mexico and Southern Pacific 7s, 116; New York and New England 6s, 106; Ogdensburg and Lake Champlain consol. 6s, 92; Portsmouth, Gt. Falls, and Conway, 27; do. 4½s, 86; Pullman Palace Car 7s, 1888, 106¾; do. 8s, 1894, 4th series, 114¼; Pleasant Hill and De Soto 7s, 1907, 112; Republican Valley 6s, E. D., 105; Rutland, 5¼; do. pref., 28; do. 6s, 100; do. 5s, 1898 78¾; Summit Branch, 29½; Sioux City and Pacific 6s, 1898, 103¾; Toledo, Delphos and Burlington 6s, income, Dayton div., 1910, 37¼; Wisconsin Central, 23½; do. 2d Series, 61¾; Cincinnati 7s, 1902, 120¼; Cleveland 7s, 1885, 110½; Portland 6s, 1882, 103; St. Paul 6s, 1888, 105½; do. 7.30s, 1902, 115¾; Allouez Mining Co., 4; Aztec, 1¼; Blue Hill, 4½; Brunswick Antimony, 20; Contentment, 2⅝; Catalpa, 2½; Copper Falls, 12½; Duncan, 3½; Empire, 1; Franklin, 15¼; Huron, 4¾; Harshaw, 12; International, 50c.; Mesnard, 1⅝; Madison, 1⅜; National, 2; Osceola, 38½; Pewabic, 18¼; Silver Islet, 29½; Washington, 60c.

Pennsylvania Railroad.

From the report of this company for the year ending December 31, 1880, prepared for presentation at the annual meeting of the stockholders to be held in Philadelphia on the 8th inst., we learn that the gross receipts of the main line and branches—Philadelphia to Pittsburg—were $25,987,657 62, the working expenses $14,051,485 78, and the net earnings $11,936,171 84, to which is to be added interest from investments, rental from equipments, coal royalties and Empire Line earnings, $3,805,751 10, making a total of $15,741,922 94. From this are to be deducted rentals paid branch roads, interest on bonded debt, State taxes, interest on purchase of the main line from Pennsylvania, and interest on Car Trusts, in all amounting to $5,690,437 78, leaving net income on Pennsylvania Railroad Division, $10,051,485 16. From which deduct the net loss in working the New Jersey Division, from Philadelphia to New York, $1,035,308 87, leavvig a balance of $9,016,176 29. From this deduct the payments into the trust fund, $600,000; the payments into the sinking fund for the consolidated mortgage, $291,000; and the deficiencies in meeting interest of various guaranteed companies, $486,607 28; in all amounting to $1,377,607 28; and a balance is left to credit of income account, after deducting all payments for which the Pennsylvania Railroad Co. is responsible, of $7,688,569 01. Of this $4,820,914 were paid for 7 per cent dividends during the year, leaving a balance of $2,817,655 01; to this balance is added $795,220 37, realized from old accounts, and the amount to the credit of profit and loss at the beginning of the year, $4,181,073 33, making a total credit balance of $7,793,948 71 at the close of 4880. The railways west of Pittsburg, after providing for all liabilities, made a net profit of $3,158,041 41. Both the lines east and west of Pittsburg are free of floating debt. The trust fund now contains $1,401,850 of securities guaranteed by the Pennsylvania Railroad Co. The capital account was increased for construction, equipment and real estate during the year $3,505,168 19, the funds for which were realized from the sale of securities belonging to the company. The gross earnings of all the lines east and west of Pittsburg amounted to $70,764,062 25, the expenses (including rentals, dividends, etc.,) to $42,179,485 63, and the net earnings to $28,584,576 62, an increase over the previous year of $3,861,795 94.

Delaware, Lackawanna and Western R. R.

The income account of the Delaware, Lackawanna and Western Railroad Company for the years 1879 and 1880 is as follows:

Earnings:	1879.	1880.
Transportation and coal	$19,050,469 39	$21,257,891 35
Miscellaneous	1,176,238 65	398,713 34
Total	$20,226,708 04	$21,656,604 69
Expenses:		
Transportation and coal	$15,598,498 99	$15,437,060 64
Miscellaneous	817,757 32	316,073 00
Total	$16,416,256 31	$15,573,133 64
Balance net earnings	$3,810,451 73	$5,903,471 05
Deduct interest and rentals, including payments due Jan. 1	3,624,430 66	3,627,381 16
Profit for year	$186,021 07	$2,276,089 89
Capital stock	$26,200,000 00	$26,200,000 00
Bonds	5,887,100 00	5,677,900 09

The executive officers of the company for the ensuing year are: President, Samuel Sloan; Secretary, Fred. F. Chambers; Treasurer, Fred. H Gibbens.

Canadian Pacific Railway.

At a meeting of the Board of Directors of the Canadian Pacific Railway Company, held in Montreal on the 17th ult. the $5,000,000 of stock required to be subscribed by the terms of the charter were immediately taken by the contractors and their friends in London and Paris, and 30 per cent thereof paid in, and $1,000,000, required to be paid to the Government as security for the performance of the contract, was deposited in the Bank of Montreal to the credit of the Finance Minister at Ottawa. The company was fully organized by the appointment of George Stephen of Montreal, President; Duncan McIntyre of Montreal, Vice President; Hon. J. J. C. Abbott, Q. C, M. P., counsel; Messrs. Stephen, McIntyre, Augus and Hill as Executive Committee; Charles Drinkwater Secretary and Treasurer, and A. B. Stickney General Superintendent of the Western Division. Arrangements were made for the immediate and rapid prosecution of the work of construction. Contracts for ties, which had already been made in anticipation, were ratified by the board.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for January, 1881, as compared with the same month in 1880, shows

An increase in gross earnings of..... $105,664
An increase in expenses of..... 265,101

A decrease in net earnings of..... $159,437

All lines west of Pittsburg and Erie for the month of January, 1881, show a surplus over liabilities of $481,539, being a gain over the same month in 1880 of $80,712.

Northern Central Railway.

The Northern Central Railway Company furnishes the following comparative statement of the gross earnings and operating expenses for the month of January:

	1881.	1880.
Gross earnings	$386,156 41	$334,494 86
Operating expenses	245,970 66	214,060 90
Net earnings	$140,185 75	$120,433 46

—showing an increase in gross earnings of $51,662 05, in expenses of $31,909 76, and in net earnings of $19,752 29.

At the annual meeting of the Kingston and Pembroke Railway Company, held on the 8th ult., C. F. Gildersleeve, was elected President; Colonel G. W. Flower, Vice President; B. W. Folger, Superintendent; George Osborne, Secretary and Treasurer. The report of the directors which was presented, states that the work has been commenced on the portion of the line north o' the Mississippi River. It is expected traffic will be opened to the Clyde River before the end of this year. The traffic earnings for 1880 were: passengers and mails, $12,726 80; freight, $38,277 29; total, $50,933 09. Expenditure on running account for same period, $43,488 30.

It is reported that the Union Pacific Railway company will during the coming summer push forward the construction of the Ogden and Oregon railroad, which branch has already been surveyed. It will start from Ogden, Utah, and run to Baker City, Oregon, and make a connection with the railway of the Oregon Steamship and Railroad line. The length of this new road will be about five hundred miles, and the greater portion of it will be built this year. Grading will begin early in the spring, or as soon as the weather will permit.

The Denver and New Orleans Railroad Co. have filed articles of incorporation at Denver, Col., the object being the construction of a railroad from Denver to connect with the Texas Pacific, Houston and Texas Central and the Rio Grande extension of the Missouri, Kansas and Texas Railroads in Texas. The capital stock is $10,000,000.

The earnings of the Columbus, Chicago and Indiana Central Railway for the month of December, 1880, were $110,089 58, the expenses $392,861 35, and the net earnings $17,278 23.

The California railroad commissioners have reduced the railroad freights in the State 25 per cent and fixed second and third class passenger fares at 60 per cent of first class fares.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 2
Augusta and Savannah..100	1,022,900	J. & D.	June'80 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. '80 5
" " pref.100	4,599,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	quarterly	Mar. '81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. 80 4
Boston and Providence..100	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 3½
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '70 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3 8
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,159,500	October	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*..... 50	539,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '81 1
" " pref.100	769,600	F. & A	Feb. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June '80 3
Central of New Jersey..100	18,583,200	quarterly	Apl. 73 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. 81 3½
" pref..... 50	400,000	J. & J	an. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb. 81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. 81 4
" pref...100	2,425,400	M. & S.	Mar. '81 4
Chicago,Burl. & Quincy.100	31,004,466	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	16,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12 279,483	A. & O	Oct. '80 3½
Chicago & N. Western..100	14,988,257	J. & D	Dec. '80 3
" " pref.100	21,025,358	quarterly	Mar. '81 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Feb. '81 1½
Chicago & West Mich....100	6,161,000	F. & A.	Feb. '81 2½
Clin., Ham. & Dayton....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb '81 5
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Mar. '81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '81 4
Concord..... 50	1,500,000	M. & N.	Nov. 80 5
Concord and Porta.*.....100	350,000	J. & D.	Dec. '80 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Feb. '81 2
Connecticut River.....100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. 81 1½
Dayton & Michigan*..... 50	2,401,525	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*..... 2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Jan. '81 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref.10	2,503,300	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania* 50	1,209,200	J. & J.	Jan 81 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga...100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 2½
Ked River.....100	3,000,000	— & —	Dec. '80 4
Elmira, Jef. & Canand*.100	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'80 2½
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg 100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia 100	4,200,000	J. and J	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb.'81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '81 2
Illinois Central 100	29,000,000	M. & S.	Mar '81 3½
Iowa Falls & Sioux City*100	4,035,000	quarterly	Mar. '81 1
Iowa Railroad Land Co.100	7,620,000	quarterly	Feb. 81 1½
Ko. So. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,200,000	quarterly	June 80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,600,000	J. & D.	Dec. '80 1
" pref.100	500 000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	49,466,800	F. & A	Feb. '81 4
" " (guar.).100	833,500	F. & A.	Feb. '81 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,565	quarterly	Jan. '81 1
" pref. 50	106,800	quarterly	Jan. '81 2
Little Miami*..... 50	5,871,450	quarterly	Dec. 80 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*..... 50	$2,448,100	J & J.	Jan. 81 2½
Louisville & Nashville...100	18,150,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 2½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati*... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Jan. '81 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '81 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....	12,416,000	quarterly	Jan. 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800,000	M. & N.	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	Jan. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	... .	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref...100	8,146,700	.....	...
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '81 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) prof...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '81 1½
Northern Central 50	5 842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	5,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4.455,000	quarterly	Feb. 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 1½
Panama.....100	7 000,000	quarterly	Feb. '81 5
Paterson and Hudson*.100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Jan. '81 1½
" Special Imp..100	5,504,300	quarterly	Jan. '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Ports., Saco & Portsm....100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 3
Providence & Worces...100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,161,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,300	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Steubridge and Pitts.*..130	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,600,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Jan. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3 050.000	A. & O.	Oct. '80 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	Feb. 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,456,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121.000	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	1,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A. J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland..... 100	800,000	J. & J.	Jan. '78 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '73 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 3
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 50	600,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,838,350	.....	Feb. '81 01
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan. '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,026,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3.000.000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '81 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4.400.000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,698,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Molongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Jan. '81 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car.....100	5,990.200	F.M.A.N	Feb.'81 2
Quicksilver, common ...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,750,000	J. & J.	Jan. '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Feb. '81 1
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	41,056,000	quarterly	Jan. 81 1½

Illinois Central Railroad.

The receipts from operations of this road for the year ending December 31, 1880, were as follows:

From freight		$3,671 372 72
" passengers		1,088,674 65
" mail		105,760 87
" express		114,420 17
" sleeping cars		21 156 63
" rent of property		77,993 43
" rent of tracks		209,772 23
" storage and dockage		9,767 27
" switching		43,698 74
" Train News Agency		2 646 00
		$5,336,262 71
Net earnings over Chicago, Burlington and Quincy Railroad		483,787 55
Net earnings over Toledo, Peoria and Warsaw Railroad		17,314 20
Cairo wharf boat		5,128 12
Inter-State transfer (Cairo)		94,043 52
Earnings over other lines		80,810 52
Springfield Division		345,911 34
Middle Division		166,066 43
Total earnings in Illinois		$6,529,324 39
Leased lines in Iowa—		
Dubuque and Sioux City Railroad	1,097,524 09	
Iowa Falls and Sioux City Railroad	561,992 51	
Cedar Falls and Minnesota Railroad	115,970 82	
Total		$8,304,811 81
Less operation expenses:		
Salaries	$169 252 11	
General expenser	123,093 44	
Claims and damages	85,904 06	
Station expenses	596,545 19	
Freight train expenses	649,508 16	
Passenger expenses	306,964 50	
Maintenance of structures and property	94,578 07	
Maintenance of equipment	621,251 98	
Maintenance of way	807,628 58	
Telegraph expenses	65,767 18	
Sleeping car expenses	37,458 62	
Operating St. Charles Air Line	3,016 79	
Cairo Car hoist and incline	13,888 14	
Cairo wharf boat	3,587 38	
Inter-State transfer	21,113 51	
Legal expenses	30,362 75	
Switching	5,403 51	
Repairs of fencing	36,981 94	
Insurance	21,472 22	
Transfer of freight	16,325 32	
Track service	12,872 73	
		3,672,971 18
Leaving net earnings		$4,631,840 68
Deduct—		
Charter tax paid State of Illinois	$368,348 66	
Taxes Chicago & Springfield Railroad	9,916 15	
Taxes Kankakee and Southwestern R. R.	5,085 83	
Taxes leased lines in Iowa	60 774 81	
Rental, leased lines in Iowa	708,702 57	
		1,152,828 02
Net receipts		$3,479,012 61

The total receipts, as stated above, were $8,804,811 81, against $7,234,464 06 in 1879, an increase of $1,070,347 75; the operation expenses, including taxes and rentals, were $4,825,799 20, against $4,037,543 21 in 1879, an increase of $788,255 99; and the net receipts were $3,479,012 61, against $3,196,920 85 in 1879, an increase of $282,091 76.

By referring to the accompanying abstracts, it will be seen that in addition to the net returns from traffic in 1880, as noted above, of $3,479,012 61, the receipts from land office were $156,520 36, and from interest on bonds $112,000, making a total of $3,747,532 97. From this sum, besides paying interest on debt and dividends on shares, permanent improvements were made to the extent of $842,823 56, including the relaying of 115 miles of track in steel, the construction of 3 iron bridges, 9 heavy freight engines and 227 cars; also additional double tracks at the entrance to Chicago, and a new dock, and there was still remaining a balance from the year's operations of $501,641 14.

The Kankakee and Southwestern Branch lines (operated as the Middle division) were completed, one to Colfax, 19½ miles northeast of Bloomington, and the other to a junction with the Northern division, near Minonk. The branches comprise 101.22 miles, of which 33.63 miles were built in 1880. The construction account was closed at $583,000, of which $207,222 30 were expended last year.

The length of road operated is 918 19 miles in Illinois (64.46 more than in 1879) and 402.16 in Iowa, making 1,320 35 miles in all. There are in addition 193 62 miles of side tracks, and 29.68 miles of second, third and fourth tracks, making an aggregate of 1,543.65 miles of tracks, of which 659.73 are in steel. The new passenger tracks between Weldon and Parkside Junction, 6 565 miles (equal to 13.13 miles of single track) were opened for traffic on the 1st of April last.

The company have 213 engines. The car equipment of the road is as follows: 91 passenger, 12 smoking, 17 sleeping, 12 baggage and smoking, 9 baggage, 4 express, 8 baggage and express, 12 mail and express, 4 baggage, mail and express, 10 postal, 1 pay, 2 officers', 10 old passenger cars, not numbered, 2,939 box, 5 Blue Line, 110 caboose, 583 stock, 111 stock and grain combined, 51 fruit, 45 refrigerator, 278 flat, 1,197 coal, 4 powder and 18 derrick and tool cars and snow plows. Repairs of passenger cars were 0.87 cent, sleeping cars 0.40 cent, and freight cars 0.32 cent per mile run.

The total number of passengers carried was 2,753,544. Number carried one mile, 63,306,528. Av. number of miles traveled by each passenger, 22.99. Av. fare of each passenger, 57.80 cents Revenue received per mile of road, $1,205 81.

Tons of freight transported, 2,705,582; of which 2,240,368 were local, and 463,214 through. Tons carried one mile, 381,288,482. Tons carried one mile north, 182,920,966; do. south, 198,367,516. Tons of local freight carried one mile, 267, 223,705; do. through do., 81,064,777. Av. distance each ton was carried, 141 03 miles. Revenue per ton per mile, 1.54 cents. Av. revenue per ton, $2 17.60. Revenue per mile of road, $1,455 73.

The number of miles run by engines with passenger trains, 1,717,501; with freight trains, 3,459,069; with construction trains, 191,301; switching, 1,145,737; total, 6,513,611. Pounds of waste used, 46,389. Gallons of oil, 50,704. Cords of wood, 3,986. Tons of coal, 200,224. Total cost for repairs, including fuel, wages of engineers and firemen, waste, tallow, oil, and cleaning engines, $973,848 31. Total cost per mile, 14.95 cents. Average miles to pint of oil, 16.01; do. to ton of coal, 32.53.

General Balance Sheet.

Permanent expenditures, Illinois		$38,000 000 00
Permanent expenditures, Iowa		1,040,853 61
		$34,040,853 64
Springfield Division		1,600,000 00
Middle Division		200,000 00
Securities in New Orleans Line:		
$1,600,000 bonds secured by First mortgage Chicago, St. Louis and New Orleans R. R. Co. at par		1,600,000 00
$5,061,000 Chicago, St. Louis and New Orleans R. R. Co. Second mortgage bonds, cost		5,031,522 43
66,700 shares of Chicago, St. Louis and New Orleans R. R. stock at 40 per cent		2,668,000 00
Assets, New York	$882,153 25	
Assets, Chicago	119,503 41	
		1,001,656 66
Working stock of supplies		479,269 84
Assets in insurance fund		45,142 70
		$46,666,444 74
Shares		$29,000,000 00
Funded debt:		
Six per cent currency redemption bonds of 1890	$2,500,000	
Six per cent Sterling bonds of 1895, £500,000	2,500,000	
Five per cent Sterling bonds of 1905, £200,000	1,000,000	
Sterling Sinking fund fives of 1903, outstanding Dec. 31, 1879, £859,200, equal $4,296,000: less paid in 1880, £19,200, equal $96,000	4,200,000	
Six per cent currency bonds of 1898, secured by mort. on Springfield Division	1,600,000	
Six per cent registered currency bonds, secured by mortgage on Middle Division	200 000	
		12,000,000 00
Investment fund, represented in securities of New Orleans line		5,895,089 50
Construction bonds of 1875		4,000 00
Liabilities		222,212 54
Insurance fund		45,142 70
		$46,666 444 74

In the report of the Traffic Manager the earnings of the road for the year 1880, (including $34,328 40 gross earnings of T., P. & W. R. W.,) are stated at $3,822,126 01, against $7,249,182 46 for the year 1879—an increase of $1,072,943 55. The operation expenses are given in the report of the Superintendent at $3,672,971 18, against $3,026,700 20 for the year 1879—an increase of $646,270 98. The proportion of operation expenses to earnings, excluding taxes and rental of leased lines, was 44.13 per cent, being 2.38 per cent more than for 1879. There was an increase in the number of passengers carried of 945,800, with an increase in the revenue therefrom of $222,902 88. The increase in tonnage of freight transported was 370,097, with an increase in revenue therefrom of $766,160 68. There was

an increase in the number of passengers carried one mile of 18,719,556, and an increase in the number of tons of freight carried one mile of 45,-817,622, The average fare of each passenger was 57.80 cents, against 75.70 in 1879. The revenue per ton per mile was 1.54 cent, against 1.52 cent in 1879.

SURPLUS, INCOME AND INVESTMENT.

Net receipts from operation of railway in 1880		$3,479,012 61
Land office receipts		156,620 36
		$3,635,532 97
Six per cent bond coupons, April and October	$300,000 00	
Sterling five per cent Sinking Fund bond coupons, April and October	214,600 00	
Sterling five per cent bonds coupons, June and December	50,000 00	
Six per cent bond coupons, Springfield Division, July 1880, and January, 1881,	96,000 00	
Interest paid on Middle Division bonds	12,000 00	
	$672,600 00	
Less interest collected on bonds of New Orleans line	$112,000 00	
Less savings on purchases of sterling exchange	9,031 73	
	121,031 73	
	$551,568 27	
Dividend of March, 1880	870,000 00	
Dividend of September, 1880	870,000 00	
		2,291,568 27
		$1,343,964 70
Construction account in Illinois for 1880		842,323 56
		$501,641 14
Add balance to credit of income Dec. 31, 1879		2,072,839 80
Add balance previously at credit of surplus account		504,529 56
Also $2,316,079 to bring 66,700 shares of Chicago, St. Louis and New Orleans R. R. Co. forward at 40 per cent		2,316,079 00
		$5,395,089 50

President.—W. K. ACKERMAN.

Directors.—His Excellency, Shelby M. Cullom, Governor of Illinois, Ex-Officio; W. K. Ackerman, James C. Clarke, B. F. Ayer, until May, 1881; W. H. Gebhard, A. R. Van Nest, John Elliott, until May, 1882; A. G. Dulman, Stuyvesant Fish, W. Bayard Cutting, until May, 1883; William Tracy, L. V. F. Randolph, Frederick Sturges, until May 1884.

Traffic Manager.—JOSEPH F. TUCKER.

Secretary.—L A. CATLIN.

Treasurer.—L V. F. RANDOLPH.

Superintendent.—EDWARD F. JEFFERY.

Auditor.—J. C. WELLING.

The Eastern (Mass.) Railroad Company now has a party of engineers at work on the line of their proposed extension from Pigeon Cove to Ocean View Point. Its construction will not only enhance the value of real estate, increase the business of the hotels, and make the place even more popular than ever as a summer resort, but more than that will also secure to the road a large freight business from the quarries in the vicinity, and put them in direct communication with the Boston, New York and Western markets.

Railroads of Minnesota.

According to the report of the Railroad Commissioner the total amount of capital stock of all the lines of railroads in the State of Minnesota at the close of the year ending June 30, 1880, was $51,778,144, and the total debt $18,391,888—the average stock and debt per mile of road being $33,532. The gross earnings of all the roads for the year ending June 30, 1879, were $8,047,-834; operating expenses, $5,106,422; net earnings, $2,941,412. For the year ending June 30, 1880, the gross earnings were $10,774,826; the operating expenses $6,604,400, and the net earnings $4,170,425. The movement of freight of all kinds in reported year 1880 was 3,934,380 tons against 2,893,940 tons in reported year 1879, showing an increase of traffic of nearly one third. The grain carried in reported year 1880 was 1,-056,895 tons. The passengers carried in the year ending June 30, 1880, were 1,934,406, against the number of 1,809,380 in corresponding year 1879. The railroad lands sold in the year ending June 30, 1880, amounted to 506,961 acres, and the receipts on account of lands, $1,175,368; while for corresponding year ending 1879, the lands sold were 710,595 acres, and the receipts, $3,046,130. The Commissioner says:

I have believed it was the true policy of our State to give assurance of security and fair treatment to capital that might seek investment in railroads. The multiplication of roads and competing lines is the chief remedy for high rates. This policy has been maintained by the Legislature, and has secured the grand system that we now have of over 3,000 miles of railroad, giving the State a revenue of nearly $300,000 a year. It is but to continue it to insure branches and intermediate lines that shall bring railroad facilities within short haul of every farmer in the State, and with the competition of rival systems of roads the minimum rates of transportation will be secured.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending February 19, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad	140,172	1,386,613	1,414,238
Schuylkill Canal	.....	.....	38,041
Lehigh Valley	125,056	1,059,023	909,545
Del., Lack. & Western.	92,025	504,558	407,271
Shamokin Valley	20,000	128,688	102,386
Central New Jersey.	91,300	461,466	396,052
United R. R. of New Jersey	33,688	198,699	138,542
Pennsylvania Coal	22,805	126,731	75,837
Delaware and Hudson	81,971	426,893	462,610
Huntingdon & Broad Top Mt.	10,360	60,216	52,162
Penn. and New York.	28,156	259,900	258,500
Clearfield, Pa.	44,416	236,220	315,680

The total tonnage of anthracite coal from all the regions for the week ending February 19, as reported by the several carrying companies, amounted to 574,350 tons, against 291,138 tons in the corresponding week last year, an increase of 283,212 tons. The total amount of anthracite mined for the year is 3,079 795 tons, against 2,-706,180 tons for the same period last year, an increase of 373,615 tons. The quantity of bituminous coal sent to market for the week amounted to 88,907 tons, against 70,749 tons in corresponding week last year, an increase of 18,158 tons. The total amount of bituminous mined for the year is 502,976 tons, against 626,987 tons for the corresponding period last year, a decrease of 124,011 tons. The total tonnage of all kinds of coal for the week is 636,257 tons, against 361,887 tons in corresponding week last year, an increase of 301,-370 tons, and the total tonnage for the coal year is 3,582,771 tons, against 3,333,167 tons to same date last year, an increase of 249,604 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending February 19 was 182,925 tons, of which 135,981 tons were coal and 46,944 tons coke. The total tonnage for the year thus far has been 1,137,002 tons, of which 824,570 tons were coal and 312,432 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended February 19 were 26,535 tons, and for the year 170,475 tons—a decrease of 61,146 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 24,874 tons, year, 148,591 tons; decrease as compared with 1880, 58,647 tons. Chesapeake and Ohio Canal, none; decrease as compared with 1880, 2,584 tons. Pennsylvania Railroad—week, 1 661 tons; year, 21,884 tons; increase over 1880, 85 tons.—[Phila. Ledger, Feb. 28.

Philadelphia and Erie Railroad.

From the report of this company, which was presented at the annual meeting of the stockholders held in Philadelphia on the 14th ult., we learn that the gross earnings for the year ending December 31, 1880, were; from passengers, $460,-755 59; from freight, $2,130,835 28; from express, $31,582 68; from mails, $26,481 45; and from miscellaneous $108,078 03—making a total of $3,727,733 13; from which deduct ordinary operating expenses, $2,358,353 78, leaving net earnings from operating, $1,369,379 35; add net receipts from rents, $1,839 84—total, $1,374,219 19. Less extraordinary operating expenses, $106,567 68. Actual net earnings, $1,267,652 11. Receipts per mile of road $12,943 51. Net earnings per mile of road, $4,754 79. Actual cost of working in 1880, 63.2 per cent; in 1879, 68.9; decrease, 1880, 5.7 per cent. There was a net increase of revenue in 1880, of $635,925 32, and of expenses, $228,095 71. The net earnings in 1880 were $1,-369,379 35; in 1879, $961,549 74; increase 1880, $107,829 61. Net revenue applicable for interest on bonded debt, &c., $1,068,145 19; interest on Sunbury and Erie and Philadelphia and Erie 6 and 7 per cent bonds, $1,093,720. Deficiency, after charging all expenses, interest and obligations, except interest on special stock, for which no settlement has been made for 1880, $25,574 81. Passengers carried in 1880, 598,570; in 1879, 449,102; increase, 149,468. Tons of freight moved in 1880, 4,861,463; in 1879, 4,130,126; increase in 1880, 731,337. The report says:

The sum of $106,567 08, which appears under the head of extraordinary operating expenses, was an outlay made to provide additional siding room and facilities for the repair of cars, both of which were very much needed to give proper facilities for the economical handling of the increased traffic of the road. These items were not chargeable to operating expenses, but have been so charged, as it was thought best not to charge the expenditure to capital account. The total amount charged to construction during the

year was $13,597. There have been issued 19,200 shares of the common stock, at par.

In anticipation of the maturity of the first mortgage of your company securing an issue of $2,000,000 currency bonds and £600,000 sterling bonds, the principal of which becomes due and payable on March 31, 1881, your Board would report that they have provided for the payment and retirement of the bonds by negotiating the sale of a sufficient number of the bonds of the company secured by the general mortgage of date July 1, 1869, which was created partly for the purpose of retiring all the then outstanding indebtedness of the company as the same became due.

To meet this maturing obligation the company has issued $5,263,000 of the bonds of $1,000 each, in registered form, bearing interest at the rate of five per cent per annum.

Bridges.

The Jeffersonville, Madison and Indianapolis people are replacing their wooden bridges over all streams of any importance with iron ones.

Another bridge across the Niagara river will be commenced in the spring, it is said. It is to be built for the Canada Southern railway at Tonawanda, New York, a few miles north of Buffalo.

The New York, Pennsylvania and Ohio Company will rebuild sixteen of their bridges on the third division in the spring.

Negotiations have been concluded by which the Dayton and Southeastern Narrow gauge Railroad goes virtually under control of the Toledo, Delphos and Burlington Railroad Company. President Corse, of the last named road having subscribed to 8,000 shares of Dayton and Southeastern Railroad stock, which gives him control.

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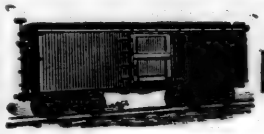
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At a meeting of the directors of the St. Louis Central Railway company, held in St. Louis on the 21th ult., the contract was signed by G. W. Andrews, president of the company, and by A. C. Bryden, president of the Mound City Construction company, letting to the latter company the contract to build and equip the road. The company receiving the contract are to begin the work of construction immediately.

At a meeting of the directors of the Canada and Atlantic Railway Co., held in Ottawa on the 26th ult. the contract for the construction of the road was finally signed by D. C. Lindsey, of Burlington, Vt., who guaranteed to build the entire road by 1883, a distance of 122 miles, thus insuring the completion of the route from Ottawa to Boston in three years.

The Baltimore and Ohio Railroad Company having purchased the controlling interest in the Columbus and Maysville Railroad, a bridge will be constructed across the Ohio river at Aberdeen, connecting the Kentucky Central with the Baltimore and Ohio's Western combination.

The annual meeting of the United States Rolling Stock Company was held in this city on the 1st ult., when a dividend was declared of 12s (twelve shillings) per share, which, with the interim dividends paid in September last, makes 5 per cent for the year 1880.

Four new sleeping cars for the Chicago, Milwaukee and St. Paul Railway Company, were shipped from the Works of the Harlan & Hollingsworth Company, Wilmington, Delaware, on the 26th ult.

The Court of Appeals has decided that the Sea View Elevated Railroad Company have a right to cross the Ocean Boulevard on a bridge within a few hundred yards of Coney Island.

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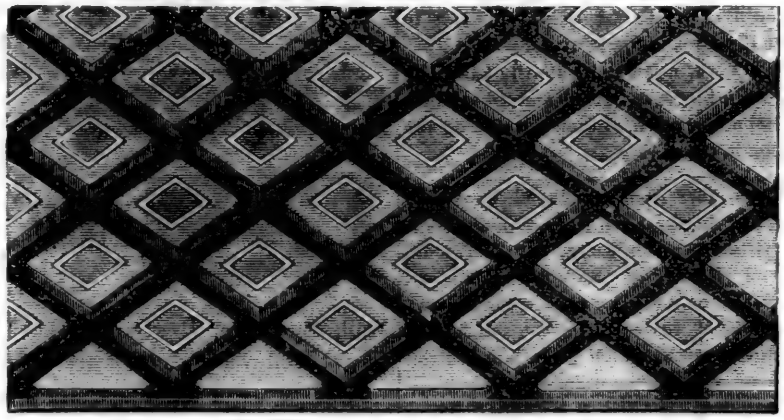
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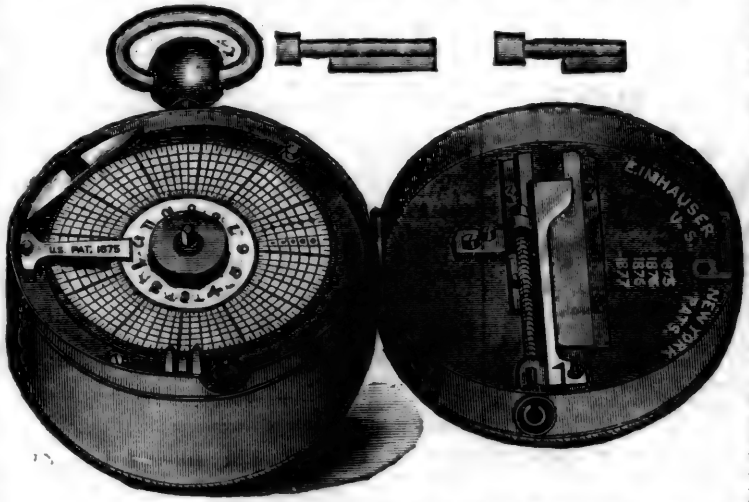
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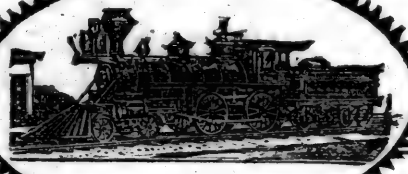
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ESTABLISHED IN 1831.

AMERICAN RAILROAD JOURNAL,

PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL COMPANY,

JOHN H. SCHULTZ - - - - - President.

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

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ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 11.] NEW YORK, MARCH 12, 1881. [WHOLE No. 2,342, VOL. LIV.

Railroads in Connecticut.

While the Western railroads had such a remarkable increase in business last year, which is certainly not abating in any respect this year, the Eastern railroads also had their proportionate share in the good results of the general revival in business activity. Among the Eastern States whose railroad earnings were vastly increased last year Connecticut was conspicuously fortunate. The gross railroad income in that State in the year 1880, amounted to $12,390,878 51, an increase of $1,378,627 94 over that of the previous year. For the first time in five years last year the passenger earnings showed an increase over the preceding year, though they were still about $840,000 behind those of 1873. Meanwhile the freight earnings of 1880 exceeded those of 1879 by over $1,000,000. There has been a remarkable change within the past year or two in the relative position of freight receipts to passenger receipts on the Connecticut roads. Up to last year the passenger receipts had always exceeded the freight receipts, but last year the balance was turned in favor of freight receipts until they were placed in excess of the former to the amount of about 20 per cent. This is a strong illustration of the great increase in the products of her manufactories that Connecticut experienced last year, for a large proportion of this increase of traffic comes from local business and industrial activity, for Connecticut with the Sound and river facilities for transportation to draw from her railroads, is prominently a locality where railroad earnings are more dependent upon local causes than upon conditions, chiefly effecting through freight. So railroad earnings are good indicators of the condition of manufacturing in that New England State of many and widely varied industries.

The total length of the railroads in Connecticut is 953 miles and with double track and sidings the entire length of single track in the State is 1,248. Of this amount 613 miles are laid with steel rails and the per centage of steel is being rapidly increased. The Railroad Commissioners, Messrs. Geo. M. Woodruff, John W. Bacon and William H. Hayward, in their annual report just published, give much interesting information concerning the workings of the roads of that State, and many valuable suggestions of interest to railroad men and the public generally, especially in regard to the question of color blindness upon which so much of careful study and investigation has been recently made under their direction. They give the opinions of many oculists and expert examiners as drawn out from examinations in various parts of the country. The result of the examinations made in Connecticut showed that the total average of color blindness among their engineers was only about three per cent.

While the gross income of the Connecticut railroads was largely increased last year as mentioned, there was also a marked increase in expenses, the expenditures being $7,686,414 20 an increase over the previous year of nearly $967,408 53, the proportion of expenses to earnings being 62 per cent, a little over one per cent more than last year. This is a fact, however, for congratulation rather than for much surprise, as the increased expenditure has been made largely in perfecting roads and rolling stock, and also in keeping up the quality of the railroad employees, in which respect Connecticut is conspicuously wise, both as to railroad and other employees, as is shown in her comparative freedom from all kinds of labor disturbances. The dividends paid by nine companies amounted to $2,539,295 70, the rates varying from 2½ to 10 per cent. From the detailed and tabulated statements made by the Commissioners concerning the improvements made last year, and the general management and workings of the Connecticut railroads a flattering showing in the way of dividends from several of them can be prophesied for the present year.

American and European Railways.

In none of the commercial countries of the world has railway building taken so exalted a position as a means for developing internal resources and advancing trade as in the United States. Perhaps in no other country has the need of means for extended internal communication been so great as in this. The geographical bearings of the principal interior rivers are at right angles to the main current of traffic, which, being from and towards the Atlantic seaboard, causes artificial means of communication to be a work of necessity. Railway building in this country is also prompted by an additional motive than those that usually obtain in the countries of Europe. Here we build roads in advance of population as a means of developing the resources of the country and extending the area of trade; there, roads are constructed to meet the demands of an existing population and an established trade. The methods of construction in Europe are consequently more conservative and take on less of that speculative element that accompanies much of the work here. There, trade revulsion caused by railway building is a rare event; here, unfortunately, it is one of too frequent recurrence. Here indeed it has come to be looked for as an inevitable incident of active railway progress, which for the time may cause far-reaching disaster to individual fortunes. Yet our almost periodical trade panics, usually of moderate duration, when they pass by find the country as a whole in an advanced condition for more extended prosperity. Disaster may come to the individual, but the roads remain—a monument, may be, of personal enterprise and perhaps ruin—as so much additional wealth of the State, and to accomplish the purposes for which they were designed.

In comparing the progress made here in railway building and in the several countries of Europe it will be seen that our advance is not unreasonable ground for self-congratulation. As early as 1830 the total length of the railroads in Europe was 196 miles, and in the United States there were at that period but 40 miles; in 1850 the countries of Europe had 14,335 miles, of which 6,617 were in Great Britain and 3,516 miles in Germany, while in United States the construction had reached 9,021 miles, while France at this period had 1,912 miles. From 1850 to 1870 railway construction went forward rapidly on both sides of the Atlantic and especially in France. In the latter year the roads of Europe had reached

a total length of 64,659 miles, of which Great Britain had 15,525, nearly one-fourth of the whole; Germany 11,526, and France 11,131 miles. During this period the roads of the United States had extended to 52,914 miles. During the next years up to 1878, according to the statistics published in that year by the French minister of public works, the railway systems of Europe were extended 50 per cent, or to about 97,000 miles, while in the United States the mileage in that year had increased to 81,776 miles. A portion of this time was a period of great depression in railway building in this country. Since the latter year the amount of road built in the United States has been proportionately greater than on the other side of the Atlantic.

In comparing length of roads with population; Sweden is the best provided of any of the European States, having 6.4 miles of road for every 10,000 inhabitants. Taking the mean in Europe it is 3.3 miles for every 10,000 inhabitants. The United States is prodigal with her railroads, having 23 miles to every 10,000 people, seven times more than the European mean. In comparison of miles of road to area of surface Belgium has 8.38 miles of road to each square mile of territory; Germany, 3.5; France, 2.85; the mean of Europe being 1.05. The mean in the United States was about the same as that of Europe, but in this there is nothing remarkable when the amount of new and unsettled territory is taken into account. In this country railway building may be considered as only fairly under way. There are large sections of new territory yet to be developed, and the facilities of trade still demand very considerable additions to the mileage of the Eastern, Southern and Valley States.

This leads to the reflection that the facilities for internal commerce in this country are being secured on a more extended and comprehensive scale than will exist in any other commercial country on the globe. The extent of territory to be provided with means of transit is such as favors numerous and great lines of road, and the nature of its products—agricultural, mineral and manufactured—are such as to provide a correspondingly great traffic. In fact, the physical features and geopraphical extent of the country demands lines of road commensurate with the vastness of the traffic. —[Missouri Republican.

Delaware Western Railroad.

The Delaware Western Railroad bill, recently passed by the Legislature of Delaware, authorizes the Delaware and Western Railroad Company to locate and construct a railroad or railroads, beginning at the most favorable point on the present line of its road, extending southwest to within half a mile of the town of Newark on the north side, and passing out of Delaware at some point on the boundary line of that State north of where the Philadelphia, Wilmington and Baltimore Railroad crosses the line, in a northeasterly direction to or into the State of Pennsylvania. For these purposes the company is given all the usual powers to enter on lands, locate and lay out its roads, erect stations, shops, &c., procure material and obtain title in the same manner as is provided for in other specified charters; provided, however, that the powers, rights and privileges here granted shall become null and void unless the specified extension be begun within one year and completed in three years, time lost in litigation to obstruct the work not to be counted. Passenger rates shall not exceed three cents per mile, but no single fare need be less than fifteen cents; freight charges by carload for distances over ten miles not to be more than five cents per ton per mile, and the whole charge for freight between any two points shall not exceed the whole charge for the same kind and amount of freight between more distant points.

Section 2 authorizes the company to increase its stock to pay for cost of the proposed extension according to the usual terms of such charters in Delaware, but three of the directors of the company must reside in that State. The Delaware Western Company is authorized to operate the proposed extension as its main line, the present line to Landenburg being treated as a branch, and to construct other branches and take leases of other roads, or lease all or any part of its own railroad upon such terms as may be mutually agreed upon between the parties.

Section 3 authorizes said corporation to make connections with any railroads incorporated in Delaware, Maryland or Pennsylvania, and at any time to merge its stock, franchises and property with those of such other corporations, such consolidation to be made according to the terms of the original charter of the Wilmington and Western road, but no such consolidation shall be made with any railroad passing entirely across the State.

Section 4. Whenever any such consolidation shall be effected the Delaware Western Company or its representatives are required to pay into the treasury of Delaware, in semi-annual installments, a gross annual sum of money, in lieu of other taxes, which annual payment shall bear the same proportion to the $40,000 now annually paid by the Philadelphia, Wilmington and Baltimore Railroad; that the length of the Delaware Western in Delaware bears to the length of the Philadelphia, Wilmington and Baltimore within the State; provided that this does not impair the State's right at another time to fix a different gross annual sum in lieu of all other taxes.

Northern Central Railway.

At the annual meeting of the stockholders of this company, held in Baltimore on the 24th ult. the report of the directors for the fiscal year ending December 31, 1880, was presented, from which we learn that the total revenue for the year amounted to $5,050,887 29, of which $695,490 28 were from passengers, $4,181,006 16 from freight, $68,565 56 from express, $42,741 20 from mails, and $117,642 09 from miscellaneous sources. The total running expenses were $3,255,238 45, of which $1,121,252 02 were for conducting transportation, $934,167 36 for motive power, $698,295 50 for maintenance of way, $437,736 62 for maintenance of cars, and $63,816 95 for general expenses. Deducting the expenses from the receipts as given, the net earnings were $1,795,118 84. In comparison with 1879 there was an increase in gross earnings of $942,438 47, equal to 22 94 per cent., and increase in expenses of $393,323 48, showing an increase in net earnings of $549,111 99, or 44.07 per cent.

In addition to the net earnings as above stated, there was received from dividends and interest $132,512 06; contribution for operating Elmira, Chemung and Canandaigua Divisions, (from Pennsylvania Railroad Co.) $27,423 37; royalty on coal mined, Shamokin Division, $88,580 22 making total net receipts, $2,043,634 49. Out of these net receipts $1,417,790 67 was applied to the payment of interest on the mortgage indebtedness of the company, rentals, taxes, &c., leaving a balance of net income for 1880 of $625,843,820. Of this latter sum, after meeting a guarantee of the company of the bonds of the Baltimore and Potomac Railroad, and a dividend upon the capital stock of 2½ per cent there remains a total net credit Dec. 31, 1880, of $187,708 45.

The total number of passengers carried in 1880 was 1,918,784, an increase of 382,855, or 25 per cent over the preceding year, and the increase in the amount of money derived from the same source was $67,503 45, or 10.75 per cent. The total tonnage of the year was 9,460,229, an increase of 1,539,363 over 1879. The coal tonnage of the main line in 1879 was 1,185,145 tons, and in 1880, 1,875,792 tons. There was an increase in the trade going on to the Pennsylvania Railroad at Marysville of 101,601 tons; also an increase of 1,789 tons to points on the Cumberland Valley Railroad. The total tonnage to Baltimore was 333,667 tons, a decrease of 34,670 tons in 1880. While the tonnage mileage shows an increase of 14.278 per cent., the gross receipts increased 26 242 per cent.

The terminal facilities at Baltimore were improved during the year by the construction of a pier at Canton 200 feet long and 120 feet wide, which will be used for transferring iron ore and other bulk freight from vessels to cars. It cost $40,000. The company is now entirely free from a floating debt.

Value of Foreign Coins.

A circular has recently been issued from the Treasury Department at Washington proclaiming the estimation made by the Director of the Mint of values of standard coins in circulation in the various nations of the world, changing the values of the following coins from those proclaimed by the circular of 1880, as follows:

Florin, of Austria, is reduced from 41.8 cents to 40.7 cents; boliviano, of Bolivia, from 83.6 cents to 82.3 cents; milries, of Brazil, increased from 54.5 cents to 54.6 cents; peso, of Ecuador, reduced from 83.6 cents to 82.3 cents; rupee, of India, from 39.7 cents to 39 cents; Japan having adopted the free coinage system for silver, the yen, which was formerly given as 99.7 cents in gold, is now 88.8 cents in silver; the Mexican dollar from 90.9 cents to 89.4 cents; the sol, of Peru from 83.6 cents to 82.3 cents; the rouble of Russia, from 66.9 to 65.8 cents; the mahbub, of Tripoli, from 74.8 cents to 74 3 cents; the peso, of Colombia, from 83.6 cents to 82.3 cents; the peso, of Cuba, is given at 93.2 cents, and the bolivar, of Venezuela, at 19.3 cents. The monetary and, of Egypt, which formerly was stated as the pound at $4 97.4, is now fixed as the piastre. 04.9.

The St. Johns and Sorel Railway project will it is said, be soon put into execution. The provisional officers of the company are Duncan Macdonald, President, E. R. Smith, Secretary, and Charles Arpin, Treasurer. The amount of $50,000 required by law has been subscribed and 10 per cent has been paid in.

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New York, Saturday, March 12, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

THIS WEEK witnesses the opening of the new route to the Pacific, an event which is probably of as much significance in our railroad history as anything which has occurred in railroad construction since the opening of our first transcontinental line twelve years ago. The junction of the Southern Pacific Railroad and the Atchison, Topeka and Santa Fe was completed on Tuesday at a point in New Mexico called Deming, and through trains will be running over the line within a few days. The opening of the new route, while being of great value to general commerce, has as one of its chief points of significance that of the establishment of a most powerful agent for the development of that vast region of our Southwest and the Pacific coast, and the opening up of Mexico's magnificent resources and rich fields for American commercial enterprises.

ONE of the surprises this week in railroad circles was the announcement that the Pennsylvania Railroad Company had secured a controlling interest in the capital stock of the much-coveted Philadelphia, Wilmington and Baltimore Railroad Company. It had been generally supposed that the negotiation with Boston parties in the interest of the Baltimore and Ohio Railroad Company for this control were virtually completed, and the announcement made at the annual meeting of the Pennsylvania Railroad Company, Tuesday, that the controlling interest had been secured for that company was a complete surprise in all directions. The amount of the purchase is said to be 116,000 shares, at a cost of about $8,500,000, $78 per share having been paid for a portion of the stock, while some of it is reported to have been bought in New York of Boston parties for $70 and $75 per share. This makes it necessary for the Boston and Ohio Railroad Company to adopt other measures for reaching New York, which are said to be already under way.

PHILADELPHIA is likely to be favored with a considerable improvement in her street railroad system during the next few months, one feature of which will be a further introduction of five per cent fares. William Wharton, Jr., in obtaining control of the Lombard and South streets line of street cars is placed in a position where he can do for Philadelphia what he has done in New York in the way of perfecting street railroads. Mr. Wharton is president of the West End, Angora and Park Passenger Railway Company and the recent purchase in the Lombard and South street line will place the two lines under one management, a junction of the two roads being effected by the proposed laying of a double track over the South street bridge across the Schuylkill. While it is intended to considerably extend the termini of the united lines, the fare will be fixed at five cents, a result of which will be to stimulate improvements in other of Philadelphia's street railroads. Wilmington, Del., is also making important additions to her street car facilities, a contract having just been closed between the City Railway Company and Mr. Wharton for building a road for that company down Fourth street from Market to Third street bridge. The opening of spring will witness a considerable activity in street railroad enterprise in many other cities as well as the great activity under way in general railroad construction.

AN IMPORTANT move in the direction of establishing regular second-class rates for general travel on the trunk lines was made at the first day's session of the National Passenger and Ticket Agents' Association, which opened its semi-annual meeting at the Windsor Hotel Tuesday morning. A resolution was passed which provides that hereafter all tickets other than first class tickets, on all lines, shall be printed uniformly as "second class" tickets. It was said to be the intention of the trunk lines to confine the use of "emigrant tickets" to regular emigrant trains, for the foreign emigrant business. There is a probability that it may be so arranged that American emigrants going from the Eastern to the Western States will receive the same rates as foreign emigrants, but if so they will be strictly limited to the regular emigrant trains. The main idea of this move is evidently to establish on the trunk lines a fixed second-class rate for those who are willing to take second-class accommodations upon express trains. There has been developed within the last few years a custom of permitting travel upon the express trains at the very low emigrant rates which have prevailed, and this travel has increased until it has reached very large and annoying proportions. A just rule which shall draw marked lines between the rates of first class, second class and emigrant tickets, will prove very desirable, not only to the railroads but also to the general traveling public.

SPRING trade has undoubtedly been much delayed by the severity of the weather, which has seriously interfered with transportation throughout most of the long winter. But with the very first opening of spring the railroads are promptly freeing themselves of the blockades which have filled the side tracks with cars for many weeks, all the way through from the Atlantic coast to the far West. Every day now adds to the probability that transportation will receive but slight further hindrance from snow this season. There is a great demand in the West for empty freight cars, and as they are being dug out and thawed out from their winter blockades they are hurried on to the shipping points where cargoes are awaiting them; at the same time there is a liberal amount of westward-bound freight seeking transportation in our Eastern commercial centres. There is no doubt that the uncertainty which previous to the first of the month prevailed about the action of Congress on the funding question had indirectly a retarding effect upon general trade, as it certainly most seriously affected financial circles. The melting away alike of the snow and anxiety about disturbance of financial matters being created at Washington hastens the opening of spring trade, which has been retarded beyond general expectation, and the unlocking of the rivers and the railroads is likely to be accompanied by a marked activity in general business.

CONSIDERABLE interest is being centered in the quaint old town of San Diego, the most southerly seaport of California, on account of the renewal of efforts to make it a somewhat important railroad terminus. A number of Boston capitalists are reported as being interested in a scheme to connect that port with the Mexican and southwest system of railroads. It has been prophesied that the carrying out of this plan would greatly affect San Francisco, drawing from her commerce; but while a certain amount of traffic might be diverted from San Francisco by rejuvenating the ancient city which has threatened before to take the position of a rival, and by improving her approaches, still San Francisco has little reason to

fear losing much of her supremacy on the Pacific coast. The most important result for California of the carrying out of this reported scheme would be an agricultural development in that little corner of her territory similar to that which the Southern Pacific Railroad and the extended enterprises connected with that great system have given to the entire State. The opening of a road to San Diego would tend to increase the local traffic through the State, and San Francisco would reap a benefit in this direction which would probably more than compensate for anything she might lose through having San Diego, now a forlorn and isolated town, converted into something of a railroad terminus. It would be about as difficult to draw the Pacific coast supremacy from San Francisco in this way as it would be to draw from New York her supremacy as a shipping point and give it to some obscure seaport 400 miles down the Atlantic coast.

Pennsylvania Railroad.

The following is an abstract of the Thirty-fourth Annual Report of the President and Directors of the Pennsylvania Railroad Company—being for the year ending December 31, 1880—which was presented to the stockholders at their annual meeting in Musical Fund Hall, Philadelphia, on Tuesday last:

The gross earnings on the Pennsylvania Division, Main Line and Branches, Pittsburg to Philadelphia, for the year ending December 31, 1880, were $25,987,657 61, the operating expenses $14,051,485 78, and the net earnings $11,936,171 84; to which add interest on investments, etc., $3,805,751 10, making a total of $15,741,922 94; from which deduct payments for leases and rentals, interest on bonded debt, etc., $5,690,437 78, leaving as net earnings the sum of $10,051,485 16. Compared with the year 1879, there is an increase in gross earnings of $4,244,029 31, with an increase in expenses of $2,299,865 23, making the increase in net earnings $1,944,164 08. There was an increase in interest from investments, etc., of $1,292,552 89, and an increase in interest on bonded debt, etc., of $667 712 29—making the increase in the net income of the company over 1879, $2,569,004 68.

The gross earnings of the United New Jersey Railroad and Canal Company, including the Belvidere Delaware Railroad and Flemington Branch, during the year 1880, were $11,544,681 74, the expenses $8,215,208 01, and the net earnings $3,329,473 73; to which add interest from investments, $192,384 24—making the total net earnings $3,521,857 97. The amount disbursed for interest, dividends, etc., was $4,557,166 84—showing a net loss of $1,035,308 87. Compared with the year 1879, the gross earnings show an increase of $1,759,888 69, with an increase in expenses of $1,714,346 48, making the increase in net earnings $45,492 21; from which deduct decrease in interest received from investments, $18,855 30, making the total increase $26,636 91. There was an increase in payments on account of dividends, interest, etc., of $122,056 69—making the net loss in operating the New Jersey Division $95,419 78 more than in 1879.

Deducting the net loss from operating the New Jersey Division from the net income of the Pennsylvania Division, as shown above, leaves a balance of $9,016,176 29; from which deduct payments to the fund for the purchase of securities guaranteed by the Pennsylvania Railroad Company, under trust created Oct. 9, 1878, $600,000 Pennsylvania Railroad Company's consolidated mortgage bonds redeemed by sinking fund, $291,000, one-half loss in operating the Elmira, Chemung and Canandaigua Divisions of the Northern Central Railway Co., (divided equally with that company) $27,423 37, deficiency in meeting interest guaranteed by the Pennsylvania Railroad Company on bonds of the Baltimore and Potomac Railroad Company, Shamokin Coal Co., Philadelphia and Erie Railroad Co., Allegheny Valley Railroad Co., Sunbury, Hazleton and Wilkesbarre Railway Co., and Frederick and Pennsylvania Line Railroad Co., $459,183 91—in all, $1,377,607 28—leaving balance to credit of income account $7,638,569 01; out of which was paid dividends of seven per cent, amounting to $4,820,914—leaving amount to be transferred to credit of profit and loss account for 1880, of $2,817,655 01; to this is added $4,181,078 88 to credit of that account December 31, 1879, and $795,220 37 realized from settlements of old accounts and profit on sale of securities—leaving $7,793,948 71 to credit of profit and loss December 31, 1880, a gain during the year of $3,612,875 88.

The gross earnings of the Philadelphia and Erie Railroad in 1880 were $3,727,733 13, the expenses $2,358,353 78, and the net earnings $1,369,379 35. Deduct interest charged for the use of equipment, etc., $268,767 55, leaves net amount applicable to payment of interest, etc., $1,100,611 80, which amount was paid to the Philadelphia and Erie Railroad Company as rental. Compared with 1879, the gross earnings show an increase of $635,925 32, the expenses an increase of $228,095 71, and the net earnings an increase of $407,829 61. The amount applicable to the payment of interest shows an increase of $302,111 10.

The gross earnings of all the lines east of Pittsburg and Erie for the year 1880 were $41,260,072 49, the expenses $24,625,047 57, rental and interest on equipment $2,738,562 13, and the net earnings $13,906,462 79; for the year 1879 the gross earnings were $34,620,279 17, expenses $20,382,740 15, rental and interest on equipment, $2,129,010 50, and net earnings $12,108,528 52—showing an increase in gross earnings of $6,639,793 32, an increase in expenses, etc., of $4 841,859 05, and an increase in net earnings of $1,797,934 27.

The number of tons of freight moved over the lines east of Pittsburg and Erie in 1880 was 27,899,173, against 24,970,672 in 1879, an increase of 2,428,501. The number of tons carried one mile in 1880 was 3,292,991,330, against 3,061,478,249 in 1879, an increase of 231,513,081.

The number of tons of freight moved in 1880 over the main line and branches, including 976,780 tons of fuel and other materials for the company's use, was 16,341,588, embracing 7,494,728 tons of coal and coke. For the previous year 14,457,502 tons were moved, showing an increase of 1,884,066 tons, or 13.03 per cent, while the increase in coal tonnage was 1,114,728 tons. Of the 15,364,788 tons of individual freight moved on the main line and branches in 1880, 2,067,360 were through and 13,297,428 local freight.

The number of passengers carried on all lines east of Pittsburg and Erie for the year 1880 was 16,575,042, against 13,602,401 in 1879, an increase of 2,972,641. The total mileage of passengers was 882,787,186, against 814,260,989 in 1879, an increase of 68,526,197.

The total earnings of the lines owned or controlled by the Pennsylvania Railroad Company west of Pittsburg, and operated by the Pennsylvania Company and the Pittsburg, Cincinnati and St. Louis Railway Company, in 1880, were $29,503,989 76, the expenses $17,554 438 06, and the net earnings $11,949,551 70; in 1879, the earnings were $25,742,296 50, the expenses $15,305,533 56, and the net earnings $10,436,762 94—showing an increase in earnings of $3,761,693 26, with an increase in expenses of $2,248,904 50, making the increase in net earnings $1,512,788 76. From the net earnings of 1880 $8,791,510 29 is deducted for rentals, interest, and liabilities of all kinds chargeable thereto, leaving a net profit of $3,158,041 41. The deduction for like purposes in 1879, of $3,612,674 54, leaves a net profit of $1,824,088 36.

The other lines west of Pittsburg in which the Pennsylvania Railroad Company has an interest, but which are worked through their own individual organizations, show a loss after the payment of interest and rental of $346,662 67, of which this company is responsible for $86,644 66, which deducted from the net earnings, as stated above, leaves a net profit on all the lines west of Pittsburg of $3,076,396 85, against $1,682,326 12 in 1879, showing a gain of $1,889,070 73.

The number of tons moved on all lines west of Pittsburg in 1880 was 22,302,291; do. moved one mile, 2,426,038,735. In 1879 the number of tons moved was 20,166,334, and the number moved one mile 2,272,716,185.

The number of passengers carried on all lines west of Pittsburg in 1880 was 9,665,994; do. carried one mile, 321,783,885. In 1879 the number of passengers carried was 8,261,565, and the number carried one mile 269,515,697.

The gross earnings of all lines operated east and west of Pittsburg in 1880 were $70,764,062 25; and the gross expenses, excluding rentals, interest, dividends, etc., were $12,179,485 65—showing net earnings $28,584,576 62; in 1879 the gross earnings were $60,362,575 67, the expenses $35,639,794 99, and the net earnings $24,722,780 68—showing an increase in earnings of $10,401,486 58, in expenses of $6,539,690 64, and in net earnings of $3,861,795 94.

The number of tons of freight moved on all the lines east and west of Pittsburg in 1880 was 49,701,464; and the number moved one mile, 5,719,030,065. In 1879 the number of tons moved was 45,187,006, and the number moved one mile 5,334,194,434.

The number of passengers carried on all lines east and west of Pittsburg in 1880 was 26,241,036; and the number carried one mile 704,571,071. In 1879 the number carried was 21,863,966, and the number carried one mile 583,776,686.

The amount expended for construction, equipment and real estate during the year was $4,877,-953 79; against which there are credits for property sold, value of united company's stock received on account of Harsimus improvement, and amount charged to branch roads, in all $1,-372,785 60—making the net expenditure $3,505,-168 19. During the year 1881 the outlay for new construction and equipment will probably be quite as large as for the past year.

The debt due the State of Pennsylvania on account of the purchase of the Main Line was reduced during the year by the payment of $258,-608 92 which was charged to capital account; the balance of the annual payment of $460,000, amounting to $201,301 08, representing the interest, was charged directly to income account.

Consolidated mortgage bonds due 1905, to the par value of $291,000 were redeemed during the year; the total amount purchased to date of the report is $639,460.

Of the $4,970,000 first mortgage bonds of the company, due December 31, 1880, $2,867,000 were paid off and canceled, leaving $2,103,000 then outstanding, which amount has since been reduced to $253,000. The money for the payment of the remainder is held as a special fund by the treasurer. Provision was made for the retirement of these bonds by the issue of $5,000,-000 of consolidated mortgage 5 per cent bonds to become due in 1919, which were disposed of on favorable terms.

The $10,000,000 six per cent Navy Yard bonds due Jan. 1, 1881, have been extended for a period of 20 years from that date at five per cent interest.

In order to enable the Philadelphia and Erie Railroad Co. to provide for the payment and cancellation of $5,000,000 of six per cent bonds of that company, maturing March 30, 1881, guaranteed principal and interest by the Pennsylvania Railroad Co, this company purchased of the Philadelphia and Erie Railroad Co. a certain amount of the bonds secured by its general mortgage, the interest thereon being reduced from six to five per cent per annum. Of these bonds, $5,000,000 were guaranteed, principal and interest, by the Pennsylvania Railroad Co., and disposed of on satisfactory terms.

There are now in the sinking fund for the redemption of the obligations of the various companies forming the United New Jersey Railroad and Canal Co., securities to the par value of $1,-479,000. There is also a cash balance, uninvested by the Trustees, of $42,629 64. The Pennsylvania Railroad Co. also holds an additional amount of $124,000 of bonds, which have been redeemed, making an aggregate investment of $1,645,629 64, for which it will in the future, in accordance with the terms of the lease, receive bonds to be issued under the General Mortgage of that company.

The General account of the Treasurer at the close of the year will be found on another page.

According to the report of the Masters of the Philadelphia and Reading Railroad the balance on hand January 1 was $71 957 78. The receipts during that month were $2,418,744 44, and the payments were $2,168,274 91, leaving a balance on February 1 of $217,457 31. The sum of $156,136 paid as instalments on deferred income bonds was put under a separate account. The balance credited to the coal and iron company for the month is $146,792 85.

Railroad Earnings.

—The approximate earnings of the Flint and Pere Marquette Railroad Company for the first two months of 1881 were $255,261 25 as compared with $228,016 65 for the same period last year.

—The approximate earnings of the Denver and Rio Grande Railway Company for the first week of March are given as amounting to $32,359 as compared with $35,590 for the corresponding week last year. The number of miles operated this year is 551; last year the number of miles operated was 347.

—The approximate earnings of St. Paul, Minneapolis and Manitoba Railway Company for four weeks, ending Feb. 28th, were $151,482 20. For the same period last year the earnings were $137,644 69. For the two months of January the earnings were as follows: 1881, $413,669 20; 1880, $317,883 55.

—The earnings of the Central Pacific Railroad Company for the month of February were $1,400,000. The earnings for the month of February, 1880, were $1,070,487. The approximate earnings for the month of January, as announced by telegraph, were previously given as being $1,498,000. The official returns received on the 9th inst. show that the actual earnings for January were $1,602,907 52, making the earnings for the first two months of 1881 $3,002,907 52. The earnings for the first two months of 1880 were $2,271,101.

Personal.

—General Grant will make his headquarters at his Long Branch Cottage this summer.

—A. W. Sofer has been promoted to the office of general manager of the Iron Mountain Railroad.

—Wayne MacVeagh, the newly-appointed Attorney-General, has of late years acted as counsel for the Pennsylvania Railroad Company.

—Levi P. Morton has been appointed Minister to France, a position for which he is eminently qualified by his long experience in public life, and his ability as financier and statesman.

—Franklin B. Gowen, President of the Philadelphia and Reading Railroad Company, arrived in New York from Liverpool last week Saturday, and went to Philadelphia the same day.

—The three commissioners who are to represent the United States in the International Monetary Conference at Paris are William M. Evarts, of New York, Allen G. Thurman, of Ohio, and Timothy O. Howe, of Wisconsin.

—Arthur A. Hobart has resigned the position of superintendent of the Boston and Lowell Railroad, and it is said that the vacancy occurring by his resignation will not be filled at present. J. F. Crockett has been appointed master of transportation and repairs.

—Mr. Gaddis has assumed the duties of general manager of the Ogdensburg and Lake Champlain Railroad. He has not yet resigned the position of general manager of Boston and Hoosac Tunnel Railway, and it is said that he will continue to look after the interests of that line until it is transferred to its recent purchasers, the Burt Syndicate.

—The Philadelphia Stock Exchange has elected the following officers: President, George Gilpin; Chairman, Joseph R. Wilkins; Vice-Chairman, Jos. H. Seaver; Secretary and Treasurer, John C. Johnson. Members of Governing Committee, to serve for three years—Abraham Barker, Wm. J. Morris, D. C. W. Smith, George S. Fox, John Markoe, Jr., Wm. N. Whelen. To serve for two years to fill vacancies, George C. Thomas, Wm. G. Huey. Mr. Wilkins received the high compliment of being re-elected to the responsible position of chairman by a unanimous vote.

—L. B. Boomer, of Chicago, widely known as a bridge-builder and President of the American Bridge Company, died suddenly at the Windsor Hotel, this city, last Sunday. A correspondent of the Evening Post says of Mr. Boomer:—"He went from his native State of Massachusetts, and settled in Chicago about thirty years ago, and from that time on he has been extensively engaged in bridge building in all parts of this country, but chiefly in the Western and Northwestern States. Many of the largest railway bridges spanning the Mississippi, Missouri and other great rivers were built by him. Possessed of a noble, brave, and generous heart, he was ever a kind, loving and sympathizing friend to all who needed friends. Prosperity or adversity made no change in him. The sweetness of his character always remained the same. He loved his fellow men, and in turn he won their love and confidence to a degree far beyond ordinary experiences."

Manufacturing.

—It is announced by cable that the four highest awards for scales at the International Exhibition at Melbourne, Australia, have been awarded to Fairbanks & Co. Last year, at the Sydney Exhibition, they received an award of special distinction, in addition to the leading prize open to general competition.

—The Globe Company, of Boston, are bringing out many inventions of special value for railroad use. It is claimed that a saving of half a ton of coal a day, on each locomotive, can be made by the use of their spark consumer, and that their anthracite waste-consuming patents will reduce the cost for fuel to about one-half the present average.

—The English silicate white paint is very highly recommended, for its cheapness, covering 20 per cent better than white lead, and for its durability, as it is unfailing and does not chalk or crack off. It is especially adapted to freight cars, and is growing very popular for that and kindred purposes, where the merits of paint are put to secure tests. Howard Fleming, 23 Liberty street, is the American agent for this paint. Mr. Fleming is also agent for J. B. White & Bro., manufacturers of the famous English Portland cement.

—A new ferry company has been organized and incorporated by the Legislature of this State called the Brooklyn Ferry Company. The incorporators are Capt. Ambrose Snow, the Pilot Commissioner; Capt. Jeremiah Darling, Benjamin Flint, George W. Roosevelt, Robert Sullivan, Nelson Edwards, E. McLaughlin, and W. C. Bassett. Capt. Snow is the treasurer of the company, and Daniel S. Remsen is secretary and counsel. The capital is nominally fixed at $75,-000, with the privilege of increasing it to $1,000,000. The object is to establish another ferry in the Eastern District, near the foot of Broadway, to some point between Fourteenth and Twenty-third streets.

—At a meeting of the directors of the Memphis and Kansas City Railway Company, at Hopefield, Ark., on the 2d inst., the following officers were elected: President, Louis Hanauer, Memphis; vice-president, John A. Lindsay, Arkansas; secretary, R. F. Patterson, Memphis; treasurer, Henry Bons, Arkansas.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	8	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,937,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'96-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1865	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,500	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1898	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,116,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,530	7*	" "	"	1908	....
Construction Notes	78,000	7	Jan. & July.	"	1884	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	.... Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	800,000	7	April & Oct.	New York.	1897	....
1st Mortgage pr ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $16,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	884,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	96,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) sk'g fd.	2,283,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,960	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	3,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage } A. Co. and	499,500	6	March & Sept.	"	1885	....
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	188,000	7	Jan. & July.	Boston.	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,500	7	" "	"	1880	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1894	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1890	....
Bonds of 1877	620,000	5	" "	"	1890	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	550,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1887	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,005,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,000,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	6	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1892	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'99	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1881	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (58 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	610,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1898	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,530,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,885,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	5,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530.000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'80	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon.	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,000	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,879,550	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds....	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1896	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1888	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1860	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds.....	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	394,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds.....	858,475	7	Jan. & July.	"	1898	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,090,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd June.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)....	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	498,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,000,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7-8	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1909	....
1st Mort. (Dav. & N. W.).....	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division)..	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,800	7	" "	" "	1885	....
Funded coupons (193 m.).....	675,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1896	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,543,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879...	6,740,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,250,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	180,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.....	2,912,000	7	Jan. & July.	New York.	1887	....
2d Mortgage guar.....	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $8,000,000.....	7,258,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage.....	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage.....	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage.....	1,998,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1908	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	890,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind.(C.,H.&D.):						
1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1908	....
Cin. & Ind. (C., L., St. L. & C.):						
1st Mortgage.....	499,000	7	June & Dec.	New York.	1901	....
2d Mortgage, guar.....	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1850, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1885	....
1st Mort. (Indianap. & Cin.) '55	1,600,000	7	April & Oct.	" "	1886	....
1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort.(Cin., Laf. and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.):						
1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1885	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold.....	266,500	6*	Jan. and July.	New York.	1909	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,100,800	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)....	750.000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage.....	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'76-'94	....
1st Mort. (Bell. and Ind. R.R.)..	405,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,504,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,250,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,066,000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
2d Mort., reg., ass'd by L S & M S.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by L S&M S.)	1 895,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new.....	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new.....	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Myria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1900	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	....	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	....	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'93–'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86–'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July.	" "	1883	....
1st Mort. (Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1894	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1864	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,499,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	125,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	6	" "	"	1906	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1921	....
2d Mortgage, guar.	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	104,600	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Round Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,067,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,000	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1890	....
Detroit, Mon. & Tol. (L.Sh. & M.S.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division	586,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar.	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Alleghany Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,393,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1896	....
Equipment Mortgage	655,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	254,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
1st Mort. (Bay C. & K. Bag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1880	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	245,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1909	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar.	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,496,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed.	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3.,000	7	" "	" "	1892	....
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	.. ..
2d Mortgage of 1869	300,000	6	April & Oct.	Brpt. & Bost.	1899	....
Equipment Bonds of 1873	150,000	7	.....	Bridgeport.	1888	....
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, sky fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G.(Waco & N.)	880,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,800,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	880,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	1*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1852	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1900	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1900	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	.. ..
2d Mortgage, Income	2,000,000	7	Jan. & July.	" "	1906	....
Indianapolis, Cinc. & Laf.:						
See Cinc., Ind., St. L. & Chic.						
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
2d Mortgage	81,000	8	May & Nov.	"	1886	.. ..
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,510,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1861	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	386,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sky fund guar.	306,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	640,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1868	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1869	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	...
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Bos on.	....	...
Mortgage on Branches	1,325,000	...	.....	"	....	...
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	...
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,496,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	.. ..
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City,Top.&W.(A.,T.&S.Fe):						
1st Mortgage	334,000	7*	Jan. & July.	Boston.	1905	....
Income B nds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1896	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000s)	6,879,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (" ")gold	350,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,396,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1900	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	...	.....	" "	....	....
1st Mort. (Laf., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon.		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1908	....
Bonds of 1882 (Reg. & Coupon)	2,708,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1890	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" " ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	800,000	7	March & Sept.	" "	1888	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1860	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	340,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1880	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1906	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Sks. Fd.	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7		" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1920	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,200,770	8*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,000,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,100	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (U., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,450,000	7	Jan. & July.	New York.	1902	...
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	754,980	7	Jan. & July.	"	1898	....
Extension (gold) Loan	490,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O.	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	200,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	...
1st Mortgage	2,482,200	6	March & Sept.	"	1908	..
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	3,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,000,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1890	....
Mexican Central:						
1st Mortgage	11,480,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	656,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (North'rn Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1890	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L. guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	...
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	...
Miss. Cent.—See Ch., St. L. & N. O.						
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,601,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	...
2d Mortgage, Income	7,571,552	6	April & Oct.	" "	1911	...
Brownville Bridge bonds, guar.	950,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	...
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,578,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bon'ds	800,000	8	May & Nov.	New York.	1892	....
1st Mort (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	243,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	300,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1893	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	893,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1913	....
1st Mort. (Tenn. & Pacific R. R)	300,000	6	" "	" "	1913	....
1st Mort. (Jasper Br. Extension)	90,000	6	" "	" "	1908	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,055,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	300,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'98-'00	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	250,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,000,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,600	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D. & H. C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B. & N. F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,500,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York	1897	....
2d Mortgage, convert., extended	2,150,000	6	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	"	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	6*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,800	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,666,000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,236	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,968,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold. Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1875	8,,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peters'b.—See Atl M & O:						
North Carolina:						
1st Mortgage	210,000	6	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	....	....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	224,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	....	....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	....	....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,500	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	"	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort. l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N. W.):						
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & K.):						
Construction Bonds	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600,000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,475,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,884,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	6	" "	"	1894	....
Plain Bonds	1,092,000	7	" "	"	1894	....
Plain Bonds	290,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	560,000	7	April & Oct.	Philadelphia.	1892	....
Omaha and Southwestern:						
1st Mortgage, guar.	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,225,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	800,000	7	March & Sept.	" "	1900	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar.	838,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	290,994	8	Feb. & Aug.	New York.	1887	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
2d Mortgage, Income, 1880	650,200	7	....	....	....	....
Panama:						
General Mort., stg. (£1,000,000).	3,860,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.	500,000	7	....	....	....	....
Pennsylvania:						
General Mortgage }	19,999,750	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,801,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $2,500,000, stg fd.	4,091,875	5	April & Oct.	Philadelphia	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	2,000,000	6*	....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa. R.R.)	6,400,000	6	....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, (23)	10,000,000	4*	....	"	1921	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,000,000	7	" "	"	1906	....
Peoria & Bureau Val. (C. R. I. & P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1898	....
Peoria, Decatur and Evansville:						
1st Mortgage, gold, 1880	1,237,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880.	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,800	6	April & Oct.	Philadelphia.	1897	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1918	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500,000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	300,000	6	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000,000	6*	" "	Phil. or Lond.	1541	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	8,486,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800,000	4-6	....	Philadelphia	....	....
Loan of 1968, debentures	1,125,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-43 & 49.	1,519,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1898	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1845, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1856, stg	134,400	7	" "	"	1882	....
Consol. Mort. $ loan, coup. & reg.	10,648,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M., gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499,800	7	Jan. & July.	"	1893	....
Improvement Mort. Loan, S. F.	9,864,000	6?	April & Oct.	Phil. or Lond.	1897	....
General Mort. stg. sinking fund	19,986,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,231,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,978	6	Jan. & July.	"	1893	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,700	6*	" "	Phil. or Lond.	1893	....
Bonds for Berks Co. Railroad	500,000	5-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000	13,000,000	7	Various.	Lond. or Phil.	89-'94	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	2	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	6,618,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. (D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	378,461	.....	177.2	877,547	289,615	653,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,563,850	2,413,862	.....	.....	2,166,500	23,974,000	2,730,246	.....	259.5	1,314,406	786,550	2,335,320	1,711,496	726,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,683	—	32,241	.....	1,655,432	1,500,000	12,889	.....	62.6	244,210	50,940	428,449	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,359	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,801	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	153,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia.	1,192,499	*	52,650	97,765	1,232,200	65,000	5,696	39,719	80.7	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	387.5	25.3	19.7	4-8.5	165	47	38	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,847	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,878,414	963,491	2,269,843	4,135,296	676,808	—	100	....
Dec. 31, 1879	149.5	—	26.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt	3,484,000	—	.....	.....	3,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,981	824,789	33,749	6	100	....
Sept. 30, 1879	408.0	30.0	35.7	5-0	88	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,092,378	292,3?3	.....	428.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,850	87	181,700	.....	.....	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶.....Md. & W. Va.	29,543,315	12,203,063	44,223,039	535,939	19,792,566	29,386,875	1,421,260	28,204,657	547.1	9,679,346	.....	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,746	.....	.....	659,699	186,028	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	289	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,715	90.2	565,121	895,965	347,455	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,060,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¶	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	35,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,353	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,185	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,566	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	382,602	180 430	[2 years.]	850,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.....Mass. & N. York.	24,816,781	3,145,400	572,416	2,688,980	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	61	72	30	748	Boston and Lowell.....Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.8	1,225,398	2,876,531	1,068,230	1,399,816	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,764	1,242,280	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	125.5	1,735,103	4,829,028	810,122	2,532,652	934,431	6	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,317	*	4,806	36,391	3,260,000	977,000	79,493	83,021	50.0	183,202	79,176	107,369	289,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	677	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,043	220,757	4,000,000	800,000	607,266	391,311	67.7	852,282	3,574,104	669,464	1,323,926	424,179	8	100	....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	—	1,461	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	593	Boston, Concord and Montreal.....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,556,800	15,849	585,694	165.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,060	39.0	632,307	49,800	.....	13,197	deficit.	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	466,654	94,219	158,303	26,588	350,000	300,000	45,150	50,816	8.8	124,985	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	47,660	1,861	—	—	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthore.....Virginia	110,500	*	.....	.....	110,500	—	.....	.....	21.0	12,800	2474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	8	Brooklyn, Bath and Coney Is.....N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	6.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y	1,477,403	*	.....	.....	494,225	580,000	289,807	.....	7.5	152,060	875,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1880	43.8	—	...	4-8.5	6	5	2	29	Buff, Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	60,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	286	Buffalo and Southwestern.....New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,360	3,546,900	1,401,765	248,391	120.5	617,728	207 239	1,063,256	954,683	330,355	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,962	*	.....	.....	840,700	850,000	.....	.....	35.0	44,692	24,291	32,994	39,775	4,492	—	100	....
May 31, 1880	46.4	—	2.7	5-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	8	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.6	36.7	4-8.5	38	13	35	1,090	Buri., Cedar Rapids and Nor..Ia. & Minn.	12,677,208	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410 260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,535,000	2,500,000	.....	.....	146.5	305,452	.....	.....	231,520	21,228	—	100	....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	167	Cairo and Vincennes.....Illinois & Ind.	7,624,209	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,881	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,053	395,014	138,506	276,094	12,000,000	6,350,000	1,536,688	L. 606,716	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	168,749	177,278	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	496,473	202,127	3¶	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central.....Canada.	3,661,535	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.8	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,689	486,484	15,000,000	13,741,420	1,348,241	280,507	467.5	.....	.....	.....	2,995,366	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	17.1	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,21¹	34.6	75,090	21,672	73,576	57,929	2,559	6¶	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	89	98	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,338	7,500,000	3,852,000	774,927	—	713.5	1,079,243	103,703	.....	3,190,490	1,537,985	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,663,349	*	.....	.....	4,921,056	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,868	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18362	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	82,766,600	6,341,209	.....	130.2	4,324,938	.....	836,168	4,817,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.6	194.8	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,921,099	8,080,469	10,284,038	1,464,798	54,275,500	85,192,285	306,605	18,382,538	1,213.1	7,203,591	6,842,307	1,878,348	17,153,168	6,945,800	—	100	....
Dec. 31, 1879	158.0	278.4	37.0	4-8.5	109	67	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,687	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,152,315	*	372,892	23,526	2,578,000	2,700,971	144,941	105,122	195.0	566,525	62,884	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.5	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	—	57,442	26,037	648,763	500,000	990	.....	22.5	67,547	130,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Cheraw and Darlington.....S. C.	680,000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,849	.....	52,568	26,581	—	100	....
Sept. 30, 1879	423.0	9.3	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	133,243	23,762,136	22,526,315	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire.....N. H. & Mass.	2,395,239	322,266	.....	305,141	2,153,300	806,500	27,396	35,480	64.0	574,267	134,282	501,497	602,750	164,598	3	100	....
Dec. 31, 1879	248.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,303	*	3,537,160	4,663,315	12,490,572	11,027,850	2,597,983	579,373	840.4	3,609,685	843,429	2,634,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,408	172,924	338,054	3,714,329	259,340	204,956	152.0	1,000,088	146,218	749,240	1,020,794	389,446	—	100	..
Jun. 30, 1879	30.0	—	10.7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,416,000	*	.....	.....	664,000	1,750,000	52,814	.....	30.4	.....	.....	.....	524,378	196,911	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan.....Mich.	6,288,201	429,640	33,923	119,443	6,151,000	480,000	174,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12866	Chicago & Northwestern. Ill. Wis. & Mich.	78,985,795	*	8,818,766	2,811,506	36,513,610	37,688,000	11,448 446	5,993,060	1,627.6	13,769,366	3,964,798	5,674,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.6	8.6	10.0	4-8.5	6	4	4	162	Chicago and Paducah.....Illinois.	7,237,440	*	.....	.....	4,112,500	2,961,000	153,910	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	....
Sept. 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah.....Wisconsin.	211,842	*	.....	.....	13 400	28,000	109.942	.....	30.5	12,896	.....	.....	12,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11629	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,596,547	8,722,845	1,524,371	31,004,456	27,770,225	16 526,547	4,492,855	1,857.3	8,690,517	2,076,184	4,586,368	14,817,108	7,260,068	8	100	....
Dec. 31, 1879	63.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,240 193	233,325	730,016	115 027	5,151,440	953,000	285,520	45,160	203.1	330,734	71,007	101,562	491,078	186,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,653,744	41,349,500	1,591,292	3,531,538	2,231.0	7,655,701	1,855,446	3,540,734	10,013,820	4,539,025	7pf	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	440.4	484 8	886 7	4-8.5	496	134	116	16333	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	70,740,479	14,378,000	4,807,829	2,477,123	50,000,000	27,439,000	2,545,881	3,078,662	1,176.8	13,966,875	2,822,121	7,641,294	15,271,692	6,226,068	6	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	236	71	36	8876	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,630	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	2,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,684	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Dec. 31, 1879	84.6	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,046,241	*	1,065,942	84,724	4 637,300	2,015,000	34,946	359,661	196.5	1,219,104	835,541	787,769	1,332,496	440,790	6	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith*.....Ark.	7,010,817	*	961,167	8,199	4,096,136	2,648,500	1,528,926	L. 293,278	165 2	233,829	54,516	.....	393,180	155,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	76	211	19	381	Long Island †.....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	225.6	1,712,474	5,043,948	286,071	1,617,950	238,250	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	6,082	48,403	.....	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	.....	.....	....
Jun. 30, 1879	195.:	909.7	—	5-6	186	67	35	3,112	Louisville & Nashville, Ill., T., Ky. & Ala.	32,703,932	*	13,326,077	1,267,520	9,059,361	23,902,820	16,425,569	3,909,759	1,339.9	5,627,177	.....	.....	7,436,548	3,227,644	6	100	...
Dec. 31, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington, Ky.	5,995,362	*	86,068	307,988	1,880,608	3,764,700	522,498	241,567	232.5	.....	396,673	408,883	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2,502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696,621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	4	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,803,885	*	.....	3,937	879,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,762	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,185	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	80,235	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	40.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	116,082	3,603,300	8,721,018	24,223	828,309	354.9	911,358	553,564	896,107	1,508,577	636,297	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	*	40,124	53,132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,899	100,746	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,050,376	20,667	63,609	4,565,627	4,186,200	122,559	94,247	85.6	203,541	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,378,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,488	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.8	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,258	428,021	138,587	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	6½	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,102	6,714	.....	122,800	79,300	787	.....	10.2	17,782	.....	.....	14,850	3,532	2	100	....
Jun. 30, 1879	166.7	22.6	18.6	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,166,068	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	80,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.2	4-8.5	15	8	4	263	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,886	6,000,000	1,110,000	107,781	.....	158 8	261,793	76,983	158,950	287,506	96,921	—	100	....
Jun. 30, 1880	108.0	—	8.0	4-8.5	13	6	3	238	Minneapolis and St. Louis....Minnesota.	3,769,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.45	5-0	12	18	3	168	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,589	45 023	220,059	100.0	227,441	.....	.....	525,489	209,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	276	Missouri, Iowa and Nebraska...Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,340	.....	118.0	116,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	676.0	232.0	101.0	4-8.5	88	84	27	1,589	Missouri, Kansas and Texas...M. K. & Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621	296,652	676,785	3,844,292	1,366,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	84	23	2,427	Missouri Pacific.....Missouri.	15,842,891	*	752,657	1,564,745	800,000	15,123,000	675,970	1,560,523	421.6	2,641,542	896,401	1,893,657	3,922,8e8	1,783,734	—	100	...
May 31, 1880	84.0	—	4.2	5-0	4	5	2	66	Mobile and Girard.....Alabama.	1,715 439	*	294,871	83,815	1,278,941	1,133,500	8,071	L. 356,286	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.8	5-0	76	26	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	508.0	1,468,478	238,960	333,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	349,650	9,300	.....	.....	124 650	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Mar. 31, 1880	14.6	—	23.4	4-8.5	18	17	6	288	Nashua and Lowell.....N. H. & Mass.	666,051	218,273	378,836	260,333	800,000	200,000	377,546	145,912	53.7	.....	.....	.....	404,116	172,347	6½	100	....
Mar. 31, 1880	43.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	46.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	14,360,900	*	178,593	976,180	6,843,900	7,512,000	948,594	206,178	453.5	1,488,464	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1879	56.5	—	10.1	4-8.5	11	13	9	107	Naugatuck.....Connecticut.	2,137,570	*	95,885	105,633	2,000,000	.....	29,858	309,230	61.2	243,392	261,469	192,845	499,188	222,275	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76.196	49,958	19 814	101,949	44,759	—	100	....
Dec. 31, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6.5	11	12	3	138	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	.....	.....	.....	.....	.....	.....	58.6	113,703	49,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1879	8.8	—	0.4	4-8.5	2	1	—	—	New Canaan.....Conn.	230,746	*	9,428	33,234	887,350	1,164,500	249,154	.....	8.8	17,950	37,322	4,602	18,072	1,231	—	50	....
Sept. 30, 1879	18.0	—	1.7	4-8.5	3	4	5	28	New Haven and Derby.....Conn.	1,033.419	*	4,017	1,967	164,050	99,878	.....	.....	18.0	42.990	118,437	62,309	106,478	52,536	—	100	....
Sept. 30, 1879	83.9	16.0	23.7	4-8.5	20	18	8	451	New Haven and Northamp. Conn. & Mass.	4,035,258	796,516	129,925	61,864	2,460,000	2,340,000	140,163	109,299	109.3	374,773	278,220	311,180	588,280	238,861	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157.664	391,500	47.538	156,106	40,780	—	100	....
Sept. 30, 1879	100.0	—	16.9	4-8.5	21	15	9	269	New London Northern.....Conn. & Mass	2,059,502	236,420	65,000	73,061	1,500,000	687,500	152,275	94,219	100.0	461,659	250,760	287,854	470,102	159,484	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,936	12 072	296,464	112,048	16	100	....
Sept. 30, 1879	208.2	55.7	75.0	4-8.5	76	110	24	1,081	N. York & N. England..M., R. I. & Conn.	25.294 203	*	105,164	172,670	20,000,000	4,708,000	459.292	404,744	263.9	1,549,192	2,633.937	871,187	1,933,511	446,3.9	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	469	167	16486	New York Central & Hudson River. N. Y.	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,013 3	16 861,569	8,130,643	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	181	292	—	—	New York Elevated.....N. Y.	16,000,000	*	.....	.....	6,500,000	6,500,000	.....	.....	17.5	2,979,666	29,875,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	20524	N. Y., Lake Erie & Western. N. Y. & Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	57,173,745	8,216,228	3,911,158	1,009.5	14,383,876	5,491,481	8,715 892	18,693,109	7,049,182	—	100	....
Sept. 30, 1879	123.0	17.5	180.0	4-8.5	94	202	60	2,478	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,464	1,237,707	1,694,965	15,500,000	.....	331,481	2,145,282	202.3	.....	4,600,807	1,348,687	4,294,235	1,923,248	10	100	....
Sept. 30, 1879	249.0	96.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Oswego Midland.....N. Y.	24.877.340	*	.....	.....	6,860,522	16,073 500	3,524,436	.....	344.0	410,479	213,161	216,100	533,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston...Conn. & R. I.	2.644.027	559,467	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	9½	100	....
Sept. 30, 1879	224.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N. C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219,529	—	100	....
Sept. 30, 1879	102 6	—	8.1	5-0	14	13	6	139	Northeastern †.....S. C.	2,148,131	*	53,610	21,289	985,350	1,058,000	60,644	119,087	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.0	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,936	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	635,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	*	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69.582	12,287	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.8	4-0	152	69	42	6,006	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,480,116	5,842,000	15,445,000	1,113,474	.....	321.6	2,705,179	1,330,879	7,920.566	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	630	Northern.....New Hampshire.	3,068,400	*	424,147	491.913	3,068,400	100	287.393	628,567	82.9	502,138	133,012	509,348	489,006	112,439	8½	100	....
Jun. 30, 1880	722.0	—	80.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn., Dak., Wash. & c.	95,697,160	1,243,581	9,187,252	1,108,883	92,412,646	3,881,834	2,610,931	1,281,366	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N. Y.	5,677,000	*	583,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	345,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	—	50	Olean, Bradford and Warren.....Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,824	151,888	18,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	56	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,988,028	589,433	7,133,800	5,787,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	8,518,769	1,201,647	6	100	....
Feb. 28, 1880	159.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,678	527,302	.....	.....	.....	10,950,000	62,370	.....	199.1	270,950	105,133	54,723	508,153	137,843	—	100	....
Dec. 31, 1879	100.6	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	(Five m os. ending	May 31, '80	)	1,138,627	721,059	3	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4.277,636	*	34,976	112,804	2,853,000	1,441,194	43,283	83,240	185.7	388,827	43,105	276,768	352,471	83,283	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	443	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,999,000	.....	.....	57.6	.....	22,729	161,744	2,155,567	1,120,2e7	18	100	....
Dec. 31, 1879	55.0	—	2.6	3-0	6	9	—	41	Peachbottom.....Pa.	577,700	73,640	36,000	.....	255,915	451,400	91,104	.....	55.0	.....	47,670	22,024	89,974	22,396	—	50	....
Dec. 31, 1879	47.1	16.9	75.1	4-8	25	11	2	2,866	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,648,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.0	921.3	4-0	876	850	174	15818	Pennsylvania †.....Pennsylvania.	59,978,140	*	31,178,558	12,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.5	16,110,667	5,948,645	13,684,042	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	13.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,239,700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,283	187,208	218,416	9,186	—	100	....
Nov. 30, 1879	38.6	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,043,345	.....	125,092	47,896	38,040	1,026,600	593,142	.....	38.5	257,564	66,458	310,730	194,690	66,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va. & N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,598	29,524	67,782	202,936	54,767	—	100	....

Construction.

—The town of Bridgton, Me., has voted, 365 to 53, to appropriate $40,000 toward the construction of a railroad from Bridgton to Portland.

—A survey of the route of the proposed Yosemite, Division of California Central Railroad will soon be commenced at a point near Fresno Flats and continued toward Merced.

—A project is on foot for the establishment of a narrow gauge railroad from Los Angeles to San Francisco by way of Santa Monica, San Louis Obispo and other coast towns.

—An effort is being made to have the Athol division of the Boston and Albany Railroad extended from Athol to Orange. But two miles of new track will be required, on which the grade is nearly level.

—Navigation on the James River and Kanawha canal between Buchanan and the mouth of the North river will be closed after the 15th of this month, to permit the laying of the track of the Richmond and Allegany railroad.

—The directors of the Kentucky Central Railroad Co. have appointed an engineer in charge of the extension necessary to connect it with the Knoxville Railroad, and directed the president to advertise for proposals to build the sixty-one miles of road necessary to make the connection.

—It is reported that the first contract for grading the Lehigh and Hudson Railroad, which is to connect the New York and New England with the Lehigh coal region, has been let. It is from Belvidere, N. J., to Danville. The second section, from Danville to Andover, is to be let shortly.

—The directors of the Shenandoah Valley Railroad Company have decided to immediately place under contract the extension of the road between Waynesboro' and Salem, Va., via Lexington, a distance of 90 miles. At Salem it will connect with the Atlantic, Mississippi and Ohio Railroad. The location of the road between Lexington and Salem will be entirely distinct from that of the unfinished line between Staunton and Salem, in which Baltimore and the Baltimore and Ohio R. R. Co are largely interested.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending February 26, as reported by the several carrying companies, amounted to 570,361 tons, against 321,120 tons in the corresponding week last year, an increase of 249,241 tons. The total amount of anthracite mined for the year is 3,650,148 tons, against 3,029,059 tons for the same period last year, an increase of 621,089 tons. The quantity of bituminous coal sent to market for the week amounted to 92,037 tons, against 27,217 tons in corresponding week last year, an increase of 64,820 tons. The total amount of bituminous mined for the year is 596,018 tons, against 687,502 tons for the corresponding period last year, a decrease of 92,484 tons. The total tonnage of all kinds of coal for the week is 662,398 tons, against 348,337 tons in corresponding week last year, an increase of 314,061 tons, and the total tonnage for the coal year is 4,245,166 tons, against 3,716,561 tons to same date last year, an increase of 528,605 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending February 26 was 177,556 tons, of which 129,100 tons were coal and 48,456 tons coke. The total tonnage for the year thus far has been 1,314,558 tons, of which 953,670 tons were coal and 360,888 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended February 26 were 39,063 tons, and for the year 209,588 tons—a decrease of 50,042 tons as compared with the corresponding period of last year.

The coal was carried as follows: Baltimore and Ohio Railroad—week 86,305 tons, year, 184,896 tons; decrease as compared with 1880, 44,825 tons. Chesapeake and Ohio Canal, none; decrease as compared with 1880, 2,584 tons. Pennsylvania Railroad—week, 2 758 tons; year, 24,642 tons; decrease as compared with 1880, 3,138 tons. The coal tonnage of the Reading Railroad for the past week, ending March 5, was about 130,500 tons of which 19,900 tons were sent to and 21,000 tons shipped from Port Richmond, leaving about 48,000 tons on hand on Saturday night.—Phila. Ledger, March 7.

Financial and Economic Transactions of the United States.

The following statement has been prepared by the Treasury Department at Washington, showing the Financial and Economic Transactions of the United States of America for the Four Years ended March 1, 1881:

		For year ended March 1, 1878.	For year ended March 1, 1879.	For year ended March 1, 1880.	For year ended March 1, 1881.	
Total receipts		$265,342,831 86	$263,068,817 04	$268,762,742 93	$366,396,715 41	
Total expenditures		218,289,531 58	236,094,982 91	280,047,664 51	257,323,687 93	
Total debt, less cash in the Treasury		2,042,037,129 08	2,026,207 541 66	1,995,112,221 17	1,879,956,419 77	
Decrease of debt		46,744,013 96	15,899,587 42	31,095,320 49	115,155,801 40	
Annual interest charge		98,537,283 50	101,515,647 50	82,211,663 00	76,845,937 50	
Available cash in the Treasury, including resumption fund		79,920,013 38	144,635,042 50	150,031,706 35	160,662,622 20	
Gold coin and bullion held by the Treasury		121,738,854 95	133,965,569 43	146,750,788 04	173,038,283 01	
Silver coin and bullion held by the Treasury		8,453,909 29	35,621,660 28	63,676,711 57	64,108,696 09	
Exports of live stock		4,205,893 00	10,863,241 00	12,066,489 00	20,687,738 00	
Exports of other food		269,752,609 00	326,752,030 00	374,568,349 00	456,244,111 00	
Total exports—merchandise		639,485,209 00	736,856,296 00	767,875,740 00	915,271,563 00	
specie		47,103,365 00	26,391,143 00	23,922,972 00	16,028,803 00	
Total imports—merchandise		475,838,316 00	432,094,129 00	555,569,696 00	703,139,989 00	
specie		25,209,050 00	26,999,280 00	92,714,238 00	98,570,197 00	
						Total.
Production of cotton	No. bales.	4,455,423				
Production of wool	No. pounds.	207,000,000				
Production of wheat	No. bushels.	364,194,146				
Production of corn	No. bushels.	1,342,558,000				
Production of pig-iron	No. tons.	2,066,594				
Production of coal	No. tons.	54,309,250	53,130,594	65,808,398	69,200,934	$1,192,551,107 24
						990,755,706 93
						208,824,730 27
						243,492,765 00
						20,181,471
						914,500,000
						1,713,922,899
						5,816,214,440
						10,409,662
						241,446,166

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						20,181,471
						914,500,000
						1,713,922,899
						5,816,214,440
						10,409,662
						241,446,166

Note.—The debt, less cash in the Treasury March 1, 1877, was $2,088,781,143 04, and the annual interest charge, $94,403,645 50; showing a decrease in the debt during the four years, as above, of $208,824,730 27, and of the annual interest charge, $17,557,708.

Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 8.

	W.	Th.	F.	Sa.	M.	Tu.
Allegheny Val. 7s-10s	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1888	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	46¾	46¾	46¾	47¼	47	47
6s, 1884	106¼	....	....	....	....	106¾
Gold Loan	....	....	....	112	....	....
Railroad Loan	....	....	....	....	....	115
Conv. Gold Loan	....	....	....	109	....	....
Consol. Mort. 7s	....	....	....	....	....	117¼
Lehigh Valley	59¾	59¾	60	60	60	60¼
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	113	....	....	....
Consol. mort. 6s	117	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	118	118
Little Schuylkill	52¼	....	....	52¼	....	....
Minehill & Sch. Haven	59	....	59	....	59	59
North Pennsylvania	59	....	59	60	60	60
1st mortgage 6s	103	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	120¼
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	49	....	49	49¼	49¾	49¾
6s	98	....	....	99	99	....
Northern Pacific	44¼	46¼	46¼	48	48¾	50
Preferred	69¼	71¼	71	73¼	74¼	74¾
Pennsylvania R. R.	65¼	65¼	65¼	65¼	65¾	66¼
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	123¼	....	....
Gen'l mort. reg	....	....	....	120	....	....
Consol. mort. 6s	....	....	....	....	....	119¼
Consol. mort. 6s, reg	....	....	....	....	119¼	....
Penn. State 6s, 1 d series	....	....	....	....	....	....
do, 3d series	104¼	....	....	....	....	105¾
do. 5s, new	117¼	....	....	....	117¼	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	32¾	33¼	33¼	35	34	33¼
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	123	....	123¼	123¼	....	....
Consol mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	93¾chp	95	95¼	95¼	....	95
Philadelphia and Erie	26¼	26¾	26¾	27¼	27¼	27
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	116¼	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	121	....	....	....	....	121¼
Pittsb., Titusv. & Buff.	19¼	19¾	20	20¼	20¾	....
7s	96	95	....	95	94¼	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	12¼	....	....	....	12¾	12¾
6s, 1872	....	103	....	....	....	....
6s, 1882	....	....	82	....	....	....
United Co. of N. Jersey	183	....	....	183¾	183	183
Hestonville, (Horse)	....	20¼	20¼	20¾	....	20
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 8.

	W.	Th.	F.	Sat.	M.	Tu.
Baltimore and Ohio	....	....	195	....	....	195
6s, 1880	....	....	....	....	....	....
6s, 1885	110¼	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	118¼	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	122	....	....	....	122	121
2d mortgage, 7s	88¼	88¼	87¼	88	90	90
3d mortgage, 8s	45	44¼	44¼	44¾	46	46
Northern Central ($50)	....	....	....	....	46¼	49¼
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	116	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	127	127	127	....	....	....
3d mortgage, 8s	....	....	....	....	....	165
4th mortgage, 6s	....	....	....	....	....	59
O., Alex. & Manassas 7s	100¼	101	101	....	....	....
Pittsb. & Connellsv. 7s	122¼	....	....	....	....	....
Virginia 6s, Consol	84¼	84¼	84¼	....	84¼	83¼
Consol. Coupons	....	....	93¼	....	....	93¾
10-40 bonds	52¼	53	....	....	53¼	52¼
Deferred Certificates	....	....	14¼	....	15¼	15¼
Western Maryland	12	12¼	....	....	....	12¾
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8	W.9.
Adams Express	130	132	130	....	132	....
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	68¼	69¼	69¼	72¼	71¼	72
Atlantic & Pacific Tel.	46	46¼	46	46¼	46	47¼
Burl., C. R. & Nor.	76	74¼	75¼	75	....	73
1st mortgage 5s	....	100¼	100	100¼	100	100¼
Canada Southern	81¼	82	82¼	82¼	82	81¼
1st mortgage guar.	100¼	100	100¼	100¼	100	....
Central of N. Jersey	105¼	106¼	107¼	107	106	105¼
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	116	117	117	117¼	117	....
7s, convertible, ass.	117	....	....	....	....	....
7s, Income	102	102	102¼	103	....	....
Adjustment	109¼	110¼	110¼	....	....	107
Central Pacific	86	87¼	86¼	86¼	86¼	87
6s, gold	....	112¼	112¼	....	....	....
1st M. (San Joaquin)	110¼	....	....	....	....	....
1st M. (Cal. and Or.)	104¼	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	24¼	23¾	24¼	24¼	24¼	24¾
Chicago and Alton	142¼	144	142¼	144	142	142
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	167¼	166	....	166	165¼	165¼
7s Consol, 1903	127	....	....	127	....	....
Chic., Mil. and St. Paul	109¾	108¾	111¼	109¼	110¼	109¾
Preferred	122	123	122¾	126¼	122	....
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	122¼	....	....	....	....	....
1st M. (I. and M. div.)	....	....	122¼	....	122	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	116	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	122¼	....	122¼	122¼	....	121¼
Chic. & Northwestern	123¾	123	124¼	122¾	123	122¾
Preferred	138	136	137x	135	134¼	135
1st mortgage	....	....	....	109	....	....
Sinking Fund 6s	109	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	124¼	125	....	....	....
Do. reg.	....	....	125¼	....	....	....
Chic., Rock Isl. & Pac.	136	136	136	136	125¼	136¼
6s, 1917, c.	....	....	....	....	....	....
Clev., Col., C. and Ind.	86	88	89	89¼	86	88
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	....	130	129¼	....	130
7s, Consolidated	....	....	....	125	....	....
4th mortgage	....	....	....	....	....	112
Col., Chi., & Ind. Cent	24¼	24¼	24¼	24¼	23¾	25¼
1st mortgage	....	....	....	....	110¼	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	109¼	110¼	113¼	113¼	114	114
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	103¼	....	106¼	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	124¼	125¼	128¼	127¼	129	129¼
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	127	....	....	....	....
2d mort. 5s, ext.	....	....	108	....	....	....
3d mortgage	....	....	107¼	....	....	108
4th mort. 5s, ext.	....	....	109	109	....	....
5th mortgage	113	....	....	....	....	113¼
7s, Consol. gold	....	127	127¼	....	....	127
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	....	....	....	110	....
Hannibal & St. Joseph	55	56¼	58¼	57¼	57¼	57¼
Preferred	104¼	102¼	106¼	105	104¼	104¼
8s, Convertible	....	....	....	....	....	108¼
Houston & Tex. Cent.	68¼	....	....	....	....	69¼
1st Mortgage	110	....	....	111¼	110	....
Illinois Central	133¼	132¾	133¾	133¼	132¾	133
Lake Shore & Mich So.	126¾	127¼	128¼	127¼	127¾	127¼
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	127
2d Consolidated	123¼	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	89¾	88¼	90¼	93¼	93¾	....
7s Consolidated	....	121	....	....	....	....
Manhattan	40	41¼	41¼	40	40¼	39¼
Metropolitan Elevated	121¼	122	122	122	120	119¾
1st Mortgage	105¾	105¼	106	106	103¾	105¾
Michigan Central	111¾	111¾	113¾	112¾	111¾	111¾
7s, 1902	....	....	....	....	....	127
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	121	121	121¾	122¼	122	121¼
1st mortgage	....	....	135	....	135	135
2d mortgage	....	116¼	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	125	....	....
N. Y. Cent. & Hud. Riv.	147¼	146¾	147¾	147¾	147¾	147¾
6s, Sinking fund, 1883	104¾	....	104¾	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	132	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	125	127¼	....	127¾	127	....
1st mortgage	129	118¼	....	118¾	....	....
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	131¾
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
N.Y., Lake Erie & W.	49	48¾	49¼	48¾	48¼	48
Preferred	89¼	89¼	90¼	89¾	87¾	88
2d Consolidated	99¼	99¾	100	100	100	99¾
New 2d 5s fund	96	....	94¾	95¼	....	....
N.Y., N. Haven & Hart	....	....	....	....	....	170¼
North Missouri 1st M.	....	....	....	123¼	....	....
Northern Pacific	46	46¼	48	49	50¼	49¼
Preferred	71¼	72	73¾	74¾	74¼	74¾
Ohio and Mississippi	43¾	44¾	43¾	....	44¼	44¼
Preferred	....	108	110	....	....	....
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	55¾	56¼	56¾	57	57¾	58¼
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	107	108	107¼	107¾
2d mortgage	....	....	....	....	....	....
Panama	....	....	225	....	....	....
Philadelphia & Reading	67¼	67¾	70	68	66¾	67¼
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	133¾
1st mortgage	137	....	....	....	....	....
2d mortgage	....	130	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	140	....	140¼	....	....	141
Quicksilver Mining Co	....	....	15¼	....	15	....
Preferred	....	62¼	62¾	....	....	61
St. Louis & San Fran.	43	43	....	43	43	....
Preferred	65¼	....	....	65¼	....	....
1st Preferred	94	....	....	96	95¾	96
St. L., Alton and T. H.	42	44¾	45	43¾	45¼	....
Preferred	125	....	125	125	126	126
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. An.	61¼	62	63¾	64	63¼	63
1st mortgage	115¼	....	....	117	117¾	....
2d mortgage	....	....	....	....	111	111¾
Tol., P. & War. 1st E.D	....	....	....	118	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	118¾	122¼	123¾	122¼	122¼	123
1st mortgage	113¾	113¾	....	113¾	113¾	113¾
Land Grant 7s	....	114¼	....	....	....	....
Sinking Fund 6s	119¾	150	....	....	120	....
United States Express	56	57¼	56¼	58¾	57¾	58¾
Wabash	....	....	....	....	....	....
1st mortgage	....	....	110	....	111¾	....
2d mortgage	....	....	....	....	....	108
7s, Consolidated	111¾	....	....	....	110¾	....
St. Louis Division	111¾	....	109	109	....	109
Wabash, St. L. & Pac.	45¾	45¾	47	46¾	46¾	46¾
Preferred	88¾	90¾	90¾	89¾	89¾	79
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	118	117¾	118	118	118¾
Western Pacific bonds	....	....	....	....	111	....
Western Union Tel	114¾	114¾	115¾	115¾	116	116¾
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Mar. 9.

	Th.3	F 4.	Sat.5.	M 7.	Tu.8.	W.9.
Atch., Top. and San. Fe.	135¼	135¼	135¾	136¼	136	126¼
1st mortgage	....	....	120¼	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	164¾	....	166	166¾	168	168
7s, reg.	....	....	....	....	....	....
Boston and Lowell	103	104	....	104	104	104¾
Boston and Maine	148	148¾	....	148¾	148¾	148¾
Boston and Providence	....	156	....	....	....	....
Boston, Hart. & Erie 7s	58	58¾	60¾	60	58¾	58¾
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	114	....	113	....	....	90
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	166	....	167	167¾	166¼	165
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	24	23¾	23¼	24¼	26	27¼
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	37¼	38¼	39	39¼	38¼	38
New 4½ Bonds	105	104¾	105	....	105¾	....
Fitchburg	....	....	140	140¼	140¾	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	112	....	....	....	....	....
N. Y. & New England	57¼	57¾	59¼	59¼	57¾	57
7s	....	116	....	....	118¾	....
Northern, N. H.	....	....	....	106	106	....
Norwich & Worcester	159¾	....	....	....	....	....
Ogden. & Lake Champ	34¼	36	42	40	36¼	40
Preferred	....	....	....	....	....	....
Old Colony	128¾	129¼	....	129	....	....
Ph., Wil. & Balt. ($50)	71¼	73¾	74¼	74¾	77¾	76¼
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	141¾	141¾	....	140¾	139¾	140
Union Pacific	119¾	121¾	124	124	....	....
8s	....	....	....	....	112¾	122
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 6s	119¾	....	120	120	119¾	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua 6s	....	....	62	62¾	61¾	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	72	71¾	....	72
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	247¾	247	....	245	243	....
Quincy	35	35	....	34¾	34	34

New York Stock Exchange.

Closing Prices for the week ending Mar. 9.

	Th.3.	F.4.	Sat.5	M.7.	Tu.8.	W.9.
Federal Stocks:—						
U. S. 4s, 1907, reg.	112¾	112¾	....	....	....	111¾
U. S. 4s, 1907, coup.	113¾	113¾	113¾	113¾	113¾	....
U. S. 4½s, 1891, reg.	....	....	111¾	....	....	110¾
U. S. 4½s, 1891, coup.	....	....	....	111¾	....	....
U. S. 5s, 1881, reg.	....	101¼	....	....	....	....
U. S. 5s, 1881, coup.	101	....	....	....	....	....
U. S. 6s, 1881, reg.	102	....	....	....	....	....
U. S. 6s, 1881, coup.	....	....	....	102	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	102¾
Dt. of Col. 3-65s, coup.	103	....	....	....	....	100

London Stock Exchange.

	—Closing Prices.— Feb. 25.	Feb. 18
Baltimore and Ohio (sterling)	115 —116	115 —117
Central of New Jersey $100 shares	110 —112	110 —112
Do. Cons. Mort. Oct. '79 coupon	119 —118	119 —121
Do. Adjustment bonds	115 —121	116 —120
Do. Income bonds	108 —110	103 —110
Det., Gd. Haven & Mil. Equip. bds.	115 —117	115 —117
Do. Con. M. 5 p.c. till '84 after 6 p.c.	111 —113	110 —112
Illinois Central $100 shares	136 —138	138 —140
Lehigh Valley Consol. mortgage	116 —118	116 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	135 —138
Do. $100 shares	152 —153	154¼ —155¾
Do. Mort. bonds (sterling)	120 —122	120 —122
N. Y., Lake Erie & West., $100 shs.	50¼ — 51¼	51¼ — 52¼
Do. 6 p. c. pref. $100 shares	90 — 92	93 — 95
Do 1st Con. Mor. Bonds (Erie)	129 —131	129 —131
Mort. Funded Coupon bonds	126 —128	126 —128
Do. do. 2d do.	103 —104	104 —106
Do. 2d Consol. Mort. bonds	99 —101	99 —101
Do Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	65 — 66	64 — 65
Do. Prior Lien Bonds (sterling)	111 —113	111 —113
Pennsylvania, $50 shares	66 — 67	67¼ — 68¾
Do. Con. Sink. Fund Mort.	120 —122	150 — 152
Philadelphia & Reading $50 shares	34¼ — 34¾	33 — 33¼
General Consol. Mortgage	114 —116	114 —116
Do. Improvement Mortgage	103 —104¼	103¼ —104¼
Do. Gen. Mort. '74, ex-deferd. cou.	96 — 98	96 — 98
Do. Scrip for the 6 def. ¼ coupons	90 — 95	93 — 96
Pittsbg, Ft. W. & Chic. Equip bds.	108 —110	108 —110
St. Louis Bridge 1st mort. gold bonds	122 —124	122 —124
Do 1st pref. stock	84 — 86	80 — 82
Union Pacific Land Grant 1st mort.	116 —118	116 —118

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, March 10, 1881.

The quotation for call loans is 5@6 per cent; the ruling rate on Stocks being 6 per cent.

The posted rates for prime bankers' sterling are 4.80½@4.83. The actual rates are 4.79½@¾ and 4.87½@4.82. Cab'es are 4.81¾@4.82½. Prime commercial bills are 4.77½@4.78.

The offers to sell Government bonds to the Treasurer on Wednesday amounted to $14,488,850, including 5s at from 100 75 to 101.53 and 6s at from 102 to 102.46. Of the 5s offered $963,000 were offered at less than 101 and $2,500,000 at 101,04. The Treasury accepted $5,000,000 6s at from 102 ($1200) up to 102 46.

A dividend of 1½ per cent has been declared on the capital stock of the Western Union Telegraph Company and on the certificates of indebtedness issued to holders of American Union and Atlantic and Pacific stock, making a dividend of 1½ per cent on the entire capital stock of $80,000,000.

The governors of the Stock Exchange have admitted the following additional securities to its list:

New York City and Northern Railroad Company.—General mortgage, $1,000,000 6 per cent bonds, dated May 1, 1880, and due May 1, 1910. The company's railroad extends from a point in Eighth av., New York City, near One Hundred and Fifty-seventh street, crossing the Harlem River by a double track iron draw-bridge, thence midway between the Hudson River Railroad and the Harlem Railroad, to Brewsters, in Putnam

County, a distance of 52½ miles, forming a junction at that point with the New York and New England Railroad.

Texas and St. Louis Railway Company—stock, amount authorized, $2,000,000 in shares of $100 each; amount issued, $1,520,000; an additional $450,000 first mortgage bonds, and $1,520,000 land grant income bonds.

Milwaukee, Lake Shore and Western Railway Company—preferred stock, $5,000,000 in shares of $100 each, all of which has been issued. The number of miles now in operation is 246. From Milwaukee north along Lake Michigan to Manitowoc and Two Rivers, thence west through Appleton to New London, with a branch to Oshkosh. Thence to Eland Junction in Shawano County, and north toward the State line to the Menominee Iron Range; a branch extending from Eland Junction west to Wausau, in Marathon County.

Flint and Pere Marquette Railroad Company—preferred stock, amount authorized, $6,500,000, in shares of $100 each, of which 63,298 shares have been issued and 1,701 shares remain in the hands of the company; also $5,000,000 6 per cent mortgage bonds dated October 1, 1880, and due October 1, 1920, and bearing 6 per cent interest, payable in gold coin April 1 and October 1 in New York. Of this issue a sufficient sum has been reserved to cover prior mortgages, which amount to $3,179,000.

The closing quotations on Thursday were: Adams Express, 128@132; American Express, 71⅛@72⅛; American District Telegraph, 69¾@70¾; Atlantic and Pacific Telegraph, 47⅛@48; Canada Southern, 79⅛@79⅝; Chicago and Northwestern, 122@122¼; do. pref., 133⅛@134; Chicago and Alton, ——@142; Chicago, Milwaukee and St. Paul, 109⅛@109½; do. pref., 120½@121⅛; Chicago, Rock Island and Pacific, 134@135; Columbus, Chicago and Indiana Central, 23¾@24; Cleveland, Columbus, Cincinnati and Indianapolis, 86@87; Hannibal and St. Joseph, 55⅛@56; do. pref., 103½@104½; Illinois Central, 132@132½; Lake Erie and Western, 52@55; Lake Shore and Michigan Southern, 125⅜@125½; Metropolitan Elevated, 118@119; Manhattan Elevated, 38⅛@38¼; New York, Lake Erie and Western, 47⅝@47¾; New York, Ontario and Western, 36⅛@36⅝; New York Central and Hudson River, 145¼@145⅜; Ohio and Mississippi 42⅛@42⅝; do. pref., 104@107; Panama, 212@228; Pacific Mail, 57@57¼; St. Louis, Iron Mountain and Southern, 61⅛@61¾; St. Louis, Alton and Terre Haute, 42⅛@44; do. pref., —@125; Texas and Pacific, 56@56⅛; Union Pacific, 120⅞@121; United States Express, 57⅛@58⅛; Wells Fargo Express, 117⅛@118⅛; Western Union Telegraph, 116¼@116⅜; Wabash, St. Louis and Pacific, 45@45⅜; do. pref., 87¾@88.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am, Dock and Imp. 7s, ass., 133¼; Boston, Hartford and Erie 1st, 68½; Clev., Col., Cin. and Ind. consol., 120; Chicago and Eastern Illinois 1st, 108; Cedar Rapids, Iowa Falls and Northern 1st, 108; Cedar Falls and Minnesota, 25; Chicago, St. Louis and New Orleans, 66; Chesapeake and Ohio 1st pref., 36 do. 2d pref., 27¼; do. 1st, Series B, 82⅝; do. cur. int., 52; Chicago, St. Paul, Minneapolis and Omaha, 44½; do. pref., 102¼; do. consol., 105; Cincinnati, Sandusky and Cleveland, 55¾; Cincinnati and Springfield 1st, guar. by Lake Shore, 119; Chicago, Milwaukee and St. Paul 8s, 1st, Southern Minn. div., 106½; do. 1st, La C. and D. div., 96⅞; Central Iowa 1st, 112; Chicago, Burlington and Quincy 8s, 107; Denver and Rio Grande, 105¼; do. 1st, 115¾; do. 1st consol., 118½; Galena and Chicago 1st, 101½; Houston and Texas Central 2d, M. L., 126; do. 1st, Western div., 109½; Hudson River 2d S. F., 110; Indianapolis, Decatur and Springfield 1st, 109; do. 2d, 60; International and Gt. Northern, 69; do. 1st, 109½; do. 2d Inc., 91; Ind., Bloom. and Western, 68; do. 1st, 89; do. 2d, 79½; Kansas Pacific 1st consol., 104⅞; do. 6s, J. & D., 1896, 111; do. 6s, Denver Div. ass., 108½; Keokuk and Des Moines, 15½; do. 1st, 104½; Louisiana and Missouri River, 80; Lake Erie and Western, 55½; do. inc., 76; do. 1st, 108¼; Louisville, New Albany and Chicago, 78; Louisville and Nashville Gen'l mort., 6s, 104½; do. N. O. & M. div., 102; Lake Shore Dividend bonds, 125½; Lehigh and Wilkesbarre inc., 98½; do. consol. ass., 110¾; Manhattan Beach, 34; Minneapolis and St. Louis 1st, 118; Marietta and Cincinnati 1st pref., 12; do. 2d pref., 7¼; Mobile and Ohio, 23½; do. 2d deben., 51; do. 3d deben., 39¾; do. 1st mort., 109½; Missouri, Kansas and Texas, 45; do. consol. ass., 107; do. 2d, 83⅞; Memphis and Charleston, 42; Metropolitan Elevated 2d, 98; Missouri Pacific 1st consol., 106½; Nashville, Chattanooga and St. Louis, 90; do. 1st, 117; New York, Ontario and Western, 37¼; Northern Pacific bond certif., 102½; New Jersey Southern 6s, guar., 98½; New York, Pennsylvania and Ohio inc., 67¾; Ohio Central, 32½; do. 1st, 104¼; do. Inc., 64½; Oregon Railway and Nav., 183; do. 1st, 107; Peoria, Decatur and Evansville, 39¾; do. 1st, 107; Rome, Watertown and Ogdensburg 1st consol., 89; Southern Pacific of California 1st, 103⅞; South Pacific 1st, 106½; St. Paul, Minneapolis and Manitoba, 40½; do. 1st, 110; do. 2d pref. inc., 86; St. Paul and Duluth pref., 72; St. Paul and Sioux City 1st, 112; St. Louis and Iron Mt., 1st pref. inc., 93½; do. 2d pref. inc., 85; do. 1st, Arkansas Br. 112; St. Louis and San Francisco 2d, class B, 86¼; do. C, 85; Syracuse, Binghamton and New York 1st, 122; Texas and Pacific, 56¾; do. income L. G., 85; do. Rio Grande div. 97⅞; Toledo and Wabash Equip., 53; Toledo, Peoria and Western 1st, 118; Utah Southern Gen'l mort. 7s, 109; Wabash, St. Louis and Pacific Gen'l mort., 98; do. Havana div. 1st, 101; Alabama Class A, 72½; Louisiana 7s, consol., 60½; North Carolina consol. 4s, 84½; do. 6s, new, J. & J., 21; Tennessee 6s, new 60; do. old, 62; Virginia 6s, consol., ex-mat. coupon, 84½; do. 2d series, 39½; American Union Tel., 79; Am. Dist. Tel., 71; Canton Co., 60; Sutro Tunnel, 1½; Colorado Coal and Iron, 55¾; do. 6s, 97¼; Consolidation Coal, 40; Elk Lick, 38½; New Central Coal, 31½; Central Mining, 5¼; Excelsior, 6; Little Pittsburg, 3½; Mariposa, 5; do. pref., 7; Ontario, 36; Standard, 26½; Silver Cliff, 5½; Starmont, 2¼.

Boston.—Atlantic and Pacific block, 117; Atchison, Topeka and Santa Fe 8s, land, 120; do. 5s, 1909, 100; do. inc. 8s, 106; Atchison, Colorado and Pacific 6s, 1905, 101½; Boston Land, 11; Boston Water Power, 12; Brookline Land, 6⅜; Boston, Revere Beach and Lynn, 120; Burlington and Missouri River in Nebraska, non-exempt, 105¼; Boston, Clinton, Fitchburg and New Bedford, pref., 127¼; Boston and Albany 6s, 1892, 127¼; Chicago and West Michigan, 76; Connecticut and Passumpsic Rivers R. R., 85; Central R. R. of Iowa, 37; Connotton Valley R. R., 28; Denver and Rio Grande 1st, 114; Flint and Pere Marquette, 31⅞; do. pref., 92¾; Fitchburg 5s, 1899, 106¼; Iowa Falls and Sioux City, 62; Jackson, Lansing and Saginaw 8s, 1891, green, 115½; Kansas City, Fort Scott and Gulf, 83; Kansas City, St. Joseph and Council Bluffs 7s, 118; Kansas City, Lawrence and Southern 4s, 103¾; Little Rock and Ft. Smith, 65½; do. 7s, 112; Louisiana and Missouri River R. R., 81; do. pref., 50; Missouri, Kansas and Texas 1st, 106¾; Massachusetts Central 6s, 99; Mexican Central Block, old, 118; do. new, 105; Marquette, Houghton and Ontonagon 6s, 98⅞; New Mexico and Southern Pacific 7s, 117; New York and New England 6s, 106¾; Nashua and Lowell, 145; Ogdensburg and Lake Champlain Inc., 55; do. 6s, 1897, 105¼; Old Colony 6s, 1897, 116⅞; Portsmouth, Gt. Falls, and Conway, 25; Portsmouth and Dover, 105¾; Rutland R. R., 5½; do. pref., 29¾; do. 5s, 75; do. 6s, 99¼; Republican Valley 6s, W. D., 104½; do. deferred, 90; Summit Branch, 28½; Southern Kansas and Western 7s, 110; Toledo, Delphos and Burlington, 11½; do. income, 6s, 1910, 41; Vermont Central 8s, 1902, inc, and ext., 50¼; do. 8s, 1891, guar., 53; do. 7s, 1886, consol., 113¾; Wisconsin Central, 25½; do. 1st series, 76¾; do. 2d Series, 60¼; Boston 4s, 1899, 104; do. 5s, 1883, 104¼; do. 6s, 1894, 123¼; Chicago 7s, 1888, 115¼; Detroit 7s, 1892, 119; Massachusetts 5s, 1883, gold, 103¼; do. 1894, 118; Allouez Mining Co., 4; Aztec, 1¼; Blue Hill, 5; Brunswick Antimony, 18½; Catalpa, 2½; Copper Falls, 12½; Contentment, 2⅞; Duncan, 8⅞; Empire, 97½c.; Franklin, 14; Harshaw, 12¼; Huron, 4¾; Osceola, 37; Pewabic, 18½; Ridge, 5; Silver Islet, 80; Washington, 67½c.

Philadelphia.—Buffalo, Pittsburg and Western, 20⅜; Chesapeake and Delaware Canal 6s, 90; Central Transp., 48; Huntingdon and Broad Top Mt. consol. 7s, 68; Nesquehoning Valley 6s, 57½; Northern Pacific scrip, 71; Philadelphia, Germantown and Norristown R. R., 109; Philadelphia and Reading scrip, 71; do. consol. mort. gold 6s, reg, 118½; Pennsylvania Canal 6s, 98½; Pennsylvania and New York Canal 7s, 120; St. Paul and Duluth pref., 73; Texas and Pacific consol. mort. 6s, 102¾; do. Rio Grande div., 98½; West Jersey R. R., 31; Warren and Franklin 7s, 115; West Jersey and Atlantic 6s, 103½. The latest quotations are: City 6s, 110@111; do. free of tax, 128@129; do. 4s, new, 106½@113; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 104¾@105; do. 5s, new loan, 117@117½; do. 4s, new, 108@111; Philadelphia and Reading R. R., 33⅛@33¼; do. consol. mort. 7s, coup. 123@124; do. reg., 123¾@124; do. mort. 6s, 117@—; do. 7s, 1893, 121¾@122¼; United New Jersey R. R. and Canal, 182½@183; Buffalo, Pittsburg and Western, 20⅜

@20⅜ ; Pittsburg, Titusville and Buffalo 7s, 94¼ @94¾ ; Camden and Amboy mort. 6s, 1889, 116 @116⅛ ; Pennsylvania R. R., 66¾@67 ; do. gen'l mort., coupon, 124¾@125 ; do. reg., 125¾@126 ; do. consol. mort. 6s, reg., 119¼@119¾ ; Little Schuylkill R. R., 52⅛@52½ ; Morris Canal pref., 164@170 ; Schuylkill Nav., 6@— ; do. pref., 12⅜@12⅝ ; do. 6s, 1882, 82@82¼ ; do. 1872, 103¾@103¼ ; Elmira and Williamsport pref., 54@— ; do. 6s, 112@115 ; do. 5s, 98@100 ; Lehigh Coal and Navigation, 47⅜@47½ ; do. 6s, 1884, 106¼@— ; do. R. R. loan, 115@115⅛ ; do. Gold Loan, 111¾@112¾ ; do. consol. 7s, 117@ 117¼ ; Northern Pacific, 50@50¼ ; do. pref., 74 @74½ ; North Pennsylvania, 60@60⅛ ; do. 6s, 108@109 ; do. 7s, 120¼@121 ; do. Gen'l mort. 7s, reg., 120@122 ; Philadelphia and Erie, 27@ 27½ ; do. 6s, 102⅜@102⅝ ; do. 7s, 116⅛@ 117⅛ ; Minehill, 58⅞@59¼ ; Catawissa, 17@ 17¼ ; do. pref., 51@52¼ ; do. new pref., 51¾@ 52 ; do. 7s, 1900, 120@— ; Lehigh Valley 62⅛ @62¼ ; do. 6s, coupon, 121@122 ; do. reg., 122¼ @122½ ; do. 2d mort. 7s, 134½@135 ; do. consol. mort., 117¾@118¼ ; Fifth and Sixth streets (horse), 125@— ; Second and Third, 110@118 ; Thirteenth and Fifteenth, 73@75 ; Spruce and Pine, 55@56 ; Green and Coates, 85@96 ; Chestnut and Walnut, 100@— ; Hestonville, —@20½ ; Germantown, 70@75 ; Union, 119@122½ ; Lombard and South, 11@18 ; West Philadelphia, 89 @90 ; People's, 18⅛@18¾ ; Continental, 106@ 108.

Baltimore.—Atlanta and Charlotte inc., 86 ; Atlantic Coal, 1.20 ; Baltimore City 6s, 1890, 120¼ ; do. 5s, 1894, 118¼ ; do. 5s, 1916, 122 ; Charlotte, Columbia and Augusta 2d, 102¾ ; Chesapeake and Ohio Canal 6s, 90 ; Consolidation Coal, 40¼ ; George's Creek Coal, 100¼ ; Maryland Defense 6s, 107 ; Philadelphia, Wilmington and Baltimore, 5s, 107 ; Virginia 10-40 coupons, 94¾ ; Virginia Peelers, 84 ; Virginia and Tennessee 2d 6s, 103. The latest quotations are : Baltimore and Ohio R. R., 193@194 ; do. 6s, 1885, 110@110⅛ ; Baltimore City Passenger R. R., 37¾@38¼ ; Baltimore City 6s, 1886, 112@113 ; do. 6s, 1890, 120 @120¼ ; do. 6s, 1900, 122@— ; do. 6s, 1902, 123 @— ; do. 5s, 1894, —@118¼ ; do. 5s, 1900, — @120½ ; do. 5s, 1916, 122@— ; Central Ohio 1st mort., 113⅛@114 ; Consolidation Coal, —@40⅝ ; Marietta and Cincinnati 1st 7s, 121@122 ; do. 2d 7s, 90@90¼ ; Northern Central R. R., 49@49⅛ ; do. 5s, 1926, 98@99 ; do. 6s, gold, 1904, 113@ — ; Pittsburg and Connellsville 7s, 122⅛@126 ; Virginia Consols, 83¼@83⅝ ; do. consol. coupons, 93¾@94 ; Virginia 10-40 bonds, 52⅜@ 52⅛ ; do. 10-40 coupons, 94¾@95.

Pacific Mail Steamship Co.

A decision was rendered by the Supreme Court of the United States at Washington on the 28th of February in the case of the Pacific Mail Steamship Company against the United States, upon appeal from the Court of Claims. This was a suit brought by the Steamship Company to recover the amount of seven quarterly payments upon a contract with the United States under the act of June 1, 1872, for carrying the U. S. mails between San Francisco and China, at an annual compensation of $500,000. The United States maintained that the steamers used by the company were not such as were required by the contract. The company insisted in the court below that it should have a judgment for $541,666 66. The Court of Claims awarded only $41,666 66, whereupon the company appealed. This court holds that the Pacific Mail Company had the right to use the steamships which it did use in carrying the mails under the contract, and that it is entitled to payment for the trips made by them. The judgment for the Court of Claims is therefore reversed.

Quincy Mining Co.

At the annual meeting of the Quincy Mining Company, held in this city on the 2d inst. a statement was presented showing that the shipment of the season was 4,422,995 lbs. of mineral, which has been smelted at Detroit, and yielded about 83⅛ per cent, or 3,696,268 lbs. of refined copper.

The product of the mine for the year as prepared for shipment was 4,878,610 lbs. or 2,439 610 2000 tons of mineral of the following description, namely :

Stamp copper		4,711,675 lbs.
Mass copper		166,935 lbs.
For which has been realized (estimating copper unsold in New York at 18 cents per pound, and at the mine at 15 cents		$754,406 88
Realized from sales of silver		1,237 83
		$755,694 71

The expenses of the year were :

Running expenses at the mine	$365,659 09	
Building and construction account	42,414 93	
Other expenses	73,578 63	
		481,652 64
Net profit for the year		$274,042 07
Amount realized from interest account	$9,925 65	
The rise in value of the investment in the stock of the company, distributed Sept., 1880, pro rata	63,186 39	
		73,112 04
		$347,154 11
The last report showed surplus as of date, Jan. 1, 1880 of	$455,567 93	
Deduct—		
Dividend of Feb. 10, 1880	120,000	
Value of stock dividend, Sept. 1, 1880	100,000	
	220,000 00	
		235,567 93
Surplus Jan. 1, 1881		$582,722 04
Dividend payable Feb. 15, 1881		200,000 00
Leaving a surplus		$382,722 04

The surplus after paying dividend of February 10, 1880, was $335,567 93, showing an increase during the year of $47,154 11.

According to the report the mine is in splendid condition and the prospects for a large product were never so good as now. If the copper on hand was taken at the market value the surplus would be increased to over four hundred thousand dollars.

The citizens of Mayville, Tuscola County, Michigan, have subscribed $6,000 toward the proposed extension of the Port Huron and Marlette railroad to that place.

Minnesota Railroad Bonds.

The Governor of Minnesota has promulgated under date March 3, the following notice to holders of the old Railroad bonds of the State, who are scattered all over the United States.

A bill has passed the Legislature and received the Executive approval providing for the adjustment of the Minnesota State Railroad bonds, on the terms proposed by a majority of the bondholders to the Legislature of the State. The bill provides that the State will pay 50 cents on the dollar of principal and interest of the Minnesota State Railroad bonds and coupons, computed to January 1, 1884, in new adjustment bonds, payable in thirty years, redeemable at the election of the State after ten years, interest at 5 per cent ; the first coupon, maturing July 1, 1881, payable in the City of New York, with the election to the State to negotiate new bonds and pay cash instead ; all unpaid claims for supplies, etc., not to exceed $15,000 to be paid 50 per cent on claims proven, and the amounts so paid deducted from the amount of new bonds issued in payment of old bonds issued to the road which ought to have paid such claims ; all provided that the tribunal created by the bill, which is to convene on March 23, 1881, shall decide that the constitutional amendment of 1860, prohibiting provision for payment without submission to the people, is void ; otherwise the bill to be submitted to the people at the next general election ; all holders of Minnesota State railroad bonds to file their bonds on or before March 23, 1881, with the State Auditor, accompanied by an agreement to accept said new bonds in full satisfaction of old ones (describing them by number, etc.) and an agreement under seal releasing the State from all claim by virtue of old bonds. The bill provides for the payment of interest from a tax on the gross earnings of railroads.

Dominion Shipping.

According to the annual Report of the Minister of Marine and Fisheries the total number of vessels on the register books of the Dominion of Canada on the 31st of December, 1880, was 7,877, measuring 1,311,218 tons register tonnage, being a decrease of 94 vessels and 20,870 tons register as compared with 1879. The number of steamers on the registry books on the same date was 918, with a gross tonnage of 190,159 tons and a net tonnage of 120,131 tons. Assuming the average value to be $30 per ton the value of the registered tonnage of Canada on the 31st December last would be $39,336,544. The number of new vessels built and registered in the Dominion of Canada during the last year was 271, measuring 65,411 tons register tonnage. Estimating the value of the new tonnage at $45 per ton, it gives a total value of $2,944,845 for new vessels. The number of vessels and number of tons on the register books of the Dominion on the 31st of December, 1880, was :

	Sailing Ships.	Steamers.
New Brunswick	1,097	66
Nova Scotia	2,977	56
Quebec	1,889	352
Ontario	1,042	385
Prince Edward Island	288	14
British Columbia	63	30
Manitoba	21	15
Total	7,377	918

The Cincinnati Northern railroad has reached Lebanon.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Feb. '81 3
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	3,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N.	Nov. '80 5
" " pref.100	4,599,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. '80 1½
Boston and Albany.....100	20,000,000	quarterly	Mar. '81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" pref.100	1,750,100	.....	Oct. '80 2½
Agricultural Br. guar....	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. '80 4
Boston and Providence..100	4,000,000	M. & N.	Nov. '80 4
Attleborough Branch..100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 3½
Burl. & Mo. Riv. in Neb.100	8,837,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 5
Carpe May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*.....50	1,169,500	October.	Oct.'80 $1½
" pref.....50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref.....50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*.....50	889,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,860,400	F.M.A.N	Feb. '81 1
" " pref.100	769,800	F. & A	Feb. 81 3½
Central of Georgia.....100	7,500,000	J. & D.	June '80 3
Central of New Jersey.100	18,583,200	quarterly	Apl. '78 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. '81 3½
" pref.....50	400,000	J. & J	Jan. 81 3
Central Pacific.....100	54,275,500	F. & A.	Feb. '81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred.....100	2,155,200	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '81 4
" pref....100	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 3½
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western.100	14,988,257	J. & D	Dec. '80 3
" pref.100	21,525,353	quarterly	Mar.'81 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Feb. '81 1½
Chicago & West Mich....	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Mar.'81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val.100	2,500,000	F. & A.	Feb. '81 4
Concord.....50	1,500,000	M. & N.	Nov. '80 5
Concord and Porta.*.....100	350,000	J. & D.	Dec. '80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Feb. '81 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 5	600,000	quarterly	Mar. 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*.....2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*.... 100	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Jan. '81 1½
Detroit, Lans. & Nor.... 100	1,874,000	F. & A.	Aug.'80 2½
" " pref.10	2,503,800	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	6,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan '81 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga.... 100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 2½
Eel River.....100	3,000,000	— & —	Dec. '80 1
Elmira, Jef. & Canand*..100	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'80 2½
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*..... 50	1,000,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref.....100	1,180,000	quarterly	Jan. '81 2
Illinois Central.....100	20,000,000	M. & S	Mar '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	Mar. '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Feb. '81 1½
Io. So. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,500,000	J. & D.	Dec. '80 2
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	49,466,500	F. & A	Feb. '81 4
" (guar.).100	533,530	F. & A.	Feb. '81 5
Lawrence*.....50	450,000	quarterly	Oct. '80 2
Lehigh Valley.....50	27,332,555	quarterly	Apl. '81 1½
" pref. 50	106,300	quarterly	Apl. '81 2½
Little Miami*.....50	5,871,450	quarterly	Dec. '80 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*.....50	$2,648,100	J. & J.	Jan. 81 3½
Louisville & Nashville...100	13,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley.....100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati...	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3a
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Jan. '81 2½
Michigan Central.....100	18,738,204	F. & A.	Feb. '81 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	322,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....100	42,416,000	quarterly	Jan. '81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,850	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800,000	M. & N.	Nov.'80 5½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 3
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp...100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R...100	80,428,330	quarterly	Apl. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	.....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '81 2
Nieg. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '81 1½
Northern Central 50	5.842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	Feb. 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 3½
Panama.....100	7 000,000	quarterly	Feb. '81 5
Paterson and Hudson*..100	632,000	J. & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '81 4
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania.....50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Mar. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,561,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*..100	19,714,295	quarterly	Jan. '81 1½
" Special Imp.100	5,504,300	quarterly	Jan. '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov. '80 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass..100	175,575	— & —	Jan. '81 3
Richmond & Peterab....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,300	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½a
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,468,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	996,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	160,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Steaxbridge and Pitts.*.120	443,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,993,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,809,000	F. & A.	Feb. '80 2
Union Pacific.....100	34,745,000	quarterly	Apl. '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Jan. '81 2½
Utica, Jhenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3 050,000	A. & O.	Oct. '80 3
Wab., St. L. & Pacific...100	20,000,000	.....	.....
" " pref.100	20 000,000	quarterly	Feb. 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,200,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	321,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,456,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.. 75	1,799,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn).....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	3,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)..... 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark 100	200,000	— & —	.....
42nd St. & G. St. Ferry ...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600,000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	800,000	J. & J.	July '79 6
Heston, Mantan & Fairm. 50	2,050 000	J. & J.	Jan. 78 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102,540	.....	Oct. '73 ?
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	232,855	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J. & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 50	100,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan.'81 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,008,500	J. & J.	July '79
Morris (consolidated)..... 100	1,025,000	F. & A.	Feb. '82 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania.....50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 898,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	8.000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '81 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I..100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Mongona Coal Co.....100	305,200	quarterly	Mar. 80 2½
National Tube Works....100	1,000,000	quarterly	Jan. 81 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'80 3
Pennsylvania Coal.....500	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car.....100	5,990,200	F.M.A.N	Feb. '81 2
Quicksilver, common ...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy K. R. Bridge.....100	1,750,000	J. & J.	Jan. '81 5
Sioux C. & I. F. L. & L. Co.100	800,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express....100	7,000,000	F.M.A.N	Feb. '81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	80,000,000	quarterly	Apl. 81 1½

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$2,921,682	$2,402,983
" cotton .	3,172,620	2,845,818
" silk	3,839,708	3 071,392
" flax....	2,084,602	1,280,051
Miscellaneous dry goods.	2,298,340	1,095,413
Total	$13,316,952	$10,695,757

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$811,423	$856,972
" cotton..	446,815	663,775
" silk	585,583	653,023
" flax	487,089	742,162
Miscellaneous dry goods.	272,727	349,453
Total	$2,603 637	$3,265,385
Add entered for consump.	13,316,952	10,695,757
Thrown upon market...	$15,920,589	$13,961,142

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool ..	$687,320	$698,683
" cotton .	309,659	458,978
" silk	453,643	489,784
" flax	664,735	447,818
Miscellaneous dry goods	259,266	344,328
Total	$2,374,623	$2,389,541
Add entered for consump.	13,316,952	10,695,757
Total entered at the port.	$15,691,575	$13,085,298

Imports of foreign dry goods at New York for two months from January 1:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$4,438,094	$3,714,524
" cotton...	5,519,285	5,344,606
" silk	6,214,266	5,104,266
" flax.....	3,795,048	2,244,868
Miscellaneous dry goods	1,958,378	1,702 803
Total	$21,925,021	$18,111,007

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$1,810,406	$1,552,464
" cotton ..	908,561	1,594,774
" silk.....	992,727	1,233,256
" flax	977,753	1,426,345
Miscellaneous dry goods.	426,791	544,025
Total withdrawn from warehouse	$4,616,238	$6,350,864
Add entered for consump.	21,925,021	18,111,007
Total thrown on the market	$26,541,259	$24,461,871

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	$1,188,958	$1,276,957
" cotton .	726,498	1,194,120
" silk.....	780,274	967,822
" flax . ..	1,322,760	1 067,125
Miscellaneous dry goods	462,845	596,753
Total entered warehouse	$4,481,435	$5,102,777
Add entered for consump	21,925,021	18,111,007
Total entered at port....	$26,406,456	$23,213,784

The Hoosac Tunnel is being provided with 7 large and 100 smaller niches for the safety of workmen when the double track is laid. The small recesses will be placed 200 feet apart throughout the length of the tunnel. They will be 8½ feet in depth; 8 feet high and 6 feet wide. At an interval of every 3,000 feet a larger niche will be built, the dimensions of which will be 10 feet in depth, 12 feet high and 8 feet wide. These larger niches are designed for construction hand cars and the larger apparatus used in constructing or repairing the tracks and the interior of the tunnel.

Pennsylvania Railroad.

We give on another page an abstract of the report of this company for the year ending December 31, 1880, showing the gross earnings, operating expenses, net earnings, etc., of the entire system, also an abstract of the Income Account. Below will be found the General Account of the Treasurer at the close of the year:

To capital stock		$68,870,200 00
First Mortgage bonds due 1880.....	$2,103,000 00	
General Mort. bonds due 1910	19,999,760 00	
Consolidated Mort. bonds due 1905...	28,610,540 00	
Consolidated Mort. bonds due 1919..	5,000,000 00	
Navy Yard Mortgage Registered bonds due 1881....	1,000,000 00	
Lien of the State upon the Public Works between Philadelphia and Pittsburgh, bearing 5 per cent interest, payable in annual instalments of $460,000, applicable first to the interest, and the remainder to principal; the original amount of which was $7,500,000....	3,833,066 78	
Mortgages & ground rents payable	1,499,937 46	
		62,046,304 24
Accounts payable, viz:		
Passenger and freight balances due other roads	$341,090 86	
Pay rolls and vouchers for December, 1880, due in January, 1881....	3,466,947 68	
Cash, dividend due to stockholders unpaid.	153,199 50	
Dividend scrip of December, 1873, outstanding	1,298 61	
Sundry accounts due other roads..... ..	2,590,155 88	
		6,552,692 03
Appraised value of securities owned by the United New Jersey Railroad and Canal Company and transferred with the lea e of the works of that company....		3,895,584 60
Equipment of road and canal owned by the United New Jersey Railroad and Canal Company and transferred with the lease of the works of that company.		3,163,704 53
Fund for the purchase of securities guaranteed by the Pennsylvania Railroad Co., under trust created October 9, 1878...	$1,300,000 00	
655 Consolidated Mortgage bonds redeemed and canceled	634,460 00	
Balance to credit of profit and loss....	7,793,948 71	
		9,728 408 71
		$154,256,894 11

By balance standing on the books of the company for the construction of the railroad between Harrisburg and Pittsburgh, including branches to Indiana, Hollidaysburg and Morrison's Cove, also Branch to connect with the Pittsburg, Virginia and Charleston Railroad; also bridge over the Susquehanna River at Columbia, and branch from Columbia to York, in all 353 12 miles; also the extension of the Pennsylvania Railroad to the Delaware River, including wharves and grain elevator, and the Filbert Street extension to Fifteenth and Market streets, Philadelphia ($1,329,808 67) and cost of stations, warehouses and shops, on the whole road from Philadelphia to Pittsburgh		$28,990,987 81
Balance standing on the books of the company for the purchase of the Philadelphia and Columbia Railroad.		5,375,788 48
Balance to debit of equipment of road consisting of 877 locomotives, 612 passenger cars, 175 baggage, mail and express cars, 17,646 freight cars, 1,556 road cars, including shop machinery, steamboats and car floats and also including equipment of canal, consisting of schooners, barges and tugs....		18,088,200 96
Cost of real estate of the company and telegraph line....		10,858,151 84
Total amount charged to construction, equipment and real estate accounts for the railroads between Philadelphia and Pittsburg, comprising 1,096.86 miles of single track (exclusive of Harrisburg and Lancaster Railroad 98.70 miles), including sidings, stations, warehouses, shops and shop machinery, telegraph lines, canal equipment, etc., etc..		$63,263,072 04
Other assets:		
Cost of bonds of railroad corporations	$28,734,825 15	
Cost of capital stocks of railroad corporations	30,742,960 73	
Cost of bonds and stocks of municipal corporations, coal companies, canal companies, bridge companies, and investments not otherwise enumerated	7,355,895 98	
Total cost of bonds and stock belonging to the company....		61,833,681 86
Managers of Trust created by Pennsylvania Railroad Co., October 9, 1878....		1,300 000 00
Insurance fund		10,000 00
Mortgages and ground rents receivable.....		69,735 00
Amount expended for the purchase of Anthracite coal lands, Hazleton, Hamilton, Eastwick and other tracts....		764,256 03
Appraised value of securities owned by the United New Jersey Railroad and Canal Company, and transferred with the lease of the works of that company....		3,895,584 60
Equipment of road and canal owned by the United New Jersey Railroad and Canal Company and transferred with the lease of the		

works of that company.....		$3,168,704 53
Amount of fuel and materials on hand for repairs to locomotives, cars and maintenance of way, viz:		
For the Pennsylvania Railroad	$1,820,738 18	
For the United New Jersey Railroad & Canal	678,109 56	
For the Philadelphia and Erie R. R....	316,568 34	
		2,815,416 03
Amount of bills and accounts receivable, and amounts due from other roads, including advances made to railroad corporations for construction and purchase of equipment used on their lines, viz:		
Philadelphia and Erie Railroad Company	$21,500 73	
United New Jersey Railroad and Canal Co., construction..	399,411 23	
United New Jersey R. R. sinking fund and redemption account.....	1,139,280 00	
United New Jersey R. R. real estate..	500,976 43	
Other companies....	8,870,491 27	
		10,931,659 66
Cash balance in hands of the Joint Stock Bank, London, and other parties to pay coupons due in January, 1881.....		1,155,035 90
Cash balance in hands of freight and passenger agts.	$1,831,718 83	
Cash balance in hands of treasurer.....	3,223,033 63	
		5,054,747 46
		$154,256,894 11

JOHN D. TAYLOR, Treasurer.

Philadelphia, December 31, 1880.

Railroad Law.

Negligence—When Question of fact for Jury.

In an action against a railroad company for injury to a horse caused by the foot of such horse being caught between the rail and the planking at a street crossing, the evidence was conflicting. It was proved by the plaintiff upon the trial that the plank was so placed that there was a space of a little more than three and one quarter inches between the plank and the rail, which space was for the passage of the flange of the car wheels; and the evidence of the plaintiff showed that two and one-quarter inches was all which was required for that purpose, and hence the space was one inch wider than it should have been, and this caused the horse's hoof to get into the open space and to be caught by the toecalk under the rail. It also appeared from plaintiff's evidence that the plank was from one-quarter to three-eighths of an inch higher than the top of the rail. The court at trial non-suited plaintiff on the ground that there was no evidence of negligence on the part of defendant in constructing the crossing. Held, error. The case is within the rule that it is a matter of right in the plaintiff to have the issue of negligence submitted to the jury when it depends upon conflicting evidence or on inferences to be drawn from circumstances in regard to which there is reason for a difference of opinion among intelligent men. Wolfkiel v. Sixth Ave. R. Co., 83 N. Y. 49; Weber v. New York Cent., etc., R. Co., 58 id. 451; Hart v. Hudson River R. Co., 89 id.

Carrier of Passengers—Railroad Company may run Special Trains and Exclude Passengers therefrom—Injury to Passengers Riding without Right on Train—Leaving Moving Train on Advice of Conductor—Damages.

(1) A railroad company in this State, providing sufficient trains and cars to accommodate all the traveling public over its line, has the legal right to run special trains over its road for the purpose of carrying provisions and paying its employees, and to prohibit any person from travelling on such train, and if plaintiff entered a car attached to the same knowing its character, without the consent of the corporation or its agents, he becomes a trespasser. If injury is sustained by such person whilst so wrongfully upon such special train, the fact of being on such train will be an element in determining his prudence and want of care, and the liability of the corporation. If one enters a pay-train for the purpose of riding thereon, and by the rules and regulations of the company passengers were not allowed to ride on such trains, it would be his duty to leave the train as soon as he prudently could, when notified of such rule. If one leaps from a train of cars moving at the rate of fifteen miles per hour, on the advice or concurrence of the conductor, his right to recover would involve the question whether he prudently used the only way which the rules of the company permitted him to use, and also his reckleseness and want of ordinary care, for if by the use of ordinary care he could have avoided the injury, the company would not be liable. (2) Where the damage alleged was the breaking of the leg of the plaintiff resulting in permanent injury, and the plaintiff being twenty-one years of age, realizing from $200 to $300 for four months, and being deprived thereafter of employment, a verdict for $14,833 is excessive. South-western Railroad Co. v. Singleton.

[Decided Nov. 27, 1880.]

Negligence—Action for Homicide Dependent Upon.

For a widow to have a right of action for the homicide of her husband, his death must have been caused by some act or by the criminal negligence of the defendants. The allegations that the defendants erected and rented a building having a platform or a bridge as its means of egress or ingress, that the tenants had no way of moving their furniture into the building except over such platform, that while in the employment and at the instance of the tenants the husband of the plaintiff was endeavoring to move an iron safe into the building the platform gave way, and he was killed, and that this resulted from the improper and faulty construction of it by the landlords (who were the defendants) are not sufficient. Such a declaration is demurrable. Daley v. Stoddard.

[Decided Dec. 14, 1880.]

The Cope car coupler for freight trains, which is being introduced on Western railroads, is claimed to have as advantages, first, simple and perfect adaptability to freight cars; second, the coupling or uncoupling of cars from the top or side of the car, thus obviating the going between cars for that purpose, by which so many lives are annually sacrificed; third, its easy adjustment to stray cars from other roads which may not be provided with the Cope coupler, whether higher or lower than the car to which it is attached, and fourth, the certainty of uncoupling from the balance of the train when one car is derailed.

Organization.

—The Dayton and Cincinnati Railroad Co. was incorporated on the 3d inst. The capital is $500,000. The road is to run through Montgomery and Warren counties, from Dayton to Lebanon, connecting at the latter place for Cincinnati.

—Articles of incorporation have been filed with the Secretary of State of California of the Bodie Railway and Lumber Company. Place of business in San Francisco. Directors: H. M. Yerington, A. J. Ralston, R. M. Graves, W. S. Wood, W. Willis, J. B. Low and J. M. Quay. Capital stock, $1,000,000.

—The Oregon Railway and Navigation Company has awarded the contract for grading fifty miles of the road bed between Texas ferry and Colfax to R. N. Steel & Co. The work will be begun as soon as satisfactory arrangements can be made for Chinamen, tools, etc.

—J. N. DuBarry has been elected President of the Western Pennsylvania Railroad Company. The other directors are: D. R. Davidson, John K. Ewing, Robert Hogarth, William J. Howard, George F. Huff, Strickland Kneass, G. B. Roberts, B. F. Ruff, N. P. Shortridge, Edward Smith, G. A. Torrence and J. F. Wrestling.

—At a meeting of the stockholders of the St Louis and San Francisco Railroad Company, held at St. Louis on the 1st inst., the following gentlemen were elected directors: Ezra Bailey, White Cloud, Kansas; Francis B. Hayes, Walter L. Frost, Alden Speare and Albert W. Nickerson, Boston; Jesse Seligman, Edward F. Winslow, Fred. Butterfield, Edward D. Adams, James D. Fish and Wm. F. Buckley, New York; C. W. Rogers, St. Louis, and John O. Day, Springfield, Mo.

—At the annual meeting of the Quincy Mining Company, held in this city on the 2d inst., the following board of directors was unanimously chosen: Thos. F. Mason, New York; F. B. Wallace, New York; John Brown, Boston; Benjamin P. Meservey, Boston; Frank G. White, Michigan. The directors organized by the choice of Thomas F. Mason as president, and chose Wm. Rogers Todd as treasurer and secretary.

—At the annual meeting of the stockholders of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Co., on the 2d inst., the retiring directors were re-elected. The board now stands as follows: General J. H. Devereux, H. B. Hurlbut, S. Burke, James Barnett, T. P. Handy, Amos Townsend, George H. Russell, Cleveland; B. S. Brown, Columbus; H. J. Jewett, Hermann R. Baltzer, J. R. Keene, Walter Ferguson, A. G. Dulman, New York.

—Preliminary papers were granted by the Massachusetts Railroad Commissioners on the 1st inst. to Edward L. Davis and others, of Boston, for the charter of the Sinaloa and Durango Railroad. The road will commence at the city of Altata on the Gulf of Mexico, and will ultimately run in a northeasterly direction to the city of Durango, a distance of some 200 miles. It is proposed to construct only 40 miles at present. The capital of the new road is $100,000.

—The following gentlemen were elected directors of the St. Louis, Arkansas and Texas Railway Company on the 1st inst.: C. W. Rogers, Alex. Graydon and Alexander Douglas, St. Louis; John O. Day and

C. E. Harwood, Springfield, Mo.; James D. Fish, Jesse Seligman and Edward F. Winslow, New York; and George A. Purdy, Pierce City, Mo. This road is being constructed from Plymouth, Mo., on the St. Louis and San Francisco Road, to Dallas, Texas. About 50 miles of track are now laid and a large force is at work.

—The directors of the Missouri Pacific Railroad Company, elected on the 1st inst, are: Jay Gould, Russell Sage, Sidney Dillon, Wm. T. Buckley, Thos. T. Eckert, George F. Forest, Samuel Sloan, Frederick L. Ames, all of New York; D. K. Ferguson, Webb M. Samuel, St. Louis; S. H. H. Clark, Omaha; Jos. L. Stephens, Booneville, Missouri, and L. T. Smith, Leavenworth, Kansas. The officers are: Jay Gould, President; S. H. H. Clark, Vice President; A. H. Calif, Secretary and Treasurer; W. Arnold, Assistant Secretary.

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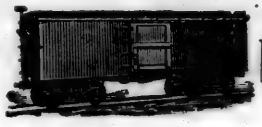
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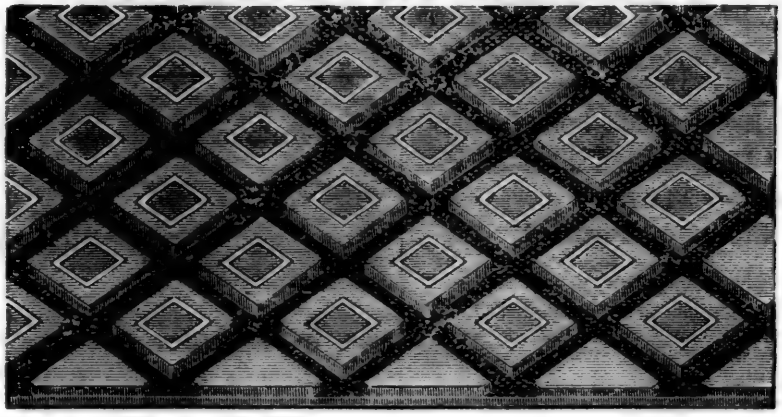
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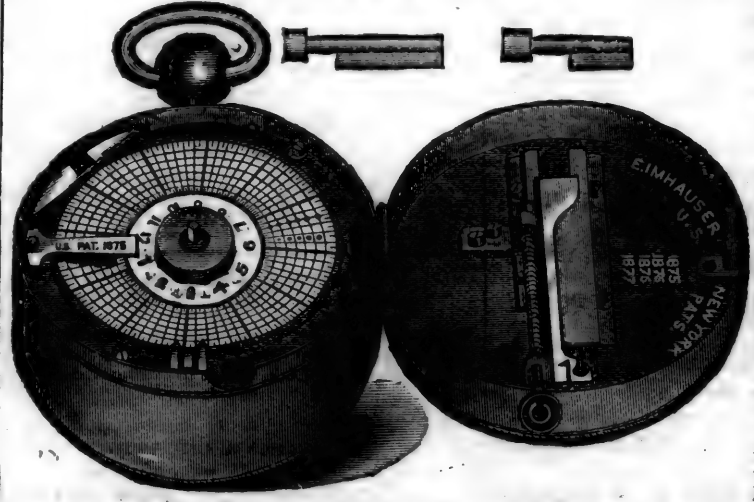
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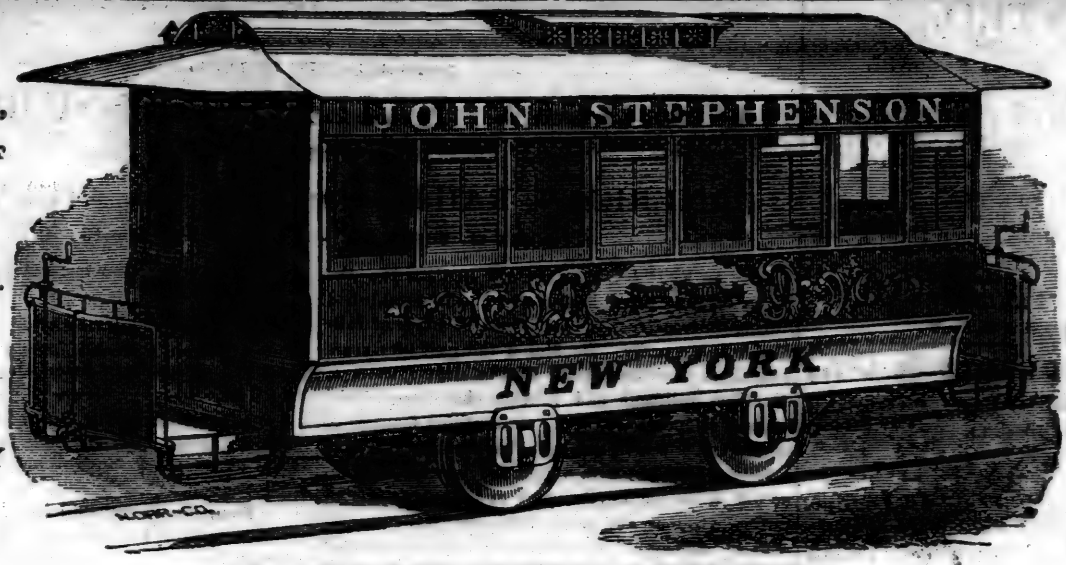
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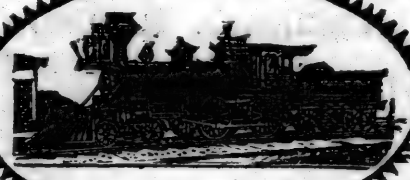
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ESTABLISHED IN 1831.

AMERICAN RAILROAD JOURNAL,

PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL COMPANY,

JOHN H. SCHULTZ - - - - - President.

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

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ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES

SECOND QUARTO SERIES, VOL. XXXVII., No. 12.] NEW YORK, MARCH 19, 1881. [WHOLE No. 2,343, VOL. LIV.

Canada Pacific Railway.

It is expected that the value of the rolling stock and equipments which the Canadian Government is to turn over to the Canada Pacific Syndicate will be fixed this week and the transfer of the part of the road now in operation will probably be promptly made. Preparations are said to be on foot for vigorously pushing construction as soon as the transfer is effected. The recently appointed officers are: R. B. Stickney, General Superintendent; Gen. Rosser, late Chief Engineer of the Northern Pacific, Chief Engineer; William Hardee, Assistant General Freight Agent; J. G. Ogden, Auditor; W. K. Baker, Local Treasurer.

In regard to the operations and plans of the managers a communication from Winnipeg to the London (Ont.) Free Press says that "the Syndicate has already ordered six hundred additional freight cars, one hundred of which will be box cars. These will shortly arrive. It has also arranged to purchase twenty additional locomotives, which will arrive as fast as built. It has purchased four hundred and fifty thousand ties, which are already got out, and made a contract for further unlimited quantities, for which cash will be paid on delivery. It has taken over five thousand tons of steel rails from the Government, and purchased five thousand tons besides. Trains loaded with rails and other material for the construction of the line between Winnipeg and the Rocky Mountains are already crossing Red River, and every effort will be used to transfer as large quantities as possible to the western bank of the river before the approaching break up of ice necessitates a demolition of the temporary pile trestle bridge, on which trains at present cross. Mr. Stickney hopes, by great energy, to accomplish the transfer of all material needed for the construction up till the time the permanent bridge now being built by the city of Winnipeg is completed, probably about the 1st of July. No positive arrangements are made as to steamboat connections yet, but probably harmonious arrangements will be settled with the Winnipeg and Western Transportation Company by which their boats will co-operate in the passenger and freight traffic and in conveying material for construction to points on the Assiniboine river. Gen. Rosser said that he will start west to inspect the proposed location of the road westward, which is already built for one hundred miles, after the return of Stickney from St. Paul, who goes there to-morrow morning to confer with the directors. He adds that the length of road to be built during the approaching season will be only limited by the extent of facilities for conveying ties, rails and iron for bridging westward, the country being almost entirely prairie. He intends to engage all the men and teams that he can secure and put them to work grading and ditching as soon as the frost is out of the ground, which will be in about four weeks. A large quantity of oats has been already secured for sowing. Gen. Rosser arrived last night, and has not yet organized his personal staff. Great satisfaction is felt here at his appointment, as his character as a "rusher" is well known to many of our citizens, and his past career in connection with the Baltimore and Ohio Railway, Pittsburgh and Connellsville Railroad, and more especially the Brainard branch of the Northern Pacific Railway, affords every guarantee for energy and ability. Since this time he has been contracting, and last season he built a short line between St. Paul and Minneapolis, and other pieces of road elsewhere."

Railroads in Manitoba.

Application will be made at the forthcoming adjourned session of the Legislature of Manitoba for an act to incorporate the Winnipeg Southern Railway Company, with power to build and operate a railway beginning at the city of Winnipeg and running thence southerly to the village of West Lynne, and with power to build and construct a branch thereto, starting from the main line at or near the town of Morris, and running southwesterly into the Mennonite reserve in the southern part of this province. Also, for an act to incorporate the Southern Manitoba Loan Company with such powers as may be necessary to enable the said company to borrow money from time to time upon bonds or other securities, and to transact the business of loaning money upon mortgages of real estate in this province. Also, for an act to incorporate the Winnipeg Southeastern Railway Company, with power to build and operate a railway beginning at the city of Winnipeg, thence southerly to the boundary between the said province of Manitoba and the State of Minnesota. Also, for an act to incorporate the Winnipeg and West Lynne Railway Company, with power to construct and operate a railway from the city of Winnipeg, thence in a southerly direction to a point on the boundary line between the province of Manitoba and the United States of America at or near West Lynne, and with power to build a branch westerly to the boundary between the said province and the northwest territories. Also, for an act to incorporate the Meadow Lea and Lake Manitoba Railroad Company, with power to build and operate a railway beginning at Meadow Lea Station on the Canada Pacific Railway and thence northwesterly to a point on Lake Manitoba at or near Lake Francis.

Great Bridges and Their Builders.

In the New York Sunday Tribune recently "Johnny Bonquet" blends fact and sentiment about some of the world's representative bridges and their builders in the following interesting manner: Robert Stephenson, great engineer as he was, reported that suspension bridges would never do for steam. John A. Roebling answered with the Niagara suspension bridge, the cheapest structure and one of the best ever built upon the globe for such a necessity. Roebling is the author of most of the bridge to Brooklyn.

In Menai Strait, which divides an island from the northwestern corner of Wales, the tides rise to the height of thirty feet sometimes and generally twelve feet. The British Government erected a bridge on the great high road from England to Ireland over this strait in 1826. It is a suspension bridge built by Telford on chains and cost $600,000 gold, at that time; it is 100 feet above the water. Twenty years afterward George Stephenson began to build the tubular bridge three miles above, spanning the same strait. It took five years, and trains crossed it in 1850. It has four spans, the two in the middle being 460 feet wide each, and the whole bridge is about 1840 feet long. It is 123 feet above high water mark and cost $3,000,000.

The Niagara suspension bridge, built by Roebling, in 1852, cost only $500,000, is 800 feet in length and 230 feet above the river, and its towers are about 84 feet high. The Niagara foot bridge, built in 1859, cost $175,000, and was said to be, when opened, the longest suspension bridge in the world, or 1,268 feet between towers.

The Cincinnati Suspension Bridge, by Roebling, stands next to the East River Bridge, and is 1,057 feet between towers, 2,252 between the ends, the bridge is 103 feet above low water, the towers are 230 feet high, and each is taller and

larger than the Bunker Hill Monument, and the structure cost $1,800,000; it was built by a company and charges three cents toll per man. This bridge has been in most useful operation since about 1867; it was eleven years between its commencement and opening.

Roebling was the greatest bridge builder in the world. He started the making of wire cordage in America and built suspension bridges to carry the aqueducts of canals across rivers, and engineered the Pennsylvania Railroad across the mountains.

The Brooklyn Bridge, between towers, is 1,595 feet long. Behind the towers there are 940 feet each side, back to the anchorages. The whole length of the bridge and approaches is 6,000 feet. It is one of the widest bridges in the world, 85 feet, with a promenade 13 feet wide, two railroad tracks and four carriage and horse car tracks. It is 135 feet in the centre above the water. The rock on which the towers rest is about ninety feet below the surface of the water on the New York side and half that depth on the Brooklyn side, the most stupendous thing about the structure. Each tower is 134 feet long by 56 wide, and at the top these dimensions are reduced to 120 feet by 40, or the size of a very large house. Each tower is 268 feet above high water. It is 1,336 feet from the beginning of the causeway on Chatham street out to the anchorage on the New York shore. The architect of the bridge received his death wound almost at its inception, standing on the upper frame work of Fulton ferry slip as a boat came in and threw its weight against the piles, which yielded and crushed his foot. As if the spirit of the old ferry, about to be supplanted, had revenged itself on the innovator! They buried Roebling in that summer of 1869, at Trenton, New Jersey, near the spot where poor John Fitch, the watchmaker, eighty-two years before, had started the steamboat. But Roebling's true monument is the Brooklyn Bridge towers, and between them, in the nerves and tendons, trembling like a weaver's web, plies the shuttle of his soul. You can hear his own words if you are reverent, calling to the ships and steamers beneath: "It will be the greatest engineering work of the continent and the greatest bridge in existence. Its towers will be national monuments! It will forever testify to the energy, enterprise and wealth of the great communities it overhangs!" Upon the portal of the bridge they might also inscribe his motto: "I have no fear of honest difference of opinion, it is only cavillers that I dread."

Roebling was hardly more of a German than his great predecessor, Charles Ellet, jr., who went to the Polytechnic School in Paris from his native land to study, while Roebling immediately on graduating at the Polytechnic School of Berlin emigrated to America at the age of twenty-five. Ellet built the first suspension bridge in America at Fairmount, Philadelphia, in 1841, and his suspension bridge at Niagara preceded Roebling's. He also built the suspension bridge at Wheeling, Va., in 1848, then the longest in the world, or 1,000 feet, which stood six years when a storm blew it down. Not improbably he was the precursor of Roebling, whose bridges are the marvels of the art. Ellet lost his life in the capture of Memphis, 1862, shot in the knee in the moment of victory. He was born within sight of Trenton, where Roebling lived and worked, and in the same county with the Ellicott brothers, who surveyed in the previous century the boundaries of our States. Roebling's son, now finishing his father's work on the Brooklyn Bridge, was, like Ellet's sons, in the Union Army. His name is Washington A. Roebling; he was on G. K. Warren's staff and I think is Warren's brother-in-law.

The mighty approaches to the Brooklyn Bridge inspire the eye with fear; its preface is a great epic poem: the leap is worthy of the Straits of Gibraltar. To it the cities are lying in rags like two sleeping swarms of men over whom a great angel is stepping with a lute. It is the true cathedral of New York and Brooklyn, lifting man to heaven and saying "courage!" Yet, huge as it is, the Chinese built bridges on this plan while Christ was yet alive.

A few notes on comparative bridges will conclude. The most modern and representative bridge in London is the new Blackfriars, opened twelve years ago. It is of five iron arches on stone piers, is 1,272 feet long, and cost $1,600,000.

The Pont Neuf, probably the longest bridge in Paris, rebuilt 1852, is 1,080 feet long, and partly stands upon an island in the middle of the Seine.

The International bridge at Buffalo, finished in 1873, cost $1,500,000, and has twelve spans, in all 3,550 feet.

The bridge over the Susquehanna at Havre de Grace, finished in 1867, is seven-eighths of a mile long, and cost $1,250,000. The bridge over the Gunpowder River, between the Susquehanna and Baltimore, is 5,238 feet long.

The longest stone arch in the world is said to be Cabin John Bridge on the Washington Aqueduct, 100 feet above the stream below, and 220 feet span.

The iron truss bridge over the Connecticut River below Springfield was built at Manchester, England, and sent over here and set up in 1866. It is 1,525 feet long and cost $265,000. The bridge over Newark Bay, between Bergen Point and Elizabethport, is one mile and a half long.

The bridge across the Susquehanna at Harrisburg, resting on a large island in the middle of the river, was built in 1817 by a celebrated bridge architect of that day named Burr. It is 2,876 feet long and cost $155,000—more than half subscribed by the State. A bridge by the same architect at Columbia, about twenty miles lower down, is 5,960 feet long, or more than one mile, and was erected by a company supported by the State in 1814, at a cost of $232,000. At that time bridge companies were sometimes in the banking business as well, and the tolls were very high. I remember when a boy being pulled up an inclined plane at Columbia by which the Pennsylvania Railroad gained the plateau above the river up 1,800 feet to make 90 feet perpendicular.

The bridge over the Delaware River at Trenton, recently remodelled by the Pennsylvania Railroad, was finished in 1806, and was considered at the time the finest bridge in the world in wood. It was 1,100 feet long and stood on five arches.

The course of the bridge builder westward has been accurately related by General G. K. Warren, from the opening of the Wheeling bridge in 1849, to connect the Ohio and Allegheny Divisions of the National Road (which little bridge required forty-three years of Congressional agitation and legislation, and suits in the courts), to the first bridge across the Mississippi at Rock Island in 1856, torn down in 1872, of which E. B. Washburne said it had been a damage to commerce of $5,000,000 two-fifths wrecks. It required nineteen years after the incorporation of a company to put a bridge at St. Louis, opened in 1874. The estimates of Captain Eads were under four millions and a half, but the cost and manipulation of finances made it cost nearer twelve millions. In this bridge there are three spans and two piers in the channel, the great middle span 515 feet.

The viaduct at Cleveland, Ohio, is one of the greatest works of our time—a stone and iron structure, with paved streets above and a steam draw at the Cuyahoga River, the whole bridging a chasm three-quarters of a mile wide, and uniting two parts of the city. The Holborn viaduct in London is a baby to it. Cleveland was the fountain head of the principal American iron bridge company, one of the several which build bridges and nothing else, and do it by wholesale.

Ship-building in Wilmington.

The Wilmington, Del., Every Evening says that business in that city at the present time is unusually active, particularly in the car-shops, shipyards and among the iron workers, and then adds:

At the shipyards of the Harlan & Hollingsworth Company it is reported that the establishment has never been so busy since the war, not only through the demand for ships, but all other work done by the company, and that all the orders cannot be accepted. The company have just entered into a contract for the building of an iron ferryboat, for the West Jersey Ferryboat Company, at Philadelphia, to be called the "Baltic." She will be of the same size and finish as those now in use built in this city.

Work has been commenced on an iron passenger steamer for service on the Choptank river. She is being built for the Maryland Steamship Company.

The splendid steamer City of Worcester, for the Norwich Company, and to run on the Sound, will be launched on Saturday morning next from the company's yard. This steamre is 325 feet in length, and will be fitted up somewhat similar to the Bristol and other steamers on the line. She will, however, have many modern improvements for the comfort of passengers not heretofore introduced. She is fitted with six water-tight bulkheads, iron wheel batteries, and four wooden masts. Her interior adornments will be of the most beautiful character. The joiner work on the main deck as well as on the promenade deck will be of hard woods, and the main stairway to be new in style and highly ornamental. The cornice and pilasters in the main saloon will be finished in hard woods, in the "Queen Anne" and "Eastlake" style, while the forward saloon will have an upper tier of state rooms, with overhanging ballustrades all around, all to be finished, together with the stairway leading to it, in hard woods.

In addition to this work the company are repairing the steamers Edwin Forrest, Twilight, Yacht, Falcon, F. A. McCall, Columbia and Maggie, the latter being lengthened twenty-five feet.

It is stated that the St. Johnsbury and Lake Champlain (formerly the Lamoille Valley) Railroad will be extended from Swanton to Rouse's Point, N. Y., there to connect with the Ogdensburg and Lake Champlain Railroad, thus getting a Western connection.

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New York, Saturday, March 19, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

AN important event of the week is the commencement of the running of through passenger trains over the new trans-continental route, completed last week by the junction of the Southern Pacific and the Atchison, Topeka and Santa Fe railroads. The first passenger train over this route left Kansas City on Thursday for San Francisco, and on Friday the first eastward bound train left San Francisco. Daily passenger trains are now running both ways.

THE project for using the banks of the Erie Canal as a railroad, on one track of which locomotives would be used for towing canal boats while on the other two proposed tracks freight and passenger cars would be drawn, has been defeated in the State Senate. The action of the Senate thus preventing the giving of so valuable a property, a graded road-bed three hundred and fifty miles long, for an experiment sustained the canal committee in their motives for refusing to approve the bill.

IF it were not sad it would be entertaining to witness the visionary projects inflicted upon the attention of legislators at Albany by which it is designed to force the State to buy what would be on its hands a most unmanageable species of the white elephant. In the form of a long concurrent resolution a project was introduced into the Assembly at Albany this week for ascertaining the amounts that would be required to be paid by the State for obtaining possession of certain railroads. To obtain this information the resolution provides that the Attorney-General shall institute proceedings in the Supreme Court to obtain a decree determining the amount expended in the construction of the roads owned by the New York Central and the New York, Lake Erie and Western corporations.

THAT enterprising measures are on foot which will have no slight effect upon the current of grain transportation is seen in the important work that has been commenced at Newport News, for affording a deep water terminus for the Chesapeake and Ohio Railroad. That point has been selected this week for the terminus, and among the plans arranged for improving its shipping facilities is the construction this Spring of a large grain elevator capable of holding 1,000,000 bushels of grain. New wharves are being built at Newport News, of which it is contemplated to have seventeen each 125 feet long, with a depth of water of 27 feet, sufficient to accommodate the largest ocean steamers. The company has obtained control of the water front for five miles so that the extensive facilities now being provided can be increased to an almost unlimited extent, as the large and increasing trade may demand. The work of extending the road from Richmond to this terminus, a distance of about seventy-five miles, is being vigorously pushed, and it is expected that it will be completed before Fall.

ILLUSTRATIONS of some of the curious and amusing ideas evolved from alleged brains working up railroad legislation just now, are given in some of the measures brought before the Assembly at Albany this week. A voluminous bill was introduced, Monday, the object of which seems to be the purchase by the State of all new railroads hereafter to be built in New York, on a sort of an installment plan of payment, for the sake of getting up an auction sale whenever the State may have acquired possession of said railroads of the future. The idea is to make the State become a stockholder in all new railroads, by requiring the companies building the same to vest 10 per cent of their stock in the State, and to pay stock to the State yearly until the State shall obtain control, when the grand auction shall occur. The legislative mind which conceived this brilliant scheme had probably been dazzled by the installment plan as presented by the seductive signs of certain Bowery tradesmen, and the results of the working of the principle as shown by the numerous red flags displayed by venturesome fourth class boarding house keepers who want to dispose of their furniture even before the control has been obtained. Of course there must be something or some one back of this bill in whose interests it is prepared. It cannot be the State or the railroads or the people; it must be some auctioneer.

THE committee having in charge the preliminaries for the World's Fair need the most prompt and liberal encouragement if the successful carrying out of the project is to be assured, and without such positive assurance it would be much better that the matter should be dropped where it is. It will not do to have the enterprise dragged much farther through dissatisfying discussions about sites. The idea of using a portion of Central Park for the purpose created much more severe opposition than the proposition as looked at by many practical men seemed to warrant. If New York is to have the Fair it should be located where it will yield to New York property-holders and business men the greatest practical benefit. Just how the Park would be so much injured by the Fair has not been clearly shown, though there was something of a ventilating of æsthetic ideas when the subject was broached. The Park can be treated as a thing of utility without necessarily marring its beauty. To the people from a distance visiting New York it would greatly add to the attractiveness of the Fair if they knew so desirable an opportunity would be afforded them of visiting one of New York's chief attractions at the same time and without additional expense. While the Fair would be greatly benefitted could it have that site, the Park itself would receive no inconsiderable benefit by having public attention so generally directed toward it; toward its needs and defects as well as its many points of beauty, with which so comparatively few New York residents are now familiar. If the question of a site is to prevent our having the Fair New York can certainly well afford to let its Park with wise restrictions to be used for the purpose.

THE enterprise of shippers is likely to have far more to do with increasing the exportation of American cattle than any imagined prejudices among consumers on the other side of the water. The fear that the French Government is actuated by a spirit of retaliation concerning tariff measures which would result in a serious blow to the importation there of American cattle, does not seem well founded. The opinion of so eminent an authority as M. Leon Chotteau is reported as being that those of the French Senate who are advocating a higher import tax on American cattle are protectionists, who seem to believe contrary to the belief of many of their countrymen, that France is capable of supplying her own market, and who advocate an increased tariff to protect their home interest whenever it might happen that an excessive supply and low prices in the United States

might combine to produce a sudden demoralization in their market. But French statesmen have the interests of the French people in consideration, and will not be moved by other than the most substantial reasons to legislate in any direction upon important matters affecting those interests. They are moved more by consideration for the public welfare than by prejudiced theories. Their ideas of protection are not widely different from those prevailing here; they would use protection in the same way that a skilled physician would use a powerful stimulant, not indiscriminately for all sorts of maladies and ailments but in cases, often temporary, of special weakness and debility. They realize that the tendency of an indiscriminate use of protection like that of other stimulants is toward abnormal conditions the workings of which in the end are not healthy and reliable. But whatever action may be taken in France concerning import duties, the exportation of our cattle to France and other foreign countries promises to increase. The increase will be measured more by the surplus of the production in the United States than by changes in foreign import duties. Having greater natural facilities for the raising of cattle at small cost than are furnished to any other part of the world it only remains for increasing experience in the shipping of live stock, and the adoption of judicious regulations and safeguards providing for their health to give to the United States an increased exportation of cattle, the magnitude of which may be partially estimated from the importance this department of trade has assumed even in its infancy.

Personal.

Benjamin W. Healey, formerly superintendent of the Rhode Island Locomotive Works died recently at Corinto, Nicaragua.

A party of capitalists interested in the Chesapeake and Ohio Railroad, including President C. P. Huntington, Vice President W. C. Wickham, N. M. McCready, President of the Old Dominion Steamship Company and Messrs. Fisk & Hatch visited Norfolk, Old Point and Newport News this week.

General J. H. Wilson, President of the New York and New England Railroad Company, delivered an address before the Mercantile Library Association of Boston last Saturday evening, in which he gave an interesting account of the workings of the New York and New England Railroad and the important plans of extension now underway.

Wm. F. Black has been appointed superintendent of the Cincinnati and Muskingum Valley Railroad, with headquarters at Zanesville. Mr. Black for a number of years has been the private secretary of General Manager D. W. Caldwell, of the Pittsburgh, Cincinnati and St. Louis Railway, C. C. Waite, who formerly had the position now occupied by Mr. Black, has been appointed superintendent of the Little Miami Railroad.

Major Francis S. Bond, who, though a young man, being just started in his forties, has attained such prominence in railroad circles, both as Vice President of the Texas and Pacific Railway Company, and in connection with the Philadelphia and Reading affairs, was an old army chum of President Garfield, being with him on General Rosecran's staff. His brother William Bond is a banker in New York. Another associate on General Rosecran's staff was Inspector General Horace Porter now identified with the Pullman Palace Car Company, and prominent in railway affairs.

Railroad Earnings.

The earnings of the Flint and Pere Marquette Railroad Company for the week ending March 7, 1881, were $29,195 10, against $28,934 05 for the corresponding week last year—a decrease of $735 95. Since January 1, 1881, the earnings have been $284,459 35, against $257,950 70—an increase of $26,508 65.

The earnings of the New York and New England Railroad for the month of February, were $176,427 35, against $149,907 77 same time last year—an increase of $26,519 58 or 17.7 per cent.

The earnings of the Grand Trunk Railway of Canada for the week ending March 5, were $195,302, against $194,708 same time last year—an increase of $594. The aggregate increase for the ten weeks thus far in the calendar year is $75,689.

The earnings of the Indiana, Bloomington and Western Railway for the week ending February 28, were $16,815 21, against $16,915 49 for the week ending February 29, 1880—a decrease of $100 28.

The earnings of the Denver and Rio Grand Railroad Company for the second week of March were $82,376, against $35,062 for the same period last year—an increase of $47,314. Miles now operated, 551; miles operated last year, 337.

The earnings of the Grand Trunk Railway of Canada for the week ending March 12, were $207,309, against $190,106 for the corresponding week last year—an increase of $17,203. The aggregate increase for eleven weeks is $92,883.

Interest and Dividends.

The Union Pacific Railway Company has declared a dividend of 1¼ per cent, payable April 1.

The New York Central and Hudson River Railroad Company has declared a quarterly dividend of two per cent, payable on the 15th of April.

The American District Telegraph Company has declared a quarterly dividend of 1¼ per cent, payable April 15th. Transfer books close April 1st.

The Lehigh Valley Railroad Company have declared a quarterly dividend of 1¼ per cent payable April 16.

The Missouri Pacific Railroad Company has declared a quarterly dividend of 1¼ per cent, payable April 1. The transfer books will close on the 20th inst.

The Chicago, St. Paul, Minneapolis and Omaha Railway Company has declared a dividend of 1¼ per cent on the preferred capital stock, payable April 20, to stockholders of record on the 30th inst.

The Metropolitan Elevated Railway Company and the New York Elevated Railroad Company have declared quarterly dividends of 2½ per cent, payable April 1 to stockholders of record on the 21st inst.

The Chicago, Milwaukee and St. Paul Railway Company has declared a dividend of $3 50 per share on both the common and preferred stock, payable April 16, to stockholders of record on the 29th inst.

The Dubuque and Sioux City Railroad Company has declared a dividend of 2½ per cent, payable April 15th. The transfer books will be closed on the 31st inst.

An annual dividend of three per cent on the preferred and common stock of the New York and Harlem Railroad Company—from the earnings of the city line—will be paid on the 1st af April.

The Great Western Railway Company of Canada has declared a dividend of 3 per cent per annum on its ordinary stock after payment on all the preference stock. A sum of £4,000 is also carried forward.

The Homestake Mining Company has declared its regular monthly dividend of thirty cents per share for February payable at the office of Wells Fargo & Co., 65 Broadway, on the 25th inst. Transfer books close on the 19th inst.

A dividend of 1¼ per cent will be paid on the capital stock of the Western Union Telegraph Company on the 15th of April to stockholders of record on the 26th inst.; and at the same time 1¼ per cent interest will be pai to the holders of such certificates of indebtedness of the company as may be outstanding at the close of the books

Organization.

—It is stated that a company has been formed to build a railroad from Des Moines to Kansas City direct, and that a contract has been closed with a prominent engineer to commence the survey at once.

—The Grand Rapids and Indiana railroad will, early in the spring, build from Petosky to Mackinaw straits, opposite Mackinaw. This will give an all-rail line to the famous resort of Mackinaw.

—The present Board of Directors of the Pennsylvania Railroad Company, and H. H. Houston, vice James McManes, declined, have been renominated by the committee appointed at the recent annual meeting of the stockholders of that corporation.

—The officers of the St. Louis and San Francisco Railway Company, elected on the 11th inst., are: Edward V. Winslow, President; James D. Fish, Vice President; Charles W. Rogers, Second Vice President and General Manager; F. W. Lillie, Treasurer; Calvin Littlefield, Secretary.

—The directors of the Pittsburg, Cincinnati and St. Louis Railway Company, elected on the 15th inst, are: G. B. Roberts, W. Thaw, J. N. McCullough, T. D. Messler, H. Houston, Wistar Morris, J. N. DuBarry, J. P. Witherell, W. H. Barnes, D. S. Gray, R. Sherrard, A. J. Cassatt and J. P. Green. Mr. Green was elected in the place of Thomas A. Scott and Mr. Cassatt in the place of S. Kneass.

—A bill was introduced into the New York Legislature on the 14th inst, to incorporate the Metropolitan Trust Company, with Thomas Hillhouse, Collis P. Huntington, John T. Terry, Edwin D. Morgan, Jr., Morris K. Jessup, James J. Higginson, Francis A. Stout, Frederick D. Tappen, Edward S. Sanford, Parker Handy, Gracie King, Oliver P. Buel, Freeman Clarke, Dudley Oliott, Josiah B. Williams, Phineas Prouty, Robert H. Pruyn, and Isaac N. Phelps as incorporators, with $100,000,000 capital.

—Articles of incorporation of the Chicago and Eastern Illinois and the Danville and Grape Creek railroads were filed with the Secretary of State of Indiana March 9. The capital stock of the consolidated road is $3,000,000. The Danville and Grape Creek Railroad is seven miles long, running from Danville to the Grape Creek coal mines with the Chicago and Eastern Illinois, and it has been decided to extend the line five miles further to other mines in the vicinity of Westville.

—The directors of the Northwestern Ohio Railway Company, and of the Tiffin and Northwestern Railroad Company (both controlled by the Pennsylvania Company) elected on the 11th inst., are: T. D. Messler, J. N. McCullough, William Thaw, John F. Da-

vidson, Pittsburg; R. F. Smith, Cleveland; Frank Jaynes, George W. Layng, Toledo. Of the Union Bridge Company—J. N. McCullough, George W. Layng, Frank Jaynes, representing the Pennsylvania Company; J. C. Gault, R. Andrews, J. R. Osborn, representing the Wabash Company.

—At the annual meeting of the shareholders of the Lake Champlain and St. Lawrence Junction Railway, held at St. Joseph on the 7th instant, the following were elected directors:—Bradley Barlow, President S. E. R.; Lucius Robinson, of Newport, Vt.; A. B. Chaffee, Montreal; E. Raymond, President Pass. R. R.; J. Thomas Vose, President Boston, Concord and Montreal R. R.; F. A. Metcalf, St. Albans, Vt.; Wm. Donahue, Montreal; James O'Halloran, Q. C., Cowansville, and T. A. McKinnon, Assistant Manager S. E R. At a meeting of the directors held subsequently, A. B. Chaffee was elected President, F. A. Metcalf, Vice President, and R. A. Campbell, Secretary.

—The directors of the Union Pacific Railway Company, elected on the 9th inst, are: Sidney Dillon of New York, Elisha Atkins of Boston, Frederick L. Ames of Boston, Ezra H. Baker of Boston, S. H. H. Clarke of Omaha, F. Gordon Dexter of Boston, David Dows of New York, Greenville M. Dodge of Council Bluffs, T. T. Eckert, Jay Gould, Solon Humphreys and Russell Sage of New York; William L. Scott of Erie, Pa.; John Sharp of Salt Lake City, and Augustus Schell of New York. The directors subsequently elected the following officers: President, Sidney Dillon; Vice President, Elisha Atkins; Secretary and Treasurer, Henry McFarland.

—At a meeting of the St. Louis, Iron Mountain and Southern Railway Company, held at St. Louis, Mo., on the 1st inst., the following gentlemen were elected directors: Henry G. Marquand, Jay Gould, Henry Whelen, Russell Sage, Joseph S. Lowery, Frederick L. Ames, John T. Terry, Sidney Dillon, Samuel Shellhar, Thomas T. Eckert, George R. McClellan, Rufus J. Lockland and R. C. Kerns. Subsequently the board met and elected the following officers: Henry G. Marquand, President; Thomas T. Eckert, Vice President; S. D. Barlow, Secretary and Assistant Treasurer; D. W. McWilliams, Treasurer; J. W. Wallace, General Auditor, and A. W. Soper, General Manager.

—A company has been formed at Indianapolis, Ind., to be known as the New York and Chicago Railroad Company. The directors are: C. S. Brice, Samuel Thomas, George I. Seney, Walston H. Brown, C. R. Cummings, W. B. Howard, Wm. Fleming, James E. Neal and J. A. Latcher. The officers are: President, C. S. Brice; Vice-President, Wm. Fleming; Treasurer, Samuel Thomas; Secretary, James E. Neal. The road will be 200 miles long, and will run from the east line of Allen County, Ind., in a northwesterly direction, via Fort Wayne, to the State line between Illinois and Indiana. It will pass through Allen, Whitley, Huntington, Wabash, Miami, Kosciusko, Marshall, Fulton, Pulaski, Starke, Jasper, Porter and Lake counties to Chicago. The capital of the company is to be $10,000,000. It is said that a connection with the Lake Erie and Western for the purpose of a through line to New York is intended.

—Articles of incorporation were filed in the office of the Secretary of State of Massachusetts on the 9th inst. on the part of the Directors of the Texas, Topolobampo and Pacific Railroad and Telegraph Company. The capital is $30,000. The termini and course of the railroad and telegraph as proposed are as follows: The main line is to run on the most feasible route from a point at or near Pierdas Negras, on the right bank of the Rio Grande, in a southwesterly direction across the State of Coahuila, the district of the Bolson de Mapimic, the State of Chihuahua, perhaps the State of Sonora and the State of Sinaloa to the bay of Topolobampo, on the Gulf of California. The branches are to run on the north to a point near or at Presidio del Norte on the right bank of the Rio Grande and via Tepic and Guadalajara to the city of Mexico and points south. The Directors are Messrs. F. O. Prince and J. G. Abbott of Boston, B. F. Butler of Lowell, G. W. Simmons, T. B. Lewis, T. A. Dodge and E. E. Pratt of Boston, Henry Hastings of Medford, Ulysses S. Grant, Jr., and E. A. Buck of New York, J. B. Price of Jefferson City, Mo., Jesu Escobar of El Paso del Norte, and E. R. Carmen of Mazatlan, Mexico, A. R. Owen af Chester, Pa., and W. S. Chapman of San Francisco, Cal.

Railroad Law.

Railways—Warehousemen—Conditions Limiting Liability.

The plaintiff here delivered to the defendants' Railway Company at Montreal a case of goods accompanied with a "shipping note," which referred to certain conditions endorsed on the back of the note, and upon which conditions the goods were to be sent. The plaintiff received a shipping receipt in the same terms as the note. The goods having been received in Toronto, the Railway Company sent the plaintiff a "freight advice note" informing him of their arrival, at the foot of which was the notice, "see conditions on back hereof." The goods were left in the freight warehouse a month, and then lost. The plaintiff sued the Railway Company for their value. The defence was that the goods were left at the owner's risk according to one of the terms and conditions of the "freight advice note." The plaintiff relied chiefly on two decisions. The first decision was distinguished from this case by this, that in that case the custom of the company was to deliver goods to consignees, and this they had neglected to do, while here no such custom existed, and the terms of the contract pointed out that the goods would remain at the owner's risk. The second was an English case, where conditions intended to bind a passenger were printed on the back of a ticket, and there was no reference on the face of it to indicate that there were any such conditions. Here the plaintiff admitted seeing some reference to "conditions of carriage." The judgment holds that the plaintiff knew, or ought to have known, of the conditions, and that having notice of them he was bound by them. This ought to be a broad hint to shippers and consignees to read the fine print on the back of "shipping receipts" and "advice notes."—Mayor v. Grand Trunk R. W. Co., 31, U. C. C., P. 248.—[London, (Ont.) Free Press.

Extending the Postal Service.

The Post Office Department has completed arrangements for extending the railway mail service over the Southern Pacific and Arizona Railroad from Tucson, Arizona, to Deming, N. M., a distance of 230 miles, and from Deming to Tocarro, N. M., over the Atchison, Topeka and Santa Fe Railroad, a distance of about one hundred miles. This connection completes a continuous railway mail service from the East to the Pacific coast, from Kansas City, Mo., by way of Santa Fe across the southern border of Arizona and through California to San Francisco. The track on this connecting link was completed on the 10th, and the new through mail service will begin on the 18th inst. It will enable the department to forward mails from the Mississippi River to points in Southern Arizona and Southern California several days sooner than heretofore. The completion of the road between Deming and Tucson opens an additional line for traffic and travel between St. Louis and the Pacific coast.

A Safeguard for Brakemen.

The Richmond and Danville Railroad company is introducing on their freight trains a safeguard for their brakemen. It is well known that many fatal accidents which occur to brakemen are those in which the brakemen standing on the top of freight cars are knocked in the head by covered bridges. The safeguard consists of a post erected about half a mile on either side of a covered bridge. To this post a horizontal piece is attached stretching across the track, of course above the reach of any head on top of a car. From this horizontal piece cords are swung, so that in case the brakemen is inattentively standing upright while nearing the bridge, the cords will strike him and remind him to duck his head.

The Pittsburg Chronicle says that Mr. E. A. Ford, at present General Passenger and Ticket Agent of the Vandalia Line, has been appointed General Passenger and Ticket Agent of all the lines operated by the Pennsylvania Company west of Pittsburg. The lines owned and leased by this company are: the Pittsburg, Fort Wayne and Chicago; Chicago and Pittsburg; Erie and Pittsburg; Ashtabula, Youngstown and Pittsburg; Mansfield, Coldwater and Michigan; Tuscarawas Valley; Panhandle route; the Vandalia route; and the Cairo and Vincennes Railroad. Mr. Ford's headquarters will be at Pittsburg and the offices now occupied by the various General Passenger and Ticket Agents previously required will be wholly closed, or simply used as offices of assistants.

From London, Eng., March 10th, we learn that the West Coast Telegraph Company, Limited, operating cables to Peru, has completed arrangements to connect with the Central and South America Cable Company via Panama, Central America, Mexico and the United States to Europe, saving 8,000 miles transmission and about $6 per word on business between points in the United States and the west coast of South America over the route now used, which is via Brazil and Portugal.

The ceremony of laying the first rail of the Washington City and Point Lookout Railroad took place on the 10th inst. at Brandywine, sixteen miles from Washington, D. C., in the presence of Colonel S. T. Suit, President of the company; W. J Wharton, chief engineer; Hector MacLean, chief of construction, and a number of well-known Washington citizens and journalists. The road will be completed from Washington to Point Lookout by the 1st of August.

The new Steamer City of Worcester, constructed to run on Long Island Sound, was launched from the Shipyard of Messrs. Harlan & Hollingsworth, Wilmington, Del., on the 12th inst.

"Short" Stock Sales in Pennsylvania.

An important decision in relation to stock operations has been delivered by the Supreme Court of Pennsylvania in the case of John J. Thomas against John B. Dickson. The facts in brief are that John J. Thomas, the plaintiff in the lower court, was a stock broker in 1874. In June of that year he received from Dickson an order to sell short 500 shares of Pennsylvania Railroad stock. Whether this was really done according to the practice of stock operators, or whether at the end of 15 days the broker merely charged Dickson for the difference, could not be shown at the last trial, since Dickson was dead, and the only evidence that could be presented was a memorandum-book of the broker's charging Dickson with the difference between 49 and 52⅜. Judge Briggs charged the jury that a sale of stock made in good faith, with intent to deliver, whether the seller has the stock in his possession or not, is a legal sale. The jury decided in favor of the broker, and gave him a verdict for $4,808. This verdict is reversed by the Supreme Court, Justice Gordon saying that, under the evidence, no other parties were known to the transaction but Thomas and Dickson, and therefore this was a wagering contract and utterly void. There was no question of agency, for there were but two parties to the transaction.

Delaware and Hudson Canal.

The business of the Company for the year ending December 31st, 1880, is herewith respectfully submitted.

	Tons.
Coal mined and sold for account of the company	2,674,704.18
Transported for other parties	372,889.10
Total	3,047,594.08

Which was distributed as follows:

From Honesdale via canal and railroads	1,531,951.00
South from mines	59,398.16
Erie and West	480,576.07
North via A. & S. R. R.	402,785 02
Local sales, &c.	199,993.18
	2,674,704.18
Add transported for other parties	372,889.10
Total, as above	3,047,594.08

The result of the business for the year showing a profit of $1,351,422 71, or a fraction over 6¾ per cent upon the capital stock, may be regarded as satisfactory, especially when it is considered that in the early part of the year the price of coal was not remunerative, and only became so after the general adoption, in March, of the "restrictive policy" in production. After this, the buyers of coal, accustomed to the low prices caused by years of unhealthy competition, and, lacking faith in the continuance of harmonious action on the part of the producers, took coal only as necessity compelled them.

As a consequence of such action the mines, for the greater part of the year, were worked on half time; the old accumulations of coal were exhausted, and the year closed upon bare markets.

In addition to the above, the business of this company was seriously affected by a continued drouth, which compelled a long suspension of business on the canal, and reduced our transportation to an extent of not less than 250,000 tons of business, and the profits thereon.

It is gratifying to be able to state that "the leased lines" have become self-supporting, and that their collateral advantages, as avenues for the distribution of our coal, are annually increasing. It is now safe to assert that the possession of these lines has strengthened the position of the company to an extent that fully justifies the policy that led to their acquisition.

The disastrous results which followed the plan called "open competition" (but which really means wanton waste and destruction) led to the adoption of the "restrictive policy," that was foreshadowed in our report of 1879. The producers of coal no longer differ upon the question of "over production." All agree that it leads to general demoralization of the trade and ruinously low prices, and the experience of the last year can only strengthen such conviction.

It may therefore be assumed that the policy of judicious restriction will be continued; that prices of coal will be made fair alike to the consumer and the producer, and that the managers of this great interest will so conduct it, that while the interests of the public will be protected on the one hand, the owners of the properties on the other, may feel assured of reasonable returns upon their investments.

The managers are aware that the long suspension of dividends has caused great hardship in many instances, and that those who have loyally retained their stock through the long period of depression, would have been gratified by a dividend from the profits now reported. This course however did not consist with their convictions of duty. It must be remembered that the disastrous condition of the coal interest from the later months of 1876 to the close of 1879 left the capital of the company impaired. Until such impairment was made good, it would have been impolitic, if not illegal, to divide moneys, even though the earnings of the company seemed to justify such a course.

To know that such deficit is now fully made up, and that the property of the company is in the best condition in every department, must be alike gratifying to stockholders and managers, and enables the latter to state that a resumption of dividends can now be justified with reasonable grounds for a belief in their regular continuance.

To correct a general, but unfounded belief, that the debt of the company has been increased about $5,000,000, since the suspension of dividends, your managers take this opportunity to state that the $5,000,000 loan (known as Bonds of 1917) was made for the purpose of retiring the floating debt, and other maturing obligations of the company.

For details of the purposes for which the proceeds of the $5,000,000 bonds were applied, and for the actual increase of the debt, which amounts to only $177,978, you are referred to the annexed statement D.

THOMAS DICKSON, President.

PROFIT AND LOSS Account for year ending December 31st, 1880.

Coal on hand, Dec. 31st, 1879, 221,999 13/20 tons	$535,264 65
Mining coal	8,171,869 83
Transportation	596,827 49
Freight of coal and canal expenses.	801,306 12
Rondout expenses	129,934 42
Freight paid other lines	637,005 23
Taxes	181,978 78
Salaries, rent and miscellaneous and law expenses	141,359 88
Harbor and yard expenses	43,241 90
Interest	1,343,978 69
Loss on leased lines	14,642 93
Balance	1,351,422 71
	$8,948,327 13
Sales of coal to December 31, 1880.	$7,210,524 86
Canal tolls	42,810 80
Net earnings, Pennsylvania Railroad	561,948 70
Interest on investments	312,243 18
Miscellaneous profits	93,516 41
Coal on hand, Dec. 31st, 1880, 274,195 1/20 tons	727,283 68
	$8,948,327 13

CONDENSED BALANCE SHEET, Dec. 31, 1880.

Canal		$3,339,210 49
Railroad and equipment		6,414,759 61
Real estate		8,846,316 58
Mine improvements		2,404,962 89
Mine fixtures and equipment		308,295 49
Boats, barges and steamboats		579,436 98
Coal yards and fixtures		167,355 47
Lackawanna and Susquehanna Railroad		1,022,988 15
Cherry Valley, Sharon and Albany Railroad		300,000 00
New York and Canada Railroad		3,597,074 48
Lackawanna Palace Car Co.		54,675 36
Telegraph lines		14,734 80
Supplies on hand		962 130 44
Coal on hand		727,283 68
Advances to leased lines		608,894 67
Miscellaneous assets, viz.:		
Boston, Hartford and Erie Bonds (1400)	$786,727 71	
Jefferson R.R.Bds(108)	86,710 00	
Albany and Susquehanna Consols (275).	275,000 00	
Delaware and Hudson C. Co. Bonds (963)	962,773 75	
Sundry assets	375,881 28	
		2,487,092 74
Stocks as follows:		
8,540 shares Albany and Susquehanna	$854,000 00	
8,241 shares Rensselaer and Saratoga	822,137 50	
Sundry stocks	131,477 17	
		1,807 614 67
Advances on coal royalties		613,181 06
Cash on hand		2,620,701 51
Bills and accounts receivable		1,164,955 49
		$41,041,614 56
Capital stock		$20,000,000 00
Bonds, 1884	$3,500 000 00	
" 1891	6,481,000 00	
" 1894	4,856,000 00	
" 1917	5,000,000 00	
		19,837,000 00
Interest and dividends payable Jan., 1881		697,416 25
Depositors		249,339 26
Dividends and interest unclaimed.		41,071 01
Notes payable		16,001 25
General profit and loss		200,786 79
		$41,041,614 56

PROFIT AND LOSS Statement of Leased Railroad Lines, being "Albany and Susquehanna," "Rensselaer and Saratoga," "New York and Canada," and their Branches.

Expense:	
Operating railroads	$1,881,367 19
Maintaining railroads	639,254 64
Maintaining equipment	421,840 84
	$2,892,462 67
Rental:	
Interest, rental and dividends on "Leased Lines"	1,733,667 46
	$4,126,130 13
Earnings:	
Passengers	$1,241,570 36
Freight	2,802 506 59
Miscellaneous	67,410 25
	$4,111,487 20
Loss:	
Balance charged to profit and loss account Delaware and Hudson Canal Co.	14,642 93
	$4,126,130 13

Bonds of 1917, issued 1877—

Amount of bonds		$5,000,000
Proceeds used as follows:		
Paid, bills payable	$957,500	
Paid depositors	$743,795	
Less amount now due.	249,339	
	494,456	
Paid bonds of 1877	765,000	
Paid bonds of 1878	340,000	
Paid mortgages	473,680	
Paid for bonds purchased	56,000	
Cash on hand	$2,070,000	
Less on hand Oct. 1876	334,614	
	1,735,386	
		4,822,022
Actual increase of funded debt		$177,978

President.—Thomas Dickson, Scranton, Pa.

Assistant President.—Robert M. Olyphant, New York City.

Board of Managers.—Abiel A. Low, James M. Halsted, LeGrand B. Cannon, Thomas Cornell, Levi P. Morton, Robert S. Hone, James R. Taylor, Thomas Dickson, John Jacob Astor, James Roosevelt, Adolphus Hamilton, Abraham R. Van Nest. (One Vacancy.)

General Manager.—Coe F. Young, Honesdale, Pa.

Treasurer.—James C. Hartt, New York City.

Secretary.—George L. Haight, New York City.

Production of Gold and Silver.

The following report has been submitted to the Secretary of the Treasury by the Director of the United States Mint showing the production of precious metals in the States and Territories for the fiscal year ending June 30, 1880:

	Gold.	Silver.	Total.
Alaska	$6,000		$6,000
Arizona	400,000	$2,000,000	2,400,000
California	17,500,000	1,100,000	18,600,000
Colorado	3,200,000	17,000,000	20,200,000
Dakota	3,600,000	70,000	3,670,000
Georgia	120,000		120,000
Idaho	1,980,000	450,000	2,430,000
Montana	2,400,000	2,500,000	4,900,000
Nevada	4,800,000	10,900,000	15,700,000
New Mexico	130,000	425,000	555,000
North Carolina	95,000		95,000
Oregon	1,090,000	15,000	1,105,000
South Carolina	15,000		15,000
Utah	210,000	4,740,000	4,950,000
Virginia	10,000		10,000
Washington	410,000		410,000
Wyoming	20,000		20,000
Other sources	14,000		14,000

Anthracite Coal Tonnage.

John H Jones, accountant for all the several coal companies, furnishes the following statement of anthracite coal tonnage for the month of January, 1881, compared with the same period last year:

	Jan. 1881.	Jan. 1880
Reading Railroad	392,158	397,291
Lehigh Valley Railroad	230,756	320,184
Central R. R. of New Jersey	236,814	279,777
Del., Lack. and Western	269,326	280,429
Delaware and Hudson Canal	187,073	266,221
Pennsylvania Railroad	155,742	96,164
Pennsylvania Coal	70,835	86,530
New York, Lake Erie & W'stern	29,938	37,716
Total	1,672,645	1,764,316

—showing a decrease of 91,670 tons.

The stock of coal on hand at tide-water shipping points, January 31, 1881, was 417,885 tons; on December 31, 1880, 500,272 tons—decrease, 82,387 tons.

Western Union Telegraph.

The following is the official statement of the operations of the Western Union Telegraph Company, submitted by the Treasurer at the meeting of the directors held on the 9th inst.:

Executive Office,
Western Union Telegraph Co.,
New York, March 9, 1881.

In the Report presented by the Executive Committee at the last Quarterly Meeting of the Board, held December 8, 1880, the net profits for the quarter ending December 31 (November being partially and December wholly estimated) were stated at $951,806 62.

The official returns for the quarter (ended December 31) showed the profits to be $1,026,556 16, or $74,749 54 more than the estimate.

The following revised statement, based upon complete returns, will show the condition of the company at the close of the quarter ended December 31, 1880:

Surplus October 1, 1880, as per last quarterly report		$198,129 86
Net profits, quarter ended December 31, 1880		1,026,556 16
		$1,224,686 02
From which deducting—		
Dividend of 1½ per cent, paid January 15, 1881	$615,061 50	
Interest on bonded debt	106,667 55	
Sinking fund appropriations	20,000 00	
Construction account	327,276 27	
Purchase of telegraph stocks and patents	7,395 56	
		1,076,400 88
Leaves a surplus, Jan. 1, 1881, of		$148 285 14
The net revenue for the quarter ending March 31, instant, based upon official returns for January, nearly complete returns for February, and estimating the business for March will be about		$1,669,173 87
Add surplus January 1, as above		148,285 14
		$1,817,459 01
From which appropriating—		
Interest on bonded debt	$107,000 00	
Construction	175,000 00	
Sinking fund appropriations	20,000 00	
		302,000 00
Leaves a balance of		$1,515,459 01
It requires, for a dividend of 1½ per cent on the capital stock that has been issued ($41,073,410)	$616,101 15	
For interest at same rate on certificates of indebtedness issued to Union Trust Company, in trust ($38,926,590)	583,898 85	
Total		1,200,000 00
Deducting which, will leave a surplus, after paying dividend and interest		$315,459 01

In view of the preceding statements, the committee recommend the adoption by the Board of the following:

1. Resolved, That a dividend of 1½ per cent on the capital stock of this company, be and is declared out of the net revenues of the quarter, payable on and after the 15th day of April next, to stockholders of record, at the close of the books of transfer on Saturday, the 26th day of March, instant.

2. Resolved, That at the same time, and in like manner, one and one half per cent interest for the quarter be paid to the holders of certificates of indebtedness of this company, which may not have been converted into stock.

3. Resolved, That for the purpose of such dividend and interest, the books of transfer be closed at three o'clock p. m. on Saturday, the 26th day of March, and reopened on the morning of the 16th day of April next.

Respectfully submitted,
Norvin Green, President.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending March 5, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad	134,516	1,682,952	1,607,280
Schuylkill Canal			88,041
Lehigh Valley	100,878	1,276,836	1,017,101
Del., Lack. & Western	85,376	686,811	511,836
Shamokin Valley	17,965	162,892	128,873
Central New Jersey	122,878	684,340	439,852
United R. R. of New Jersey	30,540	260,767	169,883
Pennsylvania Coal	23,140	177,785	108,644
Delaware and Hudson	82,834	594,255	565,294
Huntingdon & Broad Top Mt	8 579	75,301	72,508
Penn. and New York	21,846	308,812	293,153
Clearfield, Pa.	40,780	316,329	321,691

The report of the Lehigh and Susquehanna Division of the Central Railroad of New Jersey is to February 28, inclusive. The total tonnage of anthracite coal from all the regions for the week ending March 5, as reported by the several carrying companies, amounted to 565,512 tons, against 341,966 tons in the corresponding week last year, an increase of 223,546 tons. The total amount of anthracite mined for the year is 4,211,399 tons, against 3,301,520 tons for the same period last year, an increase of 909,879 tons. The quantity of bituminous coal sent to market for the week amounted to 92,074 tons, against 44,189 tons in corresponding week last year, an increase of 47,885 tons. The total amount of bituminous mined for the year is 687,093 tons, against 688,491 tons for the corresponding period last year, a decrease of 1,398 tons. The total tonnage of all kinds of coal for the week is 657,586 tons, against 386,155 tons in corresponding week last year, an increase of 271,431 tons, and the total tonnage for the coal year is 4,898,492 tons, against 3,990,011 tons to same date last year, an increase of 908,481 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending February 26 was 177,556 tons, of which 129,100 tons were coal and 48,456 tons coke. The total tonnage for the year thus far has been 1,314,558 tons, of which 953,670 tons were coal and 360,888 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended March 5 were 28,179 tons, and for the year 237,717 tons—a decrease of 67,088 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 24,302 tons, year, 209,198 tons; decrease as compared with 1880, 61,222 tons. Chesapeake and Ohio Canal, none; decrease as compared with 1880, 2,584 tons. Pennsylvania Railroad—week, 3 876 tons; year, 28,519 tons; decrease as compared with 1880, 3,284 tons. The coal tonnage of the Reading Railroad for the past week, ending March 12, was about 166,000 tons of which 31,000 tons were sent to and 27,800 tons shipped from Port Richmond, leaving about 76,500 tons on hand on Saturday night. There were also 21,000 tons sent to Elizabethport and 20,500 tons shipped thence.—[Phila. Ledger, March 14.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala.& Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1866	1,967,000	7	April & Oct.	" "	1886	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M.(guar. by D.&H.Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1866	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar	16,000pm	6	F. M. A. & N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	...
Construction Notes	78,000	7	Jan. & July.	"	1883	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold. guar	1,942,200	7*	" "	"	1905	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage pr. ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferr d bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	964,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income B ds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) akg fd.	2,283,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) akg fund.	2,882,966	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	3,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to State of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (guar by C. & A. Co. and)	499,500	6	March & Sept.	"	1885	....
3d Mortgage (guar by Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,500	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	626,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $3,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1896	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1908	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb.(C., B.& Q.):						
Bonds convertible until 1892	800,000	8	Jan. and July.	Boston.	1887	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch).	1,000,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L.,I.M.& S.):						
1st Mort., gold (Coup. or Reg.).	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy(U. Cos.of N.J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Mion. Line)	1,334,000	7	Jan. & July.	" "	19.7	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (58 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jar. & July.	N.Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of L. I. (Flush., N.S.& C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1948	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,530,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,007	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.).	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6,530,000	6*	" "	" "	1890	...
Income bonds,'Sinking Fund ..	3,285,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
Equipment Mort. (")	1,500,000	8	May & Nov.	"	'76–'89	...
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,507,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1906	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,362,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1896	....
Plain 7 per cent bonds	538,475	7	Jan. & July.	"	1898	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,003	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)..	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1950	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	2,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,316,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1909	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division)..	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ").	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1886	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	176,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River)..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1896	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879...	6,540,000	5–6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	160,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1906	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mortgage, guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $8,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80–'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,660,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,545,800	7	Jan. and July.	" "	'82–'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82–'92	....
1st Mort.(Cin., Laf and Chi) ..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.):						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York	1899	....
1st Mort. (San., Day. & Cin.)....	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'76–'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1903	....
Income Bonds	660,000	7	March & Sept.	" "	1906	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1893	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Clev. land.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1900	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	....	....
Columbia and Port Deposit:						
1st Mortgage	1,000,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	....	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	324,000	7	April & Oct.	" "	'98-'98	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1888	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1894	....
Income (" ")	97,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1906	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	200,000	7	Jan. & July.	" "	1890	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1898	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	806,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (D.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.	428,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	196,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed)	498,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,653,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	608,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,000	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,282,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,230,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	8	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.).	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	260,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1880	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division	586,000	7	" "	" "	1894	....
Dubuque and Dakota:						
1st Mortgage, gold, guar.	500,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Alleghany Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	6	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1896	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	231,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	265,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1905	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & R. Sag. guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgal'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	300,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	300,000	7	May and Nov.	New York.	1880	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnste'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,300,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1905	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,982	7	" "	" "	1886	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,483,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	423,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar.	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,496,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	32,000	7	" "	" "	1892	...
Hannibal & Naples(W., St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	6	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....
Harrisburg and Potomac:						
1st Mortgage	807,200	7	Jan. & July.	Philadelphia.	1904	..
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1886	.. ..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston	1910	.. ..
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N. W. Div.)	969,000	7*	" "	" "	1903	...
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	...
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1896	...
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	.. ..
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.		1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	. ..
2d Mortgage, Income	2,600,000	7	Jan. & July.	" "	1906	....
Indianapolis, Cinc. & Laf.:						
See Cinc., Ind., St. L. & Chic.						
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,510,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514.000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	3,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,582,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	430,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	885,000	7			....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	806,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1909	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	840,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8			....	....
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston	....	....
Mortgage on Branches	1,325,000	....		"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	6-8	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7		"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,496,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	..
Kansas City, St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City, Top. & W. (A., T. & S. Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....			....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3d D. 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1889	....
2d Mort. (")gold	350,000	7*	March & Sept.	New York.	1895	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1886	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'92	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	8	Jan. & July.	" "	....	.. ..
Income (Sandusky Extension).	600,000	....		" "	....	....
1st Mort. (Laf., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	.. ..
Lake Shore Dividend Bonds	1,256,000	7	" "	" "	1899	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	6,256,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	300,000	7	Jan. & July.	" "	1892	....
Mort. Bonds (" Erie)	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1885	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	8	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7		" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,200,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6				
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1857	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (U., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 900	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1888	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O.	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" " ")	300,000	..		" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	800,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,254,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1886	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7			....	....
Income Bonds conv., non-cum.	2,000,000	3			....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*			1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (Northern Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000 pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Miss. Cent.—See Ch., St. L. & N. O.						
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,601,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'94-'06	....
2d Mortgage, Income	7,571,558	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000						
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000		6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...			....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...			....	....
1st Mort. (Kan. City and East.)	348,000	6	Jan. & July.		1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...			....	....
1st Mort (Lexington & Southern)	1,050,000	...			....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7			....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn. & Pacific K. R.)	200,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	6	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...			....	....
Newburg and New York:						
1st Mortgage	250,000	7		New York.	....	....
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'98-'00	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1896	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	280,000	5-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,500,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,600	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	...
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	...
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	...
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	...
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	—
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	...
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,686,000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M. Fund. Coup. Bds	3,899,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,968,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1896	...
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y., Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl M&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	" "	1919	....
Consol. Mort. l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& N.):						
Construction Bonds	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600,000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,087,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,475,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,554,000	7	May & Nov.	New York.	1910	....
Old Colony:						....
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1894	....
Plain Bonds	1,602,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar.	1,034,000	8	June & Dec.	Boston.	1896	...
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1905	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	203,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'84	....
Consolidated Mortgage, guar.	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	889,200	7	.....	.....	....	....
Panama:						
General Mort., stg. (£1,000,000)	3,900,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage	19,999,700	6	Jan. & July.	Phil. or Lond.	1910	....
General Mortgage, registered.		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,301,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $1,500,000, stg fd.	4,091,676	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,250,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4½*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.& P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	"	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500,000	8	Jan. & July.	New York.	'78-'98	....
2d Mortgage	300,000	6	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling	5,000,000	6*	" "	Phil. or Lond	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800,000	4-6	.....	Philadelphia	....	....
Loan of 1868, debantare	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort. $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M., gold for £, coup. & reg.	968,000	6*	" "	Philadelphia	1911	....
Debenture Loan, convertible	10,499 900	7	Jan. & July.	"	1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. stg. sinking fund	10,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,975	6	Jan. & July.	"	1892	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	586,000	3-6	May & Nov.	Philadelphia	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000	13,036,500	7	Various.	Lond. or Phil.	92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar. by Phila. & Rdg.	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3-1 Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7*	April & Oct.	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F.	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	1,000,000	4	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds	1,212,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'h.	1896	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold	500,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6-7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	177,516	6-7	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelphia.	'81-'91	....
Richmond and Petersburg:						
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	422,300	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage	1,500,000	6	Feb. and Aug.	Boston.	1893	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St. Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific)	1,000,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,200,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,000,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St. Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" " ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,998,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold	7,144,500	6*	Jan. & July.	New York.	1893	....
2d Mortgage A for $500,000	414,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000	5,064,-32	5*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort.	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1893	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.) for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B. & O.)	2,303,000	7	Jan. & July.	New York.	1902	....
1st Mortgage guaranteed						
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida)	464,000	7	May & Nov.	" "	1896	....
2d Mort. (" " ")	200,000	7	" "	" "	1899	....
Savannah, Griffin & North Ala.:						
1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.	1,200,000	7	Jan. & July.	New York.	1900	....
2d Mortgage S. F.	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage	874,500	7	April & Oct.	New York.	1839	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880	200,000	4	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina)	300,000		June & Dec.	" "	1909	....
Sioux City and Pacific:						
1st Mortgage	1,623,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsidy)	1,628,020	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency	1,061,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,028,500	7	April & Oct.	" "	1903	....
Domestic (I) Bonds	1,087,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds	68,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds	576,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible	133,000	7	various.	Macon.	1883	....
Southwest Pennsylvania:						
1st Mortgage	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.						
1st Mortgage	231,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
Terre Haute & Logans. (T.H.& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	8,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1850	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1883	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,242,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S. Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £309,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1883	....
Loan of 1908 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,885,000	7	Jan. & July.	New York.	1906	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	925,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	....
1st Mort. (Clayton & Theresa).	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	6	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds	150,000	7	" "	"	1886	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	708,000	7	Jan. and July.	Vicksburg.	1990	....
General Mortgage: 2d series (blue)	340,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	188,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,180,600	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,496,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	800,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	200,000	7	Feb. and Aug.	" "	1893	....
1st Mort. (Decatr. & East St. L.)	2,760,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
3d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
3d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,810,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	836,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,000,000	6	....	" "	....	....
2d Pref. Income (do.)	1,000,000	..	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	600,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1892	....
2d Mort. (" " ")	833,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort. " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. " ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb.& Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'72-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt.	300,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
3d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	530,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1888	....
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1890	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	408,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	125,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1884	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	....
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1900	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,966,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,376,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,000,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. (3d series, Jan. 1, 1871	6,431,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Essking):						
1st Mortgage	750,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	230,000	7	" "	"	1886	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg.						
1st Mortgage, extended	1,760,330	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	228,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
1st Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,328,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,273,000	7*	May & Nov.	New York.	1909	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,308	7	March & Sept.	London.	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$		$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	668,853	1,218,286	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,980	Allegheny Valley¶.....Pennsylvania.	21,564,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,496	725,719	—	50	....
June 30, 1879	92.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,656,432	1,500,000	12,389	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	68.3	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,677,490	2,060,693	996.9	2,794,120	814,301	802,121	6,281,442	3,464,967	6	100	....
Dec. 31, 1879	240.0	—	18.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	153,846	260.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	176	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	387.5	25.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,378,414	963,491	2,229,942	4,135,296	638,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	643,931	824,789	33,749	6	100	....
Sept. 30, 1879	406.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	423.0	1,812,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,250	87	121,700	—	444		4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶.....Md. & W. Va	29,543,815	12,203,089	46,223,039	835,989	19,792,566	29,386,875	1,421,260	38,204,657	847.1	9,679,346	.....	.....	8,564,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	....
Sept. 30, 1878	104.6	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,748	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago.O.,I.&Ill.	12,668,752	*	.....	.....	1,503,460	.....	.....	.....	262.6	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,595	695,509	114,368	71,150	3,583,500	6,500,000	182,002	L. 992,718	90.2	565,121	140,428	494,622	1,043,015	186,507	—	50	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¢	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	35,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	154,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	232,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	68	5,066	Boston and Albany.....Mass. & N. York	24,516,781	3,145,400	872,415	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,998,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	748	Boston and Lowell.....Mass.	5,247,682	441,834	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,226,883	2,876,531	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,599	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,027,999	444,062	6,921,274	3,500,000	99,776	1,761,995	126.5	1,795,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1879	60.0	—	4.6	4-8.5	9	11	5	149	Boston and New York Air Line.....Conn.	4,358,317	*	4,804	36,391	3,260,000	977,000	79,493	83,021	60.0	183,202	79,176	107,569	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,048	220,751	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	668,468	1,323,926	422,179	8	100	....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	—	1,451	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	38	17	593	Boston, Concord and Montreal.....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,060	39.0	632,307	49,800	.....	13,197	deficit.	—	100	....
Sept. 30, 1880	8 8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	466,634	94,219	158,803	26,588	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	42,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia	110,000	*	.....	.....	110,000	—	.....	.....	21.0	13,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	8	Brooklyn, Bath and Coney Is.....N. Y.	139,500	176,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	3.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island. N.Y.	1,477,408	*	.....	.....	494,235	580,000	289,807	.....	7.5	192,060	872,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	...	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,896	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	286	Buffalo and Southwestern....New York.	1,236,201	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,500	1,401,765	248,391	120.5	617,728	207 289	1,063,256	954,683	380,355	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,418,964	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	29,775	4,412	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	.....	.....	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	41,363	21,081	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	206,703	7,516	—	100	....
June 30, 1879	146.5	—	10.7	3-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	1,227,891	111,303	5,500,000	6,850,000	166,921	1,700,280	424.6	911,305	253,107	764,188	1,410 260	459,702	—	100	....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	157	Cairo and Vincennes.....Illinois & Ind.	7,624,300	*	.....	.....	4,555,000	2,500,000	.....	.....	146.5	305,462	.....	.....	231,520	21,228	—	100	....
Dec. 31, 1879	61.2	84.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,068	895,014	188,506	276,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	80.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	668,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3½p	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... .....Canada.	3,661,235	*	.....	.....	995,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.0	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... ...Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,607	467.5	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	2,995,365	847,275	—	100	....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	16	5	325	Carolina Central.....N. C.	10,262,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	7pf	50
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,185	79,511	.....	2,339	589,110	—	18	13,211	34.6	75,090	21,672	73,578	57,929	2,559	6¢	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	—	718.5	1,079,243	103,795	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,053,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	497,641	157,242	235,952	715,663	160,545	—	100	....
Dec. 31, 1879	83.3	329.9	194.8	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,607	6,241,209	.....	130.2	4,324,938	.....	.....	886,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	158.0	278.4	37.0	4-8.5	109	57	44	1,955	*Central Pacific*¶.....Cal. Nev. & Utah	135,621,029	8,030,469	10,234,093	1,461,793	54,275,500	95,192,285	806,606	15,382,538	1,218.1	7,203,591	6,942,307	1,875,343	17,153,163	6,945,300	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Dec. 31, 1879	22.6	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	—	37,142	26,037	648,763	500,000	990	.....	22.6	67,547	130,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	26	Charleston and Darlington.....S. C.	680.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,581	—	100	....
Sept. 30, 1879	423.0	9.3	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	183,248	23,762,136	22,526,315	5,716,562	457,197	432.3	2,060,344	166,389	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire.....N. H. & Mass.	2,395,259	322,266	.....	305,141	2,153,300	906,500	27,396	35,480	64.0	574,267	134,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	193.8	4-8.5	187	80	27	4,216	Chicago and Alton.....Illinois.	19,095,603	*	8,537,160	4,663,315	12,490,972	11,627,850	2,597,983	579,373	840.4	3,609 638	843,429	2,634,177	5,755,677	2,706,156	6	106	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,186,849	*	201,405	172,924	333,054	3,714,329	259,340	204,950	152 0	1,000,088	146,218	749,840	1,020,794	389,445	—	100	....
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	564,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,373	196,911	—	100	....
Dec. 31, 1879	170.0	75.6	23.6	4-8.5	29	15	12	713	Chicago & West Michigan.....Mich.	6,238,201	429,640	38,925	119,443	6,151,000	480,000	114,740	75,467	245.6	587,908	218,287	345 467	554,283	112,827	—	100	....
May 31, 1880	1,627	—	167.1	4-8.5	426	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,866,795	*	8,818,765	2,811,506	36,513,610	37,688,000	11,448 446	5,988,060	1,627.5	12,769,566	3,964,798	8,574,535	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	6.5	10.0	4-8.5	6	4	4	162	Chicago and Paducah.....Illinois.	7,727,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	....
Sept. 30, 1879	30.5	—	1.5	8-0	2	2	—	78	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	85,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11022	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,586,547	3,722,845	1,834,371	31,004,456	27,270,225	16 586,547	4,492,866	1,857.3	8,600,517	2,076,184	4,686,853	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,240 193	233,825	730,016	115 027	5,151,440	958,000	258,820	45,100	208.1	380.734	71,007	101,562	491,975	135,146	—	100	....
Dec. 31, 1879	416.8	1 019	182.0	4-8.5	229	140	91	7,308	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,663,744	41,349,500	1,861,292	3,531,538	2,231.0	7,665,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

A *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Companies.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. H. M. E.	Rolling Stock. Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Transported. Passengers.	Operations. Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
		M.	M.	M.	ft-in					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec 31, 1879	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	440.4	484 2	996 7	4-8.5	496	134	116	16533	70,740,479	14,378,600	4,807,829	2,477,153	50 000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,906,875	2,822,121	7,541,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	Lehigh Valley.....N. Y. & Pa.	161.0	182.4	364.2	4-8.5	238	71	36	26376	23,861,189	2,480,850	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,643,382	4	50	....
Dec. 31, 1879	Ligonier Valley.....Pa.	10.5	—	1.5	3-0	2	2	1	16	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	18,510	7,740	—	50	....
Dec. 31, 1879	Little Miami .....Ohio.	84.0	16.0	—	4-8.5	45	38	12	698	5,643,241	*	1,985,942	34,724	4 637,300	2,015,000	34,946	359,661	196.5	1,219,194	335,841	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	*Little Rock and Ft. Smith* ¶ .....Ark.	165.2	—	4.1	4-8.5	10	6	2	229	7,010,817	*	961,167	8,199	4,066,136	2,648,500	1,528,826	L. 293,278	165 2	233,829	54,516	.....	363,160	156,829	—	100	....
Sept 30, 1879	Long Island ¶ .....N. Y.	94.8	63.5	12 4	4-8.5	78	211	19	381	6,271,360	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.5	1,712,474	5,043,848	286,071	1,617,960	338,359	—	100	....
Dec. 31, 1879	Los Angeles and Independent.....Cal.	16.9	—	1.2	4-8.5	2	3	1	78	418,071	86,203	6,082	48.408	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	..
Jun. 30, 1879	Louisville & Nashville..Ill., T.,Ky. & Ala.	185.2	209.7	—	5-0	186	67	33	3,112	32.703,932	*	13,326,077	1,267,520	9,059,361	23,902,820	10,425,589	3,909,759	1,859.9	5,627,177	.....	.....	7,436.843	3,227,644	8	100	....
Jun. 30, 1879	Louisville, Cincinnati and Lexington.Ky.	174.9	—	28 2	4-8.5	82	28	17	511	5,995,352	*	86,083	307,923	1,860,603	3,764,700	522,498	241,567	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	Louisville, N. Albany & Chicago.....Ind.	288.2	—	26.0	4-8.5	28	14	5	495	3,000,000	*	52,864	2,502	3,000,000	.....	57,366	.....	288.2	.....	169,136	415,998	696,631	99,974	—	100	....
Jun. 30, 1879	Louisv., N. A. & Chic.....Ind., Ill. & St. L.	33.5	—	0.2	4-8.5	2	1	—	8	1,303,885	*	.....	3,937	279,100	.....	946,104	L. 1,382	36.5	.....	6,692	10,760	17,108	df. 1,752	—	100	....
Dec. 31, 1879	McKean and Buffalo.....Pa.	22.1	—	4.6	4-8.5	2	1	1	4	804,376	*	6,185	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	80,235	26,279	—	100	....
Dec. 31, 1879	Maine Central.....Me.	136.6	170.2	49.2	4-8.5	58	58	25	1,119	10,018,152	1,658,541	895,076	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	553,364	595,107	1,508,377	638,297	—	100	....
Mar. 31, 1880	Manchester and Lawrence.....N. H.	22.4	—	4.9	4-8.5	—	—	—	—	1,000,000	*	40,124	53.132	1,000,000	.....	21,964	103,492	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	*Marquette Hough. & Ontonagon*.....Mich.	63.1	25.4	19 6	4-8.5	30	5	4	1,701	7,813,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	Memphis & Charleston.....T., M. & Ala.	272.0	20.0	29.0	5-0	36	27	11	593	8,640 934	*	1,373,069	412,568	5,312,725	4,220,000	1,360,425	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	Memphis and Little Rock.....Arkansas.	135.0	—	10.5	5-0	14	6	4	201	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,476	52,052	70,758	428,821	138,567	—	100	....
Dec. 31, 1879	Michigan Central.....Mich.	284.0	—	102 9	4-8.5	219	118	34	5,193	33,579,901	*	1,770,782	195,821	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,555	3,513,819	7,346,794	2,647,202	6½	100	....
Sept. 30, 1879	Middletown and Crawford.....N. Y.	10.2	—	0.4	4-8.5	1	1	—	1	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,860	9,382	21,547	6,282	—	100	....
Jun. 30, 1879	Midland of Canada .....Ont.	166.7	22.6	18.6	4-8.5	11	17	8	290	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,851	11,396	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	Milwaukee, L. Shore and Western...Wis.	152.8	6.0	9.2	4-8.5	15	8	4	288	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158.8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	Minneapolis and St. Louis.....Minnesota.	108.0	—	8.0	4-8.5	13	6	3	286	3,759,096	*	.....	.....	2,000,000	1,405,000	354,096	.....	123.0	256,852	77,571	284,500	393,649	114,382	—	100	....
Sept. 30, 1880	Mississippi and Tennessee..Miss. & Tenn.	100.0	—	8.4	5-0	12	18	3	158	3,011,389	*	39,478	63,168	825,400	1,982,589	45 023	260,069	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	Missouri, Iowa and Nebraska..Mo. & Ia.	118.0	—	10.0	4-8.5	10	2	2	275	4,612,500	*	31,000	10,540	2,147,500	2,365,000	41,340	.....	118.0	116,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	Missouri, Kansas and Texas..M.K.& Tex.	576.0	232.0	101.0	4-8.5	88	34	27	1,589	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621	296,552	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	Missouri Pacific.....Missouri.	283.3	11.2	64.0	4-9	107	54	23	2,427	15,842,391	*	752,657	1,564,245	800,000	15,123,000	675,970	1,560,323	421.0	2,641,542	896,401	1,893,657	3,922,3s3	1,783,734	—	100	...
May 31, 1880	Mobile and Girard.....Alabama.	84.0	—	4.2	5-0	4	5	3	69	1,715 429	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	472.0	34.0	48.3	5-0	75	25	15	1,072	20,459,244	*	796,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,476	238,960	338,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	Montrose.....Pa.	28.0	—	2.0	3-0	2	2	1	14	332,141	37.909	.....	.....	306,236	44,930	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	Muncy Creek.....Pa.	6.7	—	1.5	4-8.5	1	2	—	—	343,650	9,800	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,884	8,905	924	—	50	....
Sept. 30, 1880	Nashua and Lowell.....N.H.& Mass.	14.5	—	20.6	4-8.5	19	16	7	290	666,015	218,243	335,475	282,738	800,000	300,000	207,739	142,732	53 6	328,530	546,963	829,031	436,236	148,911	7	100	....
Mar. 31, 1880	Nashua & Rochester (W. & N.).....N. H.	49.4	—	4.0	4-8.5	—	—	—	—	2,009,581	*	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	Nashv., Chattanooga & St.L..T.Ala. & Ky.	321.0	132.5	45.0	5-0	77	30	17	1,154	14,360,900	*	178,593	976,150	6,849 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1879	Naugatuck.....Connecticut.	56.5	—	10.1	4-8.5	11	13	8	107	2,137,570	*	96,885	105,633	2,000,000	.....	29,858	309,230	61.2	248,882	261,469	199,845	499,188	222,275	10	100	....
Dec. 31, 1879	Nevada County N. G.....Cal.	22.6	—	1.5	3-0	3	2	2	36	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	New Brunswick .....New Br.	162.0	29.0	5.0	3-6	10	6	3	112	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jan. 30, 1879	New Brunswick and Canada.....N. Br.	74.0	46.0	14.5	3-8 ¶	11	12	3	135	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	Newburg, Dutchess and Conn.....N. Y.	58.6	—	8.0	4-8.5	—	—	—	—	2,258,342	*	9.428	38,224	887,350	1,164.500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1879	New Canaan. .....Conn.	8.5	—	0.4	4-8.5	2	1	—	—	230,746	27,198	4,017	1,967	164,050	99,878	.....	.....	8.3	17,950	87,322	4,602	13,072	1,231	—	50	....
Sept 30, 1879	New Haven and Derby.....Conn.	13.0	—	1.7	4-8.5	3	4	5	28	1,083,419	*	5,622	8,871	447,100	525,000	125,812	.....	13.0	42,990	118,437	62,369	106,478	52,536	—	100	....
Sept. 30, 1879	New Haven and Northamp.Conn. & Mass.	83.9	15.0	25.7	4-8.5	20	18	8	451	4,035,258	796,516	129,825	61,564	2,460,000	2,340,000	140,163	109,299	109.3	374,775	278,630	811,180	588,280	238,861	—	100	....
Sept. 30, 1879	New Jersey and New York. N. J. & N. Y.	31.5	—	5.7	6-0	5	15	5	20	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,064	391,500	47 538	156,106	40,750	—	100	....
Sept. 30, 1879	New London Northern.....Conn. & Mass.	100.0	—	16.9	4-8.5	21	15	9	299	2,059,502	236,430	65,000	73,061	1,500,000	687,500	152,275	94,219	100.0	461,659	250,760	287,854	470,102	159,484	6	100	....
Sept. 30, 1879	New York and Man. Beach. .....N. Y.	14.8	—	15.0	¾-0	13	77	2	32	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1879	N. York & N. England..M., R. I. & Conn.	208.2	55.7	75.0	4-8.5	76	110	24	1,081	25,294 203	*	105,164	172,670	20,000,000	4,708,000	459.292	404,744	263.9	1,549,192	2,683,937	871,187	1,983,511	496,329	—	100	....
Sept. 30, 1879	New York Central & Hudson River.N.Y.	441.7	298.4	1,416	4-8.5	594	469	167	16486	137,757,152	*	4,050,094	2,262,191	89,428,300	40,418,508	5,112,049	9,100,589	1,018 3	16 861,569	8,130,643	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	New York Elevated.....N.Y.	16.8	1.0	17.7	4-8.5	181	292	—	—	16,000,000	*	.....	.....	8,500,000	8,500,000	.....	.....	17.5	2,979,666	29,876,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	N. Y., Lake Erie & Western..N. Y. &Pa.	460.0	100.8	757.4	4-8.5	528	314	97	20524	158,035,707	*	1,537,562	2,976,842	83,247,000	67,173,745	8,216,228	3,911,138	1,009.5	14,293,876	6,491,431	8,715,892	18,698,109	7,049,182	—	100	....
Sept. 30, 1879	N. Y., N. H. & Hartford..N.Y. C.& Mass.	123.0	17.5	180.0	4-8.5	94	202	60	2,478	12,889,584	2,184,454	1,237,707	1,694,965	15,500,000	.....	331,481	2,145,282	202.3	.....	4,600,507	1,348,687	4,294,235	1,923,245	10	100	....
Sept. 30, 1879	N. Y. & Oswego Midland .....N. Y.	249.0	95.0	46.0	4-8.5	79	28	24	1,373	26,377,340	*	.....	.....	6,800,522	16,073 500	6,524,436	.....	344.0	410,479	213,161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	N. Y., Providence & Boston..Conn.& R.I.	62.5	—	67.7	4-8.5	25	31	12	253	2,645,022	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	669,009	255,176	8½	100	....
Sept. 30, 1879	North Carolina (R. & D.) .....N.C.	223.1	—	14.5	5-0	—	—	—	—	4,981,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219.529	—	100	....
Sept. 30, 1879	Northeastern ¶.....S. C.	102 0	—	8.1	5-0	14	13	6	129	2,148,131	*	.....	53,610	21,289	985,350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	136,364	—	50	....
Oct. 31, 1879	North Pennsylvania (P. & R.).....Pa.	55.6	32.6	80.1	4-8.5	58	63	32	1,143	8,394,077	1,750,935	.....	.....	4,297,300	6,017,000	1,133,490	.....	88.2	685,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	Northeast Pennsylvania.....Pa.	9.8	—	0.9	4-8.5	—	—	—	—	291,881	*	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69.582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	Northern Central .....Md. & Pa.	188.0	8.6	154.5	4-9	152	69	42	6,005	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	16,445,000	1,113,474	.....	821.6	2,706,179	1,580,879	7,920,566	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	Northern .....New Hampshire.	69.5	13.4	16.5	4-8.5	25	13	10	580	3,068,400	*	424,147	491,913	3,068,400	100	287,398	628,567	82.9	502,138	133,012	509,358	489,006	112,489	6½	100	....
Jun. 30, 1880	Northern Pacific...Minn .Dak.,Wash.&c.	722.0	—	80.0	4-8.5	71	27	19	1,478	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,088	—	100	....
Sept. 30, 1879	Ogdensburg & L. Champlain.....N.Y.	118.0	4.0	14.0	4-8.5	34	13	4	949	5,677,000	*	533,206	103,471	5,077,000	992,000	449,668	.....	122.0	362,695	103,982	245,096	472,172	104,890	—	100	....
Dec. 31, 1879	Olean, Bradford and Warren .....Pa.	10.4	—	—	4-0	3	4	2	50	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,338	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	Old Colony.....Mass. & R. I.	249.9	49.3	83.8	4-8.5	109	218	56	2,510	10,593,336	1,191,819	1,938,028	529,433	7,138,800	5,737,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	Oregon and California .....Oregon.	159.1	—	13.7	4-8.5	14	11	4	259	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	64,723	503,153	137,843	—	100	....
Dec. 31, 1879	Oregon Ry and Nav.....Oregon.	100.0	72.5	5.0	4-8.5	19	21	3	423	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	(Five m	os. ending	May 31, '80	1,186,627	721,059	2	100	....
Jan. 31, 1880	Paducah and Elizabethtown.....Ky.	185.7	—	9.5	5-0	17	6	3	495	4,277,636	*	34,976	112,804	2,858,000	1,441.194	48,288	83,240	185.7	285,827	48,105	276,765	352,471	83,283	—	100	....
Dec. 31, 1879	Panama.....New Grenada.	57.6	—	12.2	5-0	14	24	4	448	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....	22,729	161,744	2,156,367	1,120,067	13	100	....
Dec. 31, 1879	Peachbottom.....Pa.	55.0	—	2.8	3-0	6	9	2	41	577,700	73,040	36,000	.....	235,915	461,400	91,104	.....	55.0	.....	47,670	22,624	89,974	22,398	—	50	....
Dec. 31, 1879	Pennsylvania Coal.....Pa.	47.1	15.9	76.1	4-3	25	11	2	2,892	2,000,000	*	1,600,000	.....	5,000,000	472,500	305,266	.....	63.0	.....	9,415	1,648,650	.....	.....	12	50	....
Dec. 31, 1879	Pennsylvania¶.....Pennsylvania.	329.0	100.9	921.3	4-9	876	550	174	15818	81,178,888	*	12,234,952	68,870.200	60,267,756	16,621,161	5,224,533	1,017.5	16,110,667	5,048,645	13,684,042	21,748,628	9,992 008	4½	50	....
Jun. 30, 1879	Peoria, Pekin & Jacksonville.....Ill.	83.0	—	15.0	4-8.5	13	7	4	169	3,289,700	*	.....	.....	1,289.700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,416	9,186	—	100	....
Nov. 30, 1879	Perkiomen (P. & R.).....Pa	38.6	—	7.9	4-8.5	—	—	—	—	1,043,345	*	125,092	47,896	38.040	1,924,000	893,142	.....	38.5	257,564	66,458	310.720	194,690	65,871	—	50	....
Sept. 30, 1879	Petersburg .....Va.& N. C.	64.0	—	4.0	4-8.5	10	5	3	51	1.035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,598	29,624	67,762	202,936	64,767	—	100	....

Skobeleff's Little Railroad.

The correspondent of the Republique Francaise who is on his way to join General Skobeleff's expedition, writes from the camp of Koutole that he is in a position to give trustworthy and interesting information concerning the railway which is in course of construction across the steppes:

This railway is destined to enable Russia to throw an army in a comparatively short time into the very heart of Turcomania. It has lately been represented not only as a military line, but as the head of the famous Trans-Asiatic Railway, which is to place Europe in direct communication with India. But that is, at least, not the chief aim which the Russian Government has in view. It may so happen that one day this railway will form a link in the long chain stretching from Europe to the Ganges; but what is now kept steadily in view is the establishment of rapid communication between St. Petersburg and Central Asia, in order to prevent the warlike tribes which inhabit this part of the world being a constant danger and annoyance to their neighbors.

If Russia had been inspired with the ambition of reaching India across the Asiatic Continent she would not have chosen as the head of the line Michaillowsky, which is a shallow little port into which no large vessel can penetrate, but would have selected Orenburg. Moreover, she would not have pressed on the works with such excessive speed. The line is, indeed, but a military one, which already renders great services to the expedition against the Tekkes. In the first instance, it had been decided that it should not extend beyond Mallo Kera, but that a railway should start from that point and be carried as far as Kazan Djick. A decree was, however, subsequently issued ordaining that the main line should be pushed on further. The first twenty-two versts cost 150,000 roubles, but the twenty succeeding versts which have now been completed, only occasioned an outlay of 100,000 roubles. These figures speak for themselves, and show both the rapidity with which the works are carried on and their inexpensive nature.

Great difficulty was experienced in constructing the first eight versts, for the line ran through a desert of sand hills. It was therefore necessary to make deep cuttings and high embankments. But this was not all. It was also essential to prevent the drifting sand from blocking the cuttings and the wind from gradually carrying away the embankments. Watering with sea water was first tried unsuccessfully; then naphtha was used, and answered the purpose of keeping the sand in its place, but it was too costly, and lastly a layer of clay was employed, which it appears is generally found sufficient. However, in the cuttings, wooden fences such as the Russians employ to prevent their railways becoming choked with drifting snow have been raised along the line to protect it from the sand. After the first few versts had been constructed the work became comparatively through an immense plain, only varied by a few hills of sand. When the bed of the dried up stream has to be crossed—such, for instance, as the Amou Daria—the engineers content themselves with filling it up with sand, and boldly lay the rails across it. Along the whole length of the line which has yet been laid the nature of the soil has been the same—that is to say, sand upon a stratum of clay.

The most serious obstacle which has yet been encountered is the almost impossibility of procuring water. It is not only a question of potable water, but of water sufficiently good to be used for the locomotives. The borings which have been made along the line have produced very unsatisfactory results, but some very bad water in small quantities has been discovered which after being mixed with caustic acid, will probably be sufficiently good to serve for the engines. It is also proposed to construct immense reservoirs at certain points where at some season the water collects, such as at Atcha Koniua. It appears that there is also much difficulty in providing fuel for the locomotives. At the present moment wood from Persia has been employed, but owing to the expense of its carriage it is much too dear to be continued. Petroleum is, however, abundant, and since it is used as fuel on the Volga and Caspian Sea steamers, it will also be tried on the railway. One thousand navvies, all Russians, are employed on the works, which progress on an average at the rate of a verst a day.

Commerce of New York.

The foreign imports at New York for the month of February, 1881, are officially stated as follows:

	1880.	1881.
Entered for consumpt'n.	$20,585,964	$17,812,805
Do. for warehousing ...	7,622,450	6,389,790
Free goods	10,984,396	9,363,596
Specie and bullion	972,574	591,072
Total entered at port...	$40,165,384	$34,157,263
Withdrawn fr. wareh'use	6,808,808	6,539,640

The foreign imports at New York for two months from January 1, were:

	1880.	1881.
Entered for consumpt'n	$10,680,829	$33,174,618
Do. for warehousing..	14,905,826	12,130,280
Free goods.....	23,628,271	19,623,225
Specie and bullion....	1,847,612	5,314 499
Total entered at port..	$81,062,538	$70,242,622
Withdrawn fr. wareh'se	13,896,134	14,391,864

The foreign imports at New York for eight months of the fiscal year, were:

	1880.	1881.
6 months ending Jan. 1.	$266,228,601	$280,770 515
January	40,897,154	36,085,359
February.....	40,165,384	34,157 263
Total.	$347,291,139	$351,013,137

The duties received at New York for eight months ending with February, were:

	1880.	1881.
6 months ending Jan. 1.....	$59,271,080 94	$69,593,542 80
January	11,960,677 78	10,572,559 15
February	12,251,602 24	11,217,766 87
Total	$83,486,360 69	$91,383,868 82

The exports from New York to foreign ports for the month of February, were:

	1880	1881.
Domestic produce.....	$23,349,543	$27,064,988
Foreign free goods....	235,877	682,033
Do. dutiable.....	305,728	389,282
Specie and bullion.....	605,022	1,184,443
Total exports.....	$24,496,170	$29,320 746
Do. exclusive of specie	23,891,148	28,136,303

The exports from New York to foreign ports for two months from January 1, were:

	1880.	1881.
Domestic produce....	$48,018,234	$55,591,308
Foreign free goods..	606,234	1,990,800
Do. dutiable.....	683,246	819,114
Specie and bullion...	1,424,941	2,218,957
Total exports....	$50,732 655	$60,620,179
Do. exclusive of specie.	49,307,714	58,401,222

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

	1880.	1881.
Six months ending Jan. 1....	$197,760,586	$220,889,350
January	25,416,566	30,264,919
February	23,891,148	28,136,303
Total produce...	$247 068,300	$279,240,572
Add specie.....	4,758,007	6,868,358
Total exports...	$251,826,307	$286,108,930

Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 15.

	W.9.	Th.10.	F.11.	Sa .12.	M.14.	Tu.15.
Allegheny Val. 7 3-10s.....	....	....	....	....	....	....
7s, Income.....	37	37	....	....	....	....
Camden & Am. 6s, 1883....	....	....	....	....	....	....
6s, 1889.....	....	....	....	....	....	....
Mort. 6s, 1889..... 116¼	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa.....	....	....	....	17¼	....	....
Preferred.....	....	52	52	52¼	52¼	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s..... 122	....	....	....	....	122¼	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	8¼	9	....
Preferred.....	12¼	13¼	....	....	13¼	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation 46¼	46¼	46¼	46¼	47	46¼	....
6s, 1884..... 106¼	....	....	106¼	....	106¼	....
Gold Loan.....	112	....	112	....	....	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	117¼	....	....	....	....	....
Lehigh Valley 61¼	62	62	63	62	62¼	....
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s...	....	....	133	....	134	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	117	....
Little Schuylkill...	....	....	58	....	....	....
Minehill & Sch. Haven 59	....	....	58¼	....	....	....
North Pennsylvania	....	....	59¼	....	....	....
1st mortgage 6s.....	107¼	....	....	....	108	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central. .. 49¼	49¼	48¾	49¼	....	....	....
6s.....	....	99	98¼	....	99	....
Northern Pacific 50	48¼	49	49¼	49¾	49¾	....
Preferred 74	73	73	73¼	74	73¼	....
Pennsylvania R. R. ... 66¾	65	66¼	65¾	66¼	66¼	....
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s..... 119¼	....	....	....	....	....	....
Consol. mort. 6s, reg. ...	....	....	....	....	....	....
Penn. State 6s. 3d series	....	....	....	....	....	....
do. 3d series.	....	....	104¼	....	....	....
do. 5s, new.... 117¼	....	....	....	....	117	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading..... 32¼	31¼	32¼	33¼	33¼	32¼	....
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893..... ..	....	....	....	....	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s. .123	....	123	....	....	....	....
Consol. mortgage reg	....	....	....	123	....	....
Gen'l mortgage 6s.....	....	94¼	....	....	....	....
Philadelphia and Erie. 27¼	28¼	29¼	29¼	29¾	29¼	....
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s.....	....	....	117¼	....	117¼	....
Pittsb., Cin. & St L. 7s	....	....	....	121¼	....	....
Pittsb., Titusv. & Ruff.. 20	19¾	19¾	19¾	20¼	20¼	....
7s..... 94¼	....	91	....	....	92	....
Schuylkill Navigation.....	....	....	....	....	....	....
Preferred..... 12¼	12¼	12¼	11¼	....	....	....
6s, 1872..... ..	....	....	....	....	....	....
6s, 1882.....	....	....	....	81	83	....
United Co. of N. Jersey	184	....	183	183	....	....
Hestonville, (Horse).....	....	....	....	....	....	....
Chestnut & Wal. (do)....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 15.

	W 9.	Th.10.	F.11.	Sat.12	M.14.	Tu.15.
Baltimore and Ohio ...193	....	....	....	....	195¼	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	113¼	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	.. ..	120¼	....	120	..	....
2d mortgage, 7s..... 90	90¼	89¼	89¼	88¾	88¾	....
3d mortgage, 6s.....	45¼	45¼	....	....	45	....
Northern Central ($50) ..	....	....	....	....	....	....
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	....	....	117	....	117	....
6s, 1904, gold.....	....	....	....	....	....	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s..... 128	....	....	....	....	....	....
3d mortgage, 6s.....	....	....	....	....	....	....
4th mortgage, 6s..... 59	59¼	----	....	....	....	....
O., Alex. & Manassas 7s 101	....	....	101¼	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol .. 83¼	83¼	83	82¼	81¼	81¼	....
Consol. Coupons	94	94	95	....	94	....
10-40 bonds..... 52¼	52	52	52	50¾	51	....
Deferred Certificates.....	....	....	....	....	15¼	....
Western Maryland	....	12¼	....	13	13	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
1st M., end. Wash. Co.....	....	....	....	....	....	....
1st Mort., preferred	....	....	....	....	....	....
City Passenger R R... 38	38	....	38	38	38	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 16.

	Th.10	F.11	Sat.12	M.14	Tu.15	W.16
Adams Express	....	130	....	134	....	
Albany and Susq.	122	....	....	....	122½	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
American Express	72½	....	71½	72½	72½	
Atlantic & Pacific Tel.	47½	48	....	....	....	46
Burl., C. R. & Nor.	77	75	....	....	75	75
1st mortgage 5s	....	100	....	100	99½	
Canada Southern	79½	80½	81	79½	79½	
1st mortgage guar.	100½	....	100	100	99½	99½
Central of N. Jersey	104½	104½	106½	105½	105½	
1st mortgage 1890	....	....	....	....	....	
7s, consolidated, ass.	117	116	117	117	....	
7s, convertible, ass.	....	116½	....	....	....	
7s, Income	100	102	....	102	102	
Adjustment	110	....	....	....	110	
Central Pacific	86	86	86	86½	86½	86
6s, gold	112½	112½	112½	113	....	113
1st M. (San Joaquin)	....	....	....	....	....	
1st M. (Cal. and Or.)	....	....	....	....	....	
Land grant 6s	....	....	....	....	....	
Chesapeake and Ohio	24	24½	24½	23½	23½	
Chicago and Alton	142	....	139½	141	140½	140
Preferred	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
Sinking Fund	....	113	....	....	....	
Chic., Burl. & Quincy	164½	164	....	164½	164	163
7s Consol. 1903	....	128½	....	....	....	
Chic., Mil. and St. Paul	109½	110½	111½	113½	111½	111½
Preferred	120½	121½	123	....	122	122½
1st mortgage, 8s	....	....	....	....	....	
2d mortgage, 7 3-10s	....	122	....	....	....	
7s, gold	....	....	....	....	....	122
1st M. (La Crosse div.	....	....	....	....	....	121½
1st M. (I. and M. div.)	....	122	....	....	....	
1st M. (I. and D. ext.)	....	....	....	....	....	120
1st M. (H. & D. div.)	....	....	....	117½	....	
1st M. (C. & M. div.)	....	122½	....	....	....	
Consolidated S. F.	....	122½	121½	122	....	121½
Chic. & Northwestern	123	124	123½	124½	122½	122½
Preferred	124	136	....	....	135½	131½
1st mortgage	....	110	....	....	....	
Sinking Fund 6s	....	109	....	....	....	110½
Consolidated 7s	....	....	....	....	....	
Consol. Gold bonds	....	....	....	....	124	124½
Do. reg	124	....	....	....	....	
Chic., Rock Isl. & Pac.	134½	134½	135	135½	135½	134
6s, 1917, c.	123½	124	....	....	....	123
Clev., Col., C. and Ind.	86½	87	87	87	86	86
1st mortgage	....	125	....	....	....	
Clev. & Pittsburg guar.	131½	130	131	....	....	
7s, Consolidated	....	....	....	....	....	
4th mortgage	111	....	....	....	....	
Col., Chl., & Ind. Cent	24½	23½	25½	26	25	24½
1st mortgage	....	....	....	....	112	112
2d mortgage	....	....	....	....	....	
Del. & Hudson Canal	112½	113½	113½	113½	112	111
Reg. 7s, 1891	114½	115	115	114½	114½	
Reg. 7s, 1884	....	....	....	....	....	
7s, 1894	....	....	....	....	118	
Del., Lack. & Western	128½	129½	129½	129½	127	125½
2d mortgage 7s	....	....	....	....	....	
7s, Consol. 1907	....	....	....	....	....	
Erie Railway	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mort. 5s, ext.	....	108	....	....	....	
3d mortgage	....	....	....	108½	108½	
4th mort. 5s, ext.	....	109	....	....	108½	
5th mortgage	....	....	....	....	....	
7s, Consol. gold	....	127	127½	....	....	127½
Great Western 1st mort.	....	....	....	....	....	
2d mortgage	....	....	110	....	....	
Hannibal & St. Joseph	55½	57½	56½	56½	55	55
Preferred	104	104½	104½	104½	103	102½
6s, Convertible	....	....	109½	....	....	
Houston & Tex. Cent.	68	69	69	....	69½	67½
1st Mortgage	....	....	110	....	109½	110
Illinois Central	131½	132½	132½	136½	134	134
Lake Shore & Mich So.	125½	126½	126½	127½	126½	126½
Consol. 7s	....	....	....	....	127½	....
Consol, 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	124½	....	....	....	123½
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	120	....
Louisville & Nashville	92	92½	92½	93½	92	91½
7s Consolidated	....	121½	121½	....	....	....
Manhattan	38½	38	39½	39½	38½	39½
Metropolitan Elevated	119	118½	120	120½	119	119
1st Mortgage	105½	105	105½	105½	105½	105½
Michigan Central	112	111½	111½	111½	111½	111
7s, 1902	....	126½	....	....	....	
M. S. and N. I. 1st, S. F.	....	....	....	....	111½	111½
Morris and Essex	....	121½	122	....	122	121
1st mortgage	....	....	135½	....	135	....
2d mortgage	....	....	118	....	....	....
7s of 1871	....	113	....	116	118	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	124	....	....	....	....
N. Y. Cent. & Hud. Riv.	145½	146	146½	147½	145x	143½
6s, Sinking fund, 1883	105	105	....	....	....	104½
6s, Sinking fund, 1887	....	—	....	....	....	....
1st mortgage	....	....	132½	....	132	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	126	126½	....	....	127½	127
1st mortgage	118½	....	....	....	....	119½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	132	....
1st mortgage, reg.	....	....	....	....	132	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 16.

	Th.10	F.11	Sat.12	M.14	Tu.15	W.16
N. Y., Lake Erie & W.	47½	48½	47½	48½	47½	47½
Preferred	86½	86½	87	88	88½	....
2d Consolidated	99½	99½	99½	100	99½	99½
New 2d 5s fund	....	....	....	95½	....	95½
N. Y., N. Haven & Hart	170	179	....	176	177	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	48	48½	49½	49½	49½	49½
Preferred	72½	73½	73½	74	73½	73
Ohio and Mississippi	42½	43½	44½	44½	44½	43½
Preferred	109½	....	....	104½	....	....
2d mortgage	....	....	....	124	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	11½	....	....	....	....	....
Pacific Mail S. S. Co.	57	58	58½	59	57½	57½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	108	107½	107½	....	107½	....
2d mortgage	....	....	....	....	....	....
Panama	225	....	....	....	....	....
Philadelphia & Reading	64	65½	66½	66	64½	64½
Pitts., Ft. W. & Chi. gtd	....	....	....	....	153½	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	149	....
Quicksilver Mining Co	....	15½	....	....	15	15
Preferred	....	....	....	....	....	....
St. Louis & San Fran.	43	43	43	43	43	....
Preferred	65	64	64	64	65	64½
1st Preferred	....	....	96½	95	....	....
St. L., Alton and T. H.	43	42½	....	45	46½	40
Preferred	124½	124	124	126½	130	130
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	61½	63	63½	65½	63½	64½
1st mortgage	117	....	....	....	....	....
2d mortgage	....	111½	111½	112	....	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	120½	121½	121½	122½	118½	118½
1st mortgage	113½	113½	....	....	113½	113½
Land Grant 7s	115	....	....	....	116	....
Sinking Fund 8s	120½	....	....	....	....	....
United States Express	....	....	58	58	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	111	....	111
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	109	....	....	109	....	....
Wabash, St. L. & Pac.	45	45½	46	46½	45½	45
Preferred	88½	88½	88½	89½	88	88½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	....	118	118	....	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	116½	116½	116½	115½	115½	115½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Mar. 16.

	Th.10	F.11	Sat.12	M.14	Tu.15	W.16
Atch., Top. and San. Fe.	136	135½	137½	138½	139½	139½
1st mortgage	....	....	....	....	....	120
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	120	....	....	....	....
Boston and Albany	168½	169½	169	168	168½	168
7s, reg.	....	....	....	....	....	....
Boston and Lowell	104	104	....	....	104	102½
Boston and Maine	....	149	....	149	....	150
Boston and Providence	....	155½	....	....	157	159
Boston, Hart. & Erie 7s	57½	58	59½	59½	59½	58½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	88½	....	....	....
Chi., Burl. and Quincy	166½	164½	164½	164½	164½	163
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	27½	26½	27½	28½	29½	28½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	38½	38½	....	....	....	38½
New 4½ Bonds	105	104½	....	....	102½	105
Fitchburg	141	....	....	143	....	143
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	56	56	57½	58	57½	57
7s	....	....	118½	....	118½	....
Northern, N. H.	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	40½	41	43	45	42	43½
Preferred	....	....	....	....	....	....
Old Colony	....	128	129	....	129	....
Ph., Wil. & Balt. ($50)	77½	77½	77½	77½	78	77½
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	116½	....	117	....	....	118
Pullman Palace Car	140	139½	139	....	140	139½
Union Pacific	121½	....	122½	122½	122½	....
8s	114½	....	112½	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	17	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	60	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	238	....	235	243	246	247
Quincy	33½	33½	33	34	33	33½

New York Stock Exchange.

Closing Prices for the week ending Mar. 16.

	Th.10	F.11	Sat.12	M.14	Tu.15	W.16
Federal Stocks:—						
U. S. 4s, 1907, reg.	112	112	112½	112	....	111½
U. S. 4s, 1907, coup.	113	113	113½	113½	113½	....
U. S. 4½s, 1891, reg.	111½	....	111½	....	....	110½
U. S. 4½s, 1891, coup.	118½	....	....	....	111½	....
U. S. 5s, 1881, reg.	100½	....	....	....	....	....
U. S. 5s, 1881, coup.	100½	....	101	....	101½	....
U. S. 6s, 1881, reg.	....	....	102	....	102½	....
U. S. 6s, 1881, coup.	102½	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	102½	....	....	....	....	102½
Dt. of Col. 3-65s, coup.	103	....	....	....	....	100

London Stock Exchange.

	Closing Prices.— Feb. 25.	Mar. 4
Baltimore and Ohio (sterling)	116 —118	113 —115
Central of New Jersey $100 shares	110 —112	110 —112
Do. Cons. Mort. Oct. '79 coupon	119 —118	118 —120
Do. Adjustment bonds	118 —120	116 —120
Do. Income bonds	108 —110	106 —108
Det., Gd. Haven & Mil. Equip. bds.	115 —117	115 —117
Do. Con. M. 5 p.c. till '84 after 6 p.c.	110 —112	111 —113
Illinois Central $100 shares	136 —138	137 —139
Lehigh Valley Consol. mortgage	116 —118	116 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —138
Do. $100 shares	152 —153	152 —154
Do. Mort. bonds (s. f.)	120 —122	120 —122
N. Y., Lake Erie & West., $100 shs.	50[—51	50[—51
Do. 6 p. c. pref. $100 shares	90 — 92	91 — 93
Do 1st Con. Mort. Bonds (Erie)	129 —131	129 —131
Mort. Funded Coupon bonds	126 —128	126 —128
Do. do. 2d do.	103 —104	103 —104
Do. 2d Consol. Mort. bonds	99 —101	99 —101
Do. Gold Income Bonds	93 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	65 — 66	68[—69
Do. Prior Lien Bonds (sterling)	111 —113	108 —110
Pennsylvania, $50 shares	66 — 67	68 — 69
Do. Con. Sink. Fund Mort.	120 —122	120 — 122
Philadelphia & Reading $50 shares	34[— 34½	34[— 34½
General Consol. Mortgage	114 —116	114 — 116
Do. Improvement Mortgage	103 —104½	104 —104½
Do. Gen. Mort. '74, ex-defer. cou.	96 — 98	96 — 98
Do. Scrip for the 6 def. coupons.	90 — 95	93 — 95
Pittsbg, Ft. W. & Chic. Equip bds.	108 —110	108 —110
St. Louis Bridge 1st mort. gold bonds	122 —124	123 —125
Do 1st pref. stock	84 — 86	84 — 86
Union Pacific Land Grant 1st mort.	116 —118	116 —118

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, March 17, 1881.

The quotation for call loans is 5@6 per cent, exceptional transactions on pledge of United States bonds being reported at 4 per cent. Time loans are 5@6 per cent, and prime mercantile paper 5½@6 per cent.

The posted rates for prime bankers' sterling are 4.81@4.83½. The actual rates are 4.80@½ and 4.82¼@¾. Cables are 4.82¾@4.83½, and prime commercial bills are 4.78¼@¾.

The Governors of the Stock Exchange have admitted the following additional securities to its list:

Chicago, Milwaukee and St. Paul Railroad Company—First mortgage, Mineral Point Division, five per cent bonds, dated July 1, 1880, and due July 1, 1910; amount issued, $2,160,000. An additional $351,000, Iowa and Dakota Division, first mortgage, seven per cent extension bonds, and an additional $432,000 first mortgage bonds, Southern Minnesota Division.

Peoria, Decatur and Evansville Railway Company—An additional $720,000, Evansville Division, first mortgage bonds, and an additional $480,000, Evansville Division income bonds.

International and Great Northern Railroad Company—An additional $400,000 first mortgage bonds and an additional $800,000 second mortgage income bonds.

Alabama Central Railroad Company—First mortgage 6 per cent bonds dated March 11, 1879, and payable July 1, 1918; amount authorized, $1,200,000; amount issued, $1,000,000. Income

bonds, of which the whole amount authorized, $1,400,000, has been issued.

Toledo, Delphos and Burlington Railroad Company—Stock, $4,000,000, divided into 80,000 shares of $50 each; first mortgage 6 per cent bonds dated January 1, 1880, and payable January 1, 1910, $1,250,000; income bonds of same date and time, $1,250,000; first mortgage 6 per cent bonds, Dayton Division, dated July 1, 1880, and payable April 1, 1910, $1,000,000; income bonds, Dayton Division, of same date and time, $1,000,000 first mortgage Toledo terminal trust bonds, series A, bearing 6 per cent interest and dated July 1, 1880, and payable July 1, 1910, $250,000. The Toledo, Delphos and Burlington Railroad Company was formed May 23, 1879, by the consolidation of the Toledo, Delphos and Indianapolis, the Toledo and Maumee, the Delphos and Kokomo, incorporated under the laws of Ohio, and the Delphos, Bluffton and Frankfort incorporated under the laws of Indiana. On June 18, 1880, the company was consolidated with the Dayton, Covington and Toledo Company, retaining the former name. The road which is narrow gauge extends from Toledo, Ohio, southwesterly to Kokomo, Ind.; the Dayton Division from Delphos to Dayton, Ohio, and the Shanesville Branch from Mer er to Shanesville. The total length of the line is 281 miles.

The closing quotations on Thursday were: Adams Express, 130@132; American Express, 71@72; American District Telegraph, 63@64⅛; Atlantic and Pacific Telegraph, 46⅝@47; Chicago, Burlington and Quincy, 162¾@163; Canada Southern, 81⅝@81¼; Chicago and Northwestern, 123¼@123½; do. pref., 133¼@133¾; Chicago and Alton, 188@189½; Chicago, Milwaukee and St. Paul, 112⅝@112⅞; do. pref., 122½@123½; Chicago, Rock Island and Pacific, 133@135; Columbus, Chicago and Indiana Central, 25@25¼; Cleveland, Columbus, Cincinnati and Indianapolis, 85@86; Hannibal and St. Joseph, 55@55¼; do. pref., 102½@103½; Illinois Central, 136@136¼; Lake Erie and Western, 52@53½; Lake Shore and Michigan Southern, 126⅜@126¾; Metropolitan Elevated, 119@119½; Manhattan Elevated, 89½@89¾; New York Elevated, 126½@127½; New York, Lake Erie and Western, 47¾@47⅞; New York, Ontario and Western, 35¾@36; New York Central and Hudson River, 144⅜@145; Ohio and Mississippi 44½@44⅝; Panama, 212@228; Pacific Mail, 57¾@58; St. Louis, Iron Mountain and Southern, 65¼@65⅜; St. Louis, Alton and Terre Haute, 42@43½; do. pref, 128¼@130; Texas and Pacific, 56⅝@57; Union Pacific, 119@119¼; United States Express, 58@59; Wells Fargo Express, 118@118½; Western Union Telegraph, 114⅛@114¾; do. ex. div., 79⅝@79⅞; Wabash, St. Louis and Pacific, 46⅛@46⅜; do. pref., 88⅝@88¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. 1st consol. 125¼; Am, Dock and Imp. Co. ass., 133; Boston, and New York Air Line, 48½; Boston, Hartford and Erie 1st, 58½; Cedar Falls and Minnesota, 28¾; Chicago, St. Louis and New Orleans, 74½; do. 2d inc., 100; Chesapeake and Ohio 1st pref, 86¾ do. 2d pref., 26⅛; do. cur. int., 52⅛; do. 1st, Series B, 82⅛; Chicago, St. Paul, Minneapolis and Omaha, 43¾; do. pref., 101⅛; do. consol., 104; Cincinnati, Sandusky and Cleveland, 56; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass. sup., 110; do. Inc., 70; Chicago, Milwaukee and St. Paul 1st Southern Minn. div., 106¾; Cairo and Fulton 1st, 110½; Central Iowa 1st, 112; Central Pacific State Aid, 105; Denver and Rio Grande, 102¾; do. 1st, 116½; do. 1st consol., 112; Delaware and Hudson 1st, Penn. div., 124; Denver, South Park and Pacific 1st, 107; East Tenn., Va. and Ga. 1st, 115; Houston and Texas Central 2d, M. L., 127; Indianapolis, Decatur and Springfield 1st, 108½; Ind., Bloom. and Western, 72¾; do. 1st, 90; do. 2d, 81; do. Inc., 78; International and Gt. Northern, 69; do. 1st, 109½; do. 2d Inc., 91½; Kansas Pacific 1st consol., 105⅜; do. 6s, J. & D., 1896, 111½; do. 6s, Denver Div. ass., 108⅝; Keokuk and Des Moines, 16½; Long Island 1st, 114; Laf., Bloom. and Muncie Inc., 76; Louisville, New Albany and Chicago, 72½; Lake Erie and Western, 54; do. inc., 74½; Louisiana and Missouri River, 30; Lehigh and Wilkesbarre inc., 98½; do. consol. ass., 109½; Louisville and Nashville Gen'l mort., 6s, 104; do. N. O. & M. div., 102; Manhattan Beach, 37; Missouri Pacific 1st consol., 107½; Mobile and Ohio, 23; do. 1st deben., 84; do. 2d deben., 50; do. new mort., 109; Missouri, Kansas and Texas, 45½; do. consol. ass., 106¾; do. 2d, 83⅝; Marietta and Cincinnati 1st pref., 12; do. 2d pref., 7¼; Metropolitan Elevated 2d, 97; Manhattan Beach Imp. Co. 7s, 93; Minneapolis and St. Louis 1st, Iowa ext., 110; Nashville, Chattanooga and St. Louis, 92; New York, Ontario and Western, 36; New Jersey Southern 6s, guar., 101; Northern Pacific bond certif., 102½; New York, Pennsylvania and Ohio inc., 66; New Jersey Midland 1st, 117¾; Ohio Central, 31½; do. 1st, 104; do. Inc., 64¾; do. 1st Terminal Trust, 102; Oregon Railway and Nav., 174; do. 1st, 106¾; Ohio and Mississippi 1st, Springfield div., 116; Peoria, Decatur and Evansville, 39; Rome, Watertown and Ogdensburg 1st consol., 89; St. Paul and Sioux City 1st, 112; Southern Pacific of California 1st, 104½; St. Paul and Duluth pref., 71¾; St. Louis and San Francisco Equip., 101½; do. 2d, class A, 102; do. B, 87; do. C, 86; St. Louis and Iron Mt., 1st pref. inc., 91½; do. 2d pref. inc., 84½; South Pacific 1st, 105; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 104; do. Omaha div. 1st, 119½; Toledo, Peoria and Western 1st, 117½; Toledo, Delphos and Burlington, 27; do. 1st, 96; do. Inc., 46¼; do. 1st Dayton div., 96⅜; Texas and Pacific, 56; do. income L. G., 84⅜; do. 1st Rio Grande div. 97½; Toledo and Wabash Equip., 53½; Utah Southern Gen'l mort. 7s, 109; Wabash, St. Louis and Pacific Gen'l mort., 98¾; Alabama Class A, 72; Arkansas 6s, Fund Act, 29; do. 7s, issued to Central R. R., 11; Georgia 7s, new, 111; Louisiana 7s, consol., 61⅝; Missouri 6s, Funded, 117; Tennessee 6s, old, 62½; do. new, 62¼; do. non series, 61½; Virginia 6s, def., 16; do. 6s, consol., ex-mat. coupon, 83; American Union Tel., 79; Am. Dist. Tel., 70; Colorado Coal and Iron, 52; Maryland Coal, 27¾; Pennsylvania Coal, 241½; Sutro Tunnel, 1¼; Canton Co., 62; Central Mining, 5⅛; Deadwood, 10¼; Excelsior, 5⅛; Homestake, 88; Little Pittsburg, 3⅛; Mariposa, 4¾; Ontario, 35¾; Stormont, 2⅛; Silver Cliff, 5⅛; Standard, 25¾.

Philadelphia.—Allegheny Comp. 5s, 105; Allegheny Valley 7s, 121½; Belvidere Delaware 1st mort. 6s, 115¼; Central Transp., 48; Catawissa new pref., 51⅛; Delaware Division Canal, 48; Huntingdon and Broad Top Mt. consol. 7s, 88; do. 1st 7s, 120; Harrisburg and Lancaster 6s, 106; Junction R. R. 1st 6s, 105½; Nesquehoning Valley, 58; Pennsylvania Company 6s, 108⅛; Pennsylvania Canal 6s, 98⅛; Philadelphia and Reading R. R. scrip, 71; do. conv. 6s, 65; Philadelphia and Reading C. and I. deben 7s, 58; Railway Car Trust of Pennsylvania 5s, 101½; Steubenville and Indiana 6s, J. and J., 106; St. Paul and Duluth, 35. do. pref., 72; Texas and Pacific consol. mort. 6s, 103; do. 1st mort. 6s, 105½; Union and Titusville 7s, 101; West Jersey and Atlantic 6s, 105; West End Pass. R. R., 10; Warren and Franklin 7s, 115. The latest quotations are: City 6s, 110@111; do. free of tax, 128@129; do. 4s, new, 106⅛@113; Pennsylvania State 6s, 2d series, 101@101⅜; do. 3d series, 104@105¼; do. 5s, new loan, 117@117⅛; do. 4s, new, 108@111; Philadelphia and Reading R. R., 82⅝@82¾; do. consol. mort. 7s, coup. 123@125; do. reg., 123@123½; do. mort. 6s, 117@—; do. 7s, 1893, 121¾@122¼; United New Jersey R. R. and Canal, 180@184; Buffalo, Pittsburg and Western, 20⅛@20¼; Pittsburg, Titusville and Buffalo 7s, 92@94¾; Camden and Amboy mort. 6s, 1889, 115½@116½; Pennsylvania R. R., 66⅛@66¼; do. gen'l mort., coupon 124¾@125; do. reg., 126@127; do. consol. mort. 6s, reg., 119¼@119¾; Little Schuylkill R. R., 52¾@53; Morris Canal pref., 164@170; Schuylkill Nav., 6@—; do. pref., 11½@12⅝; do. 6s, 1882, 82¾@83¼; do. 1872, 102¾@103¼; Elmira and Williamsport pref., 54@—; do. 6s, 112@115; do. 5s, 98@100; Lehigh Coal and Navigation, 46⅛@46⅝; do. 6s, 1884, 106½@106¾; do. R. R. loan, 115@115⅛; do. Gold Loan, 111¾@112¼; do. consol. 7s, 117⅜@117¾; Northern Pacific, 49⅛@49⅜; do. pref., 73⅛@73⅜; North Pennsylvania, 59¼@60; do. 6s, 107⅜@107⅝; do. 7s, 120⅛@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 29½@—; do. 6s, 102⅜@102⅝; do. 7s, 116½@117½; Minehill, 58¾@59; Catawissa, 17@17¼; do. pref., 52@52¼; do. new pref., 50¾@51¼; do. 7s, 1900, 120@—; Lehigh Valley 61¾@62; do. 6s, coupon, 121@122; do. reg., 122¼@122½; do. 2d mort. 7s, 134½@135; do. consol. mort., 117@118¼; Fifth and Sixth streets (horse), 125@—; Second and Third, 110@118; Thirteenth and Fifteenth, 73@75; Spruce and Pine, 55@56; Green and Coates, 85@96; Chestnut and Walnut, 100@—; Hestonville, 19⅝@20¼; Germantown, 70@75; Union, 119@122½; Lombard and South, 24¾@25; West Philadelphia, 89@90; People's, 18¼@18½; Continental, 106@108.

Boston.—Atlantic and Pacific blocks, 117; Atchison, Colorado and Pacific 6s, 1905, 101; Atchison, Topeka and Santa Fe 8s, inc. 106; do. 4½s, 93¾; Atchison and Nebraska 7s, 1908, 117¾; Boston and Albany 6s, 1895, 118; do. 7s, 1892, 126¾; Boston Land, 11⅛; Boston Water Power, 11⅛; Brookline Land, 6⅛; Bos-

ton, Clinton, Fitchburg and New Bedford, 46; Burlington and Missouri River 6s, non exempt, 105¼; Boston, Revere Beach and Lynn, 118¼; do. 6s, 1897, 114¼; Boston and Lowell 5s, 1899, 105; Chicago and West Michigan, 77; Cheshire, 65; Connecticut and Passumpsic Rivers R. R., 85; do. 7s, 116; Connotton Valley, 27; do. 7s, 1909, 91¾; Central of Iowa, 7s, 98¾; Chicago and Southwestern 7s, 1899, guar., 120; Chicago, Burlington and Quincy 4s, 1919, 91¾; Chicago, Clinton, Dubuque and Minnesota 7s, 1884, 103¾; do. 1910, 108⅛; Chicago, Milwaukee and St. Paul 6s, Wisconsin Valley div., 105; Detroit, Lansing and Northern 7s, 118; Eastern (N. H.) R. R., 91; Flint and Pere Marquette, 30; do. pref., 89¼; Fort Scott Branch 7s, 109½; Framingham and Lowell 5s, 94¾; Iowa Falls and Sioux City, 65; Kalamazoo and South Haven 8s, 1889, guar., 115¼; Kansas City, St. Joseph and Council Bluffs 7s, 118½; Kansas City, Fort Scott and Gulf, 83; do. 7s, 110¼; Louisiana and Missouri River, 30; do. pref., 50¼; Little Rock and Ft. Smith, 65¼; Middlesex Horse R. R. 8s, 1885, 115¼; Massachusetts Central 6s, 98¾; Mexican Central Block, new, 103¼; do. old, 117; Milwaukee, Lake Shore and St. Paul, 44; New Mexico and Southern Pacific 7s, 117; New York and New England 6s, 106¾; Nashua and Lowell 6s, 1893, gold, 110; Ogdensburg and Lake Champlain 6s, consol., 97; do. Inc., 60; do. 1st 6s, 1897, 105¼; Philadelphia, Wilmington and Baltimore 6s, 1900, 113⅛; Republican Valley 6s, E. D., 104¼; do. W. D., 105; Rutland, 5½; do. pref., 30; do. 5s, 1898, 74⅞; do. scrip, 1875, 70; Portsmouth, Gt. Falls, and Conway, 4½s, 85¾; Pullman Palace Car 8s, 1892, 4th Series, 118; Summit Branch, 29; Toledo, Delphos and Burlington, 13⅛; do. income, 6s, 46; Wisconsin Central, 26; Massachusetts 5s, 1894, gold, 118; Boston 5s, 1906, gold, 117⅛; Chicago 7s, 1890, 117¾; Cleveland 6s, 1897, 115; Atlantic Mining, 14½; Allouez, 3¾; Aztec, 1¼; Blue Hill, 4⅝; Brunswick Antimony, 21; Breece, 1⅞; Catalpa, 2¼; Contentment, 2¾; Copper Falls, 12¾; Crescent, 1⅞; Douglas, 8½; Duncan, 4; Franklin, 14; Huron, 4½; Harshaw, 13; Madison, 1; National, 1¾; Osceola, 87; Pewabic, 18; Silver Islet, 29½; Sullivan, 7.

Baltimore.—Atlanta and Charlotte, 54; do. inc., 79; do. 1st, 104; Atlantic Coal, 1.10; Baltimore City 5s, 1916, 122; do. 5s, 1900, 120; do. 5s, 1894, 118; do. 6s, 1886, 112¼; Baltimore and Ohio 2d pref., 120; Consolidation Coal, 40¼; Indianapolis Belt R. R. 7s, 107; Maryland Defense 6s, 107⅛; Norfolk City 6s, 106; North Carolina 4s, 85½; South Side (Va.) 2d, 101½; do. 3d, 101; Virginia and Tennessee 2d 6s, 103¼; Virginia 10-40 coupons, 94½; Virginia Peelers, 33½. The latest quotations are: Atlanta and Charlotte 1st, 103¾@105; Baltimore and Ohio, 201@201½; do. 6s, 1885, —@110½; Baltimore City 6s, 1890, 118@119½; 5s, 1894, —@118½; do. 5s, 1916, 122@—; Consolidation Coal, —@39½; Central Ohio 1st, 113½@114; Marietta and Cincinnati 1st, 120@—; do. 2d 88¼@88¾; do. 3d, 44⅛@44⅝; do. 1st, Sterling, —@118; Northern Central, 48@—; do. 5s, 1926, 98⅛@99; Orange, Alex. and Manassas 7s, 100@—; Pittsburg and Connellsville 7s, 122½@—; Richmond and Danville, 90¼@90¾; do. bonds, 1890, 104⅜@104½; South Side 2d, 101½@102½; Virginia and Tennessee 2d 6s, 103@103¼; Virginia Consols, 81⅛@82; do. consol. coupons, 94@—; Virginia 10-40 bonds, 50½@50¾; do. 10-40 coupons, 94⅛@95.

Heaters for Railroad Use.

An important item of expense and one which gives much trouble and care to railroad purchasing agents, and those having in charge the comfort and safety of passengers, employes and freight, is found in providing means for heating cars, stations, workshops, etc., and as is well known, the subject during the past few months has entailed more trouble even than usual on account of the severity of the weather. To meet this difficulty many devices have been brought out of more or less value, especially for heating cars, and while some of them are likely to be permanently adopted, the great majority of roads will still continue to hold to stoves or well tried heaters as being to them the most available. Inasmuch as these are likely to be the most common means of car heating, for the present at least, railroad men are desirous of obtaining for that and general railroad use such heaters as can be mounted in the safest manner while possessing the most powerful heating qualities. To meet this want and the general heating requirements of railroads, The Barstow Stove Co., of Providence, R. I., are manufacturing stoves, heaters and furnaces for cars and railroad buildings that have peculiarly desirable features which railroad men well appreciate upon examination. They are made of the best stock, and as of light and compact form as is consistent with safety, and are economical and durable, and most powerful heaters. The "Regalia" stove manufactured by this company, is one of the most attractive and convenient heaters, for general office or home use, that has ever been offered to the public. It is a marvel of beauty and cheerfulness which qualities with those of economy and convenience have given it great popularity even in the early part of its introduction, for it is one of the latest productions of this extensive manufactory. The New York office and warerooms of the Barstow Stove Company are on the corner of Beekman and Water Streets, under the management of Charles B. Hotchkiss, agent.

The Montreal Telegraph Company.

By the receipt of some telegraph statistics from Canada our attention has been called to the rapid progress which the Dominion has made within the past thirty years. The statistics refer to the annual statement of the Montreal Telegraph Company and its list of offices. That Company was organized in 1847 with a capital of £15,000. It had 500 miles of poles and wires and nine offices. It has now a capital of £500,000, 12,700 miles of poles, 21,500 miles of wire and 1,674 offices. The number of telegrams sent over the line in 1880 was over 2,000,000, and its earnings for the year £137,700. Within the same period Montreal has increased from 50,000 to 150,000, and now that the contract for the railway to British Columbia (over 2,600 miles) has been sanctioned by Parliament a still more rapid increase appears to be generally anticipated throughout the Dominion.—[Liverpool (Eng.) Post.

The two companies chartered under the laws of Ohio and Indiana respectively as the Ohio and Indiana State Line and the Indiana and Ohio State Line, to construct a railroad between Indianapolis and Springfield, have consolidated with the Indiana, Bloomington and Western Railroad Company. The two lines first mentioned are now being constructed, and when completed will connect the Indiana, Bloomington and Western with the Cincinnati, Sandusky and Cleveland Railroad. The Indiana, Bloomington and Western Company will then control a line of about 550 miles nearly direct East and West, from Sandusky and Columbus, Ohio, to Peoria, Ill.

Toronto and Ottawa Railway.

Mr. J. C. Bailey, who has been out with a surveying party locating the line of the Toronto and Ottawa Railway, writes from Marmora, under date March 7th, as follows:

We have now 50 miles actually staked out ready to begin work at a moment's notice, but in addition to this we have the line roughly located between Peterboro' and Bethany, going west a distance of sixteen miles, and between Madoc and Arden, going east a distance of twenty-eight miles; in all forty-four miles more ready to be finally located. All the party are now stationed at the village of Madoc, prosecuting the work as vigorously as possible. Our next stopping place will be Bridgewater.

The Ripley and Russelville Railway Company has been incorporated in Ohio with a capital of $80,000.

A charter was granted by the State Department at Harrisburg, Penn., on the 15th inst., to the Reading and Chesapeake Coal and Railway Company, with a capital of $2,500,000. The road is to run from Reading to the Maryland line, and thence connect with a line to the Chesapeake Bay. It is also to connect with a road from New Holland to Lancaster. The length will be about sixty miles.

Articles of agreement were filed at the State Department at Harrisburg, Penn., on the 15th inst. for the consolidation of the Emlenton, Shippensville and Clarion, Foxburg, St. Petersburg and Clarion, and Foxburg, McKean and Bradford Railroads into one road, to be called the Petersburg, Bradford and Pittsburg Railroad, the length of which will be about fifty-five miles.

The map of the Yates Avenue and Flatbush Railroad Company was filed in the Register's Office, Brooklyn, on the 12th inst. The route begins at Broadway and Yates-ave., running to Fulton-st., thence up Fulton-st., one block to Troy-ave., thence through Troy-ave. to East New York-ave., Flatbush. Edwin Beers is president of the company.

The Louisville and Nashville Railroad company are now redeeming the scrip issued by the old St. Louis and Southeastern Railroad company during the month that road was in the hands of a receiver.

When the Hempfield Railroad is extended it will cross the Monongahela River at Believernon on a bridge 100 feet high the approaches to which are already graded.

The annual election of the Chicago, Burlington and Quincy Railroad Company will be held in Chicago March 30.

The proposition of an American company to lay a railway through Newfoundland has been accepted by the local Legislative Government.

Regular passenger trains will commence running on the Somerset and Cambria (Penn.) Railroad on the 25th inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	100 $3,500,000	J. & J.	Jan. '81 1½
Ashuelot	100 210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.	100 10,409,300	quarterly	Feb. '81 2
Atlanta and West Point.	100 1,232,200	J. & J.	July '80 4
Atlantic and St. Law*	100 5,000,000	M. & S.	Sept. '80 2
Augusta and Savannah.	100 1,022,900	J. & D.	June '80 2½
Avon, Geneseo & Mt. M.*	100 225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.	100 14,216,800	M. & N	Nov. '80 5
" " pref.	100 4,849,578	J. & J.	Jan. '81 3
Washington Br.	100 1,650,000	A. & O.	Oct. '80 5
Berkshire*	100 600,000	quarterly	Apl. '80 1½
Boston and Albany	100 20,000,000	quarterly	Mar. '81 2
Bos., Clin., F. & N. Bed.	100 1,297,600	— & —	.....
" " pref.	100 1,750,100	... .	Oct. '80 2½
Agricultural Br. guar.	100 60,000	J. & D	June '76 3
Bost., Conc. & Mont.* pref	100 800,000	M. & N	Nov. '80 3
Boston and Lowell	500 3,250,000	J. & J.	Jan. '81 2
Boston and Maine	100 6,921,274	M. & N.	Nov. '80 4
Boston and Providence	100 4,000,000	M. & N.	Nov. '80 4
Attleborough Branch	100 131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.	100 350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*	100 950,000	J. & D	Dec. '80 5
Burl. & Mo. Riv. in Neb.	100 8,537,800	quarterly	Feb. '80 2
Camden and Atlantic	50 377,400	quarterly	Apl. '80 3½
" " pref.	50 838,311	quarterly	Apl. '80 3½
Camden & Burl. Co	100 381,925	J. & J.	Jan. '81 3
Cape May and Millville*	50 447,000	J & D.	June '80 3
Catawissa*	50 1,159,800	October	Oct. '80 $1½
" pref.	50 2,200,000	M. & N.	Nov. '80 3½
" 2d pref.	50 1,000,000	M. & N.	Nov. '80 3½
Cayuga and Susq.*	50 589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	100 6,850,400	F.M.A.N	Feb. '81 1
" " pref	100 769,600	F. & A	Feb. '81 3½
Central of Georgia	100 7,500,000	J & D.	June '80 3
Central of New Jersey	100 15,883,200	quarterly	Apl. '78 2½
Central Ohio*	50 2,425,000	J. & J.	Jan. '81 3½
" pref.	50 400,000	J. & J	Jan. '81 3
Central Pacific	100 54,275,500	F. & A.	Feb. '81 3
Chemung*	100 880,000	quarterly	July '80 1½
Cheshire, preferred	100 2,155,300	J. & J.	July '80 1½
Chicago and Alton	100 10,065,400	M. & S.	Mar. '81 4
" " pref.	100 2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy.	100 31,004,456	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn.	100 6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*	100 3,916,200	J. & J.	Jan. '81 4
Chi, Mil. and St. Paul.	100 15,404,261	A. & O.	Apl. '81 3½
" " pref.	100 12,279,483	A. & O.	Apl. '81 3½
Chicago & N. Western.	100 14,988,257	J. & D	Dec. '80 3
" pref.	100 21,625,353	quarterly	Mar. '81 1½
Chicago, R. I. & Pacific	100 50,000,000	quarterly	Feb. '81 1½
Chicago & West Mich.	100 6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton	100 3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref.	50 429,037	M. & N.	Nov. '80 3
Clev., Col., Cin. & Ind.	100 14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*	50 2,057,560	M. & N.	Nov. '79 4
Cleveland & Pittsburg*	50 11,236,150	quarterly	Mar. '81 1½
Columbus and Xenia*	50 1,786,200	M. J. S. D	Mar. '81 2
Colum. & Hocking Val.	100 2,500,000	F. & A	Feb. '81 4
Concord	50 1,600,000	M. & N.	Nov. '80 5
Concord and Ports.*	100 350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv.	100 2,175,700	F. & A.	Feb. '81 2
Connecticut River	100 2,100,000	J. & J.	Jan. '81 4
Cumberland Valley	50 1,293,950	J. A. J. O.	Jan. '81 2½
" 1st pref.	50 241,900	A. & O.	Oct. '80 4
" 2d pref.	50 243,000	A. & O.	Oct. '80 4
Danbury and Norwalk	50 600,000	quarterly	Mar. '81 1½
Dayton & Michigan*	50 2,401,528	A. & O.	Oct. '80 1½
" pref.	50 1,211,250	quarterly	Jan. '81 2
Delaware*	2 1,230,950	J. & J.	Jan. '81 3
Del. & Bound Brook*	100 1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn.	50 26,200,000	quarterly	Jan. '81 1½
Detroit, Lans. & Nor.	100 1,874,000	F. & A.	Aug. '80 2½
" pref	100 2,803,300	F. & A.	Feb. '81 3½
Dubuque & Sioux City*	100 5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*	50 1,409,200	J. & J.	Jan '81 3
East Mahanoy*	50 392,950	J. & J.	Jan. '81 3
East Tenn., Va. & Ga.	100 1,968,274	.....	Oct. '80 3
Eastern (Mass.)	100 4,997,900	J. & J.	July '78 3
Eastern (N. H.)	100 492,500	J. & D.	Dec. '80 2½
Eel River	100 3,000,000	— & —	Mar. '81 1
Elmira, Jef. & Canand*	00 600,000	Sept.	Sept. '80 5
Elmira & Williamsport*	50 500,000	M. & N.	Nov. '80 2½
" " pref.	50 500,000	J. & J.	Sept. '80 1½
Erie and Pittsburg*	50 1,090,250	quarterly	Jan. '81 5½
Fitchburg	100 4,500,000	J. and J.	Oct. '79 1½
Frankfort and Kokomo.	100 600,000	.....	Jan. '81 3½
Georgia	100 4,200,000	J. and J	Feb. '81 3½
Hannibal & St. Jo. pref.	100 5,183,024	F. & A.	Jan. '81 3½
Harrisburg & Lancaster*	50 1,182,500	J. & J.	Jan. '81 2
Housatonic, pref.	100 1,180,000	quarterly	Mar '81 3½
Illinois Central	100 20,000,000	M. & S	Mar. '81 1
Iowa Falls & Sioux City*	100 4,025,000	quarterly	Feb. '81 1½
Iowa Railroad Land Co	100 7,640,000	quarterly	May '80 2
Io. So. & Mo. Northern.	25 600,300	quarterly	May '80 1½
Jeffersonv., Mad. & Ind.	100 900,000	quarterly	June '80 1½
Joliet and Chicago*	100 1,250,000	quarterly	May '80 1½
Kan. City, Top. & West.	100 2,500,000	quarterly	Dec. '80 1
Kentucky Central	100 4,502,900	J. & D.	Dec. '80 3
" pref.	100 552,100	J. & D.	Feb. '81 4
Lake Shore & Mich. So.	100 49,460,800	F. & A.	Feb. '81 2
" (prer.)	100 533,500	F. & A.	Oct. '80 2
Lawrence*	50 450,000	quarterly	Apl. '81 1½
Lehigh Valley	50 27,332,500	quarterly	Apl. '81 2½
" pref.	50 106,300	quarterly	Mar. '81 2
Little Miami*	50 5,871,450	quarterly	
Little Schuylkill*	50 $2,648,100	J & J.	Jan. '81 2½
Louisville & Nashville	100 18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi	100 3,000 000	J. & D.	Dec. '70 3
Lowell and Andover	100 500,000	J. & J.	July '80 5½
Lowell and Lawrence	100 200,000	A. & O.	Apl. '78 2½
Lykens Valley	100 600,000	F.M.A.N	Feb. '79 2½
Manchester and Law	100 1,000,000	M. & N.	Nov. '80 5
Marietta & Cincinnati	50 1,408,912	— & —	.....
" " 1st pref.	50 8,130,719	M. & S	Sep. '66 3a
" " 2d pref.	50 4,460,368	M. & S.	Sep. '66 1a
Massawippi*	100 400,000	F. & A	Feb. '81 2
Memphis & Charleston*	25 5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated	100 6,500,000	quarterly	Apl. '81 2½
Michigan Central	100 18,788,204	F. & A.	Feb. '81 4
Middlesex Central	100 2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill*	50 323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.*	50 3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific	100 12,416,000	quarterly	Apl. '81 1½
Mobile & Montgomery	100 2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	50 15,000,000	J. & J	Jan. '81 3½
Mt. Carbon & Pt. Carbon	50 282,350	J. & J.	Jan. '81 6
Nashua and Lowell	100 800,000	M. & N.	Nov. '80 3½
Nashua and Rochester	100 1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur	100 1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis.	25 6,575,256	A. & O	Apl. '80 1½
Naugatuck	100 2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*	50 1,000,000	M. & S.	Mar. '81 1½
N. Castle & Beaver Val.*	50 1,800,000	quarterly	July '80 2½
N. Haven & Northamp.	100 605,000	quarterly	Oct. '74 3
New London Northern*	100 1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R.	100 89,428,330	quarterly	Apl. '81 2
New York and Harlem	100 3,500,000	J. & J.	Jan. '81 4
" " pref.	100 1,500,000	J. & J.	Jan. '81 4
" City Line	....	annually	Apl. '81 3
New York & Long Br.*	100 2,000,000	.....	Oct. '79 2½
New York Elevated	100 6,500,000	quarterly	Apl. '81 2½
N. Y., Lake Erie & West.	100 77,107,700	.....	.....
" " pref.	100 8,145,700	.....	.....
N. Y., N. H. & Hartf.	100 15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.	100 3,000,000	quarterly	Feb. '81 2
Nlag. Bridge & Canand*	100 1,000,000	J. & J.	July '80 3
North Carolina*	100 4,000,000	M. & S.	Mar. '80 5
N. Eastern (S. C.) pref.	100 95,000	M. & N.	Nov. '77 4
North Pennsylvania	50 4,527,150	quarterly	Feb. '81 1½
Northern Central	50 5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh.	100 3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*	100 1,000,000	J. & J.	July '77 2
Norwich & Worcester*	100 2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*	100 3,077,000	J. & J.	July '78 2
" " pref.	100 2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	100 20,000,000	quarterly	.....
" " pref.	100 4,030,000	J. & D.	Mar. '75 3½
Old Colony	100 7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.	100 4,455,000	quarterly	Feb. '81 2
Oswego and Syracuse*	100 482,400	F. & A.	Aug. '80 4½
Panama	100 7 000,000	quarterly	Feb. '81 5
Paterson and Hudson*	100 632,000	J & J.	Jan. '81 4
Paterson and Newark*	100 250,000	J. & J.	.....
Paterson and Ramapo*	100 248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*	50 342,150	J. & J.	July '80 3
Pennsylvania	50 68,870,200	M. & N.	Nov. '80 4
Peoria & Bureau Val.*	100 1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*	50 6,004,300	J. & J.	.....
" " pref.	50 2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn*	50 1,626,250	M. J. S. D.	Mar. '81 3
Philadelphia & Reading	50 32,726,375	quarterly	Jan. '76 2½
" " pref.	50 1,551,800	quarterly	July '76 3½
Phila. and Trenton*	100 1,259,100	quarterly	Jan. '81 2½
Phila., Wil. & Balt.	50 11,572,500	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*	100 19,714,285	quarterly	Jan. '81 1½
" Special Imp.	100 5,504,300	quarterly	Jan. '81 1½
Pittsfield & N. Adams.	100 460,000	J. & J.	Jan. '80 2½
Portl., Saco & Portsm.	100 1,500,000	J. & J.	July '80 3
Profile and Franconia	100	Annual.	Nov. '80 8
Providence & Worces.	100 2,000,000	J. & J.	Jan. '81 3
Republican Valley	100 853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga	100 6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass.	100 175,575	— & —	Jan. '81 3
Richmond & Petersb.	100 1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*	110 558,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	100 2,998,900	J. & J.	July '75 3
Rutland preferred	100 4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute.	100 2,300,000	— & —	.....
" " " pref.	100 2,464,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.	100 14,248,950	F. & A.	Feb. '74 3
Salem and Lowell	100 2,433 shs	M. & S.	Sept. '78 50c
Schuylkill Valley*	50 576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke	100 1,161,400	M. & N.	Nov. '80 4
Shamokin V. & Pottsv.*	50 869,450	F. & A.	Aug. '80 3
Shore Line*	100 995,800	J. & J.	July '80 4
Sioux C. & Pacific pref.	100 169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*	100 438,300	J. & J.	July '79 3
South Western, (Ga.) *	100 3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.*	100 448,700	J. & J.	July '79 3½
Summit Branch*	50 4,125,000	F. & A.	Feb. '76 3
Syr., Bingham. & N. Y.*	100 2,004,000	J. & D.	Feb. '80 2
Terre Haute & Indiana	100 1,988,150	F. & A.	Feb. '81 4
Troy and Boston	100 1,609,000	F. & A.	Feb. '80 2
Union Pacific	100 36,745,000	quarterly	Apl. '81 1½
United Cos. of N. J*	100 20,490,400	quarterly	Jan. '81 2½
Utica, Chenango & S. V.	100 4,000,000	M. & N.	May '80 3
Utica and Black River	100 1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	100 3,050,000	A. & O.	Oct. '80 3
Wab., St. L. & Pacific	100 20,000,000	... .	.....
" " pref.	100 20 000,000	quarterly	Feb. '81 1½
Ware River*	100 $750,000	J. & J.	July '80 3½
Warren (N. J.)	100 1,800,000	A. & O.	Apl. '80 3
Warwick Valley	100 225,000	J. & J.	July '80 3
Westchest. & Phil. pref.	100 621,300	J. & J.	July '80 2
West Jersey	100 1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon	100 1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*	100 180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*	100 500,000	J. & J.	Jan. '81 3
Worcester and Nashua.	75 1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City	100 110,300	— & —	.....
Baltimore City	25 1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills.	100	J. & J.	Jan. '80 3
Boston & Chelsea pref.	50 121,000	A. & O.	Oct. '80 1
Broadway (Brooklyn)	100 200,000	J. A. J. O	Apl. '78 4
Brondw. & 7th Av. (NY)	100 2,100,000	J. A. J. O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	100 400,000	A. & O.	Apl. '79 3
Brooklyn City	100 2,000,000	F. M. A. N	Aug. '79 1
Bushwick (Brooklyn)	100 309,000	J. & J.	July '71 3½
Cambridge	100 908,600	J. A. J. O.	Oct. '80 4½
Cen. Park, N. & E. Riv.	100 1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	50 500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	50 200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.	100 500,000	A. & O.	Oct. '80 5
Continental (Phila.)	50 180,000	J. & J.	Jan. '81 3
D. Dock, E. B'dw. & Bat.	100 1,200,000	F. M. A. N	May '79 2
Eighth Avenue (N. Y.)	100 1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark	100 200,000	— & —	.....
42nd St. & G. St. Ferry	100 748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	50 600 000	A. & O.	Apl. '80 4
Germantown (Ph.)	50 1,000,000	J. & J.	July '80 5
Girard College (Ph.)	50 500,000	J. & J.	July '71 3
Grand St. and Newton	100 170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	50 500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	50 2,050 000	J. & J.	Jan. '75 1½
Highland	100 600,000	J. & J.	Jan. '80 4
Lomb. & South Sts. (Ph.)	25 105,000	A. & O	Oct. '79 2.4
Lynn and Boston	100 200 000	annually	Nov. '80 6
Malden and Melrose	100 200,000	— & —	.....
Metropolitan (Boston)	50 1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston)	100 550,000	M. & N.	Nov. '80 3½
N. Y., Bay Ridge & Jam.	100 102 540	.....	Oct. '73 7
Ninth Avenue (N. Y.)	100 797,320	— & —	.....
Orange and Newark	100 282,556	— & —	.....
People's (Phila.)	25 206,054	.....	July '79 2
Philadelphia City	50 475,000	J. & J.	Jan. '81 5
Philadelphia and Darby	20 200,000	J. & J.	July '77 2
Phila. and Grey's Ferry	50 284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester	50 200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)	50 750,000	A. & O.	Apl. '80 1½
Second Avenue (N. Y.)	100 1,199,500	J. A. J. O.	Apl. '78 2
Second & Third St. (Ph.)	50 962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	50 800,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	100 750,000	M. & N.	Nov. '77 5
Somerville (Boston)	100 115,000	M. & N.	Nov. '80 3
South Boston	100 600,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)	100 2,000,000	F. M. A. N	Nov. '80 4
13th & 15th street (Ph.)	50 1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.)	100 600,000	J. & J.	Jan. '79 4
Union (Boston)	100 374,300	J. & J.	Jan. '80 5
Union (Phila.)	50 400,000	J. & J.	July '80 7
West Philadelphia	50 400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware	50 1,983,563	J. & D.	June '75 2
Delaware Division	50 1,633,350	.....	Feb. '81 $1
Delaware and Hudson	100 20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*	100 5,847,400	quarterly	Jan '81 2½
Lehigh Coal & Navigat.	50 10,848,550	J. S. D. M.	Sept. '76 1½
Monongahela Navigat.	50 1,003,500	J. & J.	July '79
Morris (consolidated)	100 1,025,000	F. & A.	Feb. '78 2
" (preferred)	100 1 175,000	F. & A.	Feb '78 5
Pennsylvania	50 4,337,950	— & —	.....
Schuyl. Nav. (common)*	50 1,908,207	annually	A. '79 70c.
" " (pref.)	50 2,888,977	annually	A. '9 140c.
MISCELLANEOUS.			
Adams Express	100 12,000,000	quarterly	Feb. '81 2
American Express	50 18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co.	100 3,000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F. M. A. N	Feb. '81 $5
Central Mining Co.	.....	Annual.	Feb '81 $5
Consolidation (Md.) Coal.	100 10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I.	100	J. & J.	Aug. '80 3½
Gold and Stock Tel.	100 2,500,000	quarterly	Oct. '79 1½
Maryland Coal.	100 4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.	100 2,836,600	.....	.....
" pref.	100 8,693,400	.....	.....
Missouri Val. Land Co.	100 200,000	M. & S.	Jan. '81 5
Moingona Coal Co.	100 305,200	quarterly	Mar. '80 2½
National Tube Works.	100 1,000,000	quarterly	Jan. 81 3
Pacific Mail Steamship.	100 20,000,000	M. J. S. D.	Sept. '69 3
Pennsylvania Coal	50 4,000,000	F. M. A. N	Feb. '81 3
Pullman Palace Car	100 5,990.200	F. M. A. N	Feb. '81 2
Quicksilver, common	100 8,708.700	.....	.....
preferred	100 4,291,300	.....	.....
Quincy Mining Co.	25 40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge	100 1,750,000	J. & J	Jan. '81 5
Sioux C. & L. F. L. & L. Co.	100 600,000	J. & J.	Jan. '81 2
Spring Mountain Coal	50 1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co.	100 255,000	A. & O.	Oct. '80 5
United States Express	100 7,000,000	F. M. A. N	Feb. '8 1
Wells-Fargo & Co. Exp.	100 5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.	100 80,000,000	quarterly	Apl. 81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,653	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167,750	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,581	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,323	19,423,684
1881	1,222,250	957,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,463,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	.....	.....
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., Laf., and Chicago:													
1880	155,697	172,541	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	392,632	375,619	392,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	388,454	4,396,019
1881	299,903	271,176	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,893	128,291	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,923	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,063	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	176,079	166,965	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	439,475	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,213	613,806	613,008	535,733	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	99,283	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	608,010	803,490	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1879	194,454	194,856	324,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,928	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	358,672	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,781	1,262,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881	1,143,437	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	377,316	414,599	4,107,949
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
Northern Pacific:													
1880	81,212	77,259	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
. Louis and San Francisco:													
1880	195,695	199,644	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
. Paul and Sioux City:													
1880	88,423	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	111,731	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	149,211	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	156,818	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490,195	450,620	403,300	372,290	365,300	442,000	513,555	661,400	678,200	626,725	655,100	6,258,419
1881	559,400	548,344	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,483	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	928,603	933,143	982,490	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,152
1881	811,617	811,922	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
Northampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass.	*National City Bank*	121 *to* 150	66,797 *to* 66,895

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass.	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass. Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y. Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa. Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass. Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

Counterfeit Note List.

HOW TO USE THE LIST.

All paper money in the United States is printed in sheets of four notes of one denomination on each sheet. Each bill bears a letter called the check letter, usually A, B, C or D, which appears on its upper left hand, and lower right hand corner. The notes are always numbered in their order on the sheets; thus all notes lettered A, will bear the number 1 or a number which divided by 4 will leave 1 remainder; the number accompanying B divided by 4 will leave 2 remainder, C, 3 remainder, D, no remainder. All genuine notes with letters A and C will have odd numbers, and all with B and D even numbers.

The counterfeiter makes his plate commonly from one bill and rarely prints more than one of the four letters. As soon as a spurious bill is discovered measures are taken to redeem all good bills of that denomination, bearing the same letter. This leaves the counterfeit alone in the field.

All bills bearing the letters given in the foregoing list should be refused by all non-experts.

We can assure our subscribers that there are no counterfeit bills on paper currency of the United States, which are known to the Secret Service Division at Washington at this date.

The National Bank notes printed in Italics are stolen and are worthless.

Banks starred do not exist, and the whole issue is fraudulent.

OFFICE OF THE HOMESTAKE MINING COMPANY,
18 WALL-ST., NEW YORK, March 12, 1881.

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THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for February, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfers close on the 19th inst.

H. B. PARSONS, Assistant Secretary.

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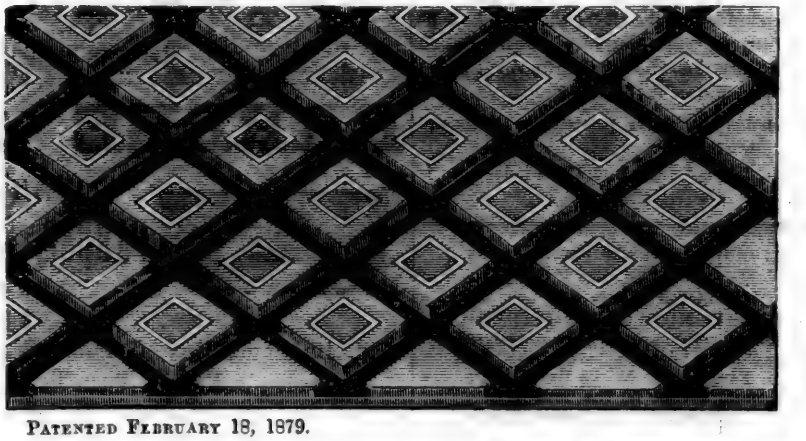
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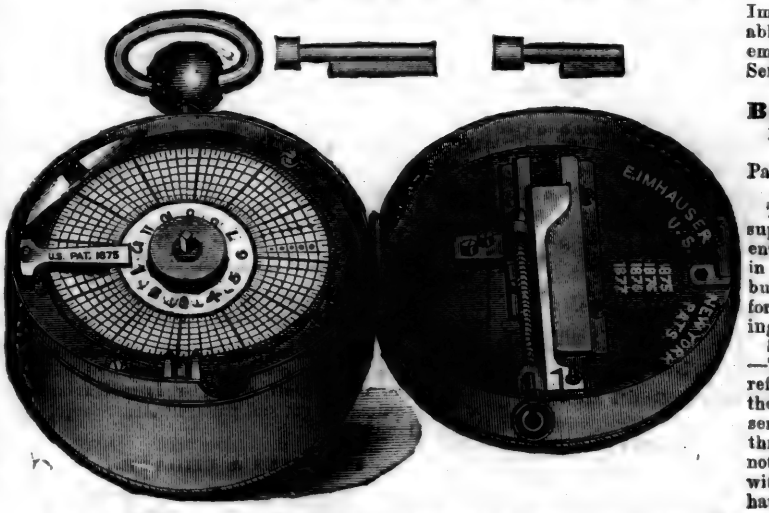
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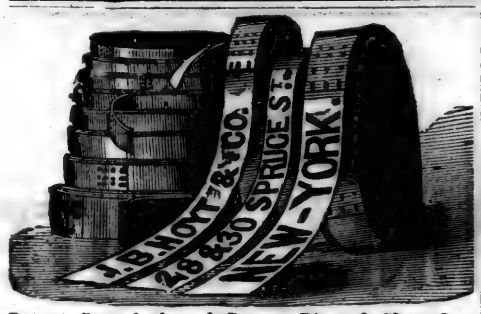
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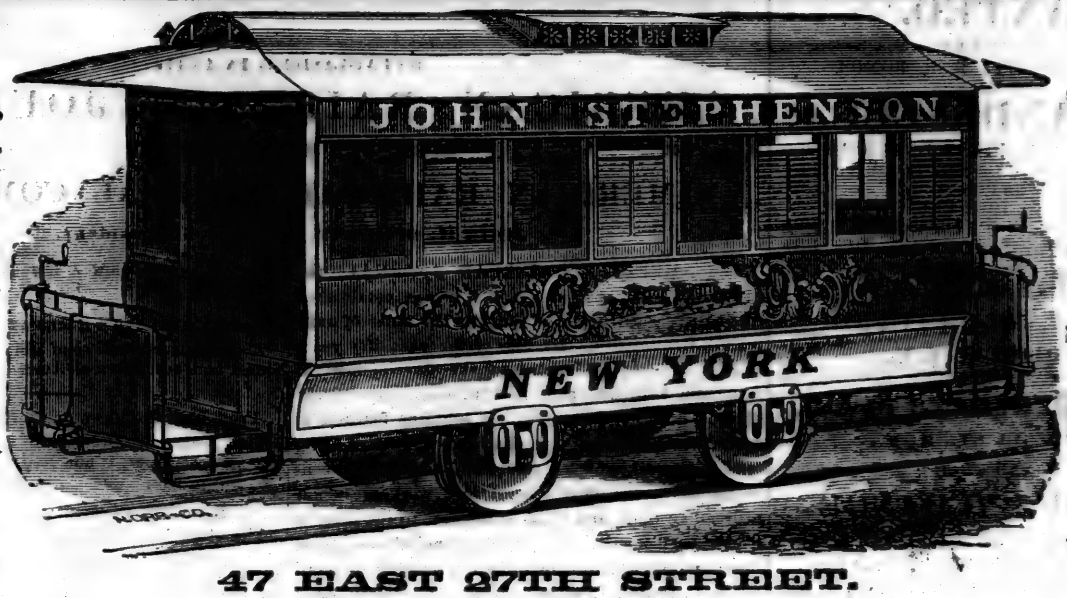
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AMERICAN RAILROAD JOURNAL,

PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL COMPANY,

JOHN H. SCHULTZ - - - - - President.

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

The *American Railroad Journal*, one of the most honest and outspoken of American papers.

From THE JOURNAL OF COMMERCE, New York.

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From THE CINCINNATI PRICE CURRENT.

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From THE PITTSBURG (Pa.) CHRONICLE.

The *American Railroad Journal* is authority on railroad news.

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ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES

SECOND QUARTO SERIES, VOL. XXXVII., No. 13.] NEW YORK, MARCH 26, 1881. [WHOLE No 2,344, VOL. LIV.

Central Pacific and Union Pacific Stocks.

It has been not a little surprising to the careful observer of the workings of the Central Pacific and the Union Pacific Railroads, and especially so to those who have studied into the present and prospective traffic advantages of the two roads, that there should be a difference of about 35 per cent in the current prices of the stocks of the companies, whose roads form the two halves of the original Pacific route. That the quotations of the Union Pacific stock should be above those of the Central Pacific, seems all the more strange, even to a casual observer, when it is remembered that the roads are so similarly situated as to government aid and total cost, and that the advantages of trans-continental traffic, which have been of marked similarity in the past, must of necessity change decidedly in favor of the latter road, through the opening of the new route formed by the junction of the Atchison, Topeka and Santa Fe and the Southern Pacific Railroads. A careful examination of the condition, finances, business and prospects of the two roads certainly does not warrant such a difference in the selling price of the stocks of the two corporations as market quotations have recently indicated, or any difference at all in favor of the Union Pacific. The influence which is temporarily depressing the stock of the Central is doubtless the action of the Government, taken at the suggestion of the U. S. Auditor of Railroad Accounts, to restrain the company from declaring dividends lest the security of the government claim may be imperiled. The prevailing feeling among those most conversant with the matter is, that as soon as this equity suit is brought to trial the incorrectness and inconsistency of the statements upon which it is based will be made readily apparent. It is a matter the ultimate results of which are not in any way regarded in a serious light by those most directly interested, but at the same time it has had an unwarranted depressing influence upon the securities of the company. Meanwhile the business and condition of the company is steadily improving, and when it is known that the Central has not only the larger and more valuable local traffic, but also that henceforth it must participate in the through traffic over the 32d parallel route just opened, of which traffic the Union Pacific must inevitably be deprived, no more reasonable explanation can be given for the difference in the price of the stocks of the two companies than the unsatisfactory one offered above.

As inquiries on this subject are frequently made we have prepared from Auditor French's report and other sources a comparative statement of the indebtedness and revenues of the Union Pacific and the Central Pacific companies, June 30, 1880, which will be found at the conclusion of this article, and which contains much information in tabulated form that we believe will prove of interest to our readers. The statement is made more favorable to the Union Pacific by reckoning among its assets $16,659,139 of bonds and stocks of the branch and tributary roads at their par value. It is claimed indeed that these stocks and bonds bring in revenue and are therefore valuable; this may be so, but the same time it should be remembered that the credit of the Union Pacific is being used through its collateral trust bonds, to improve and extend these same branches, so that while its stock and bonded debt accounts are increasing it is dividing its surplus earnings closely. Without attempting to ascertain the cost and value of the respective roads, it is sufficient to say that the Central Pacific represents the most days' works in construction, and that unlike the Union, which lies wholly in an open country, where parallel roads may be constructed at will by any body, the Central enjoys a very remunerative local traffic of which it cannot easily be deprived, and about 80 per cent of its revenues are derived from local sources. The capital stocks of the two companies are now substantially equal: $60,000,000. The funded debt of the Central has been reduced since the above date by $1,140,000 of its 7 per cent debt, so that without counting the sinking funds the funded and floating debts are also about the same, exclusive of the U. S. subsidy. The Central Pacific had accumulated it will be seen $4,411,340 in its own sinking funds for which the Union Pacific has no corresponding equivalent. While the Central Pacific, like the Union, is devoting the proceeds of land sales to the retirement of its land bonds, it is in addition paying into its sinking funds about $500,000 per annum, and the accumulating interest thereon toward cancelling its mortgage debt, nearly all of which is devoted to the extinction of its first mortgages, having precedence over the Government subsidy, and to that extent improving the lien of the government; while the Union Pacific makes no corresponding provision for its first mortgages, $41,940,000 in amount. This feature singularly enough seems to have been entirely overlooked by Auditor French. The operation of the sinking funds of the Central Pacific will by the time the loans fall due have extinguished some of the prior mortgages entirely, and will have cancelled $13,646,000 of its mortgage debt, while the same class of mortgages of the Union Pacific will remain undiminished. This is exclusive of the sinking fund in the U. S. Treasury held for the benefit of first and second mortgages which amounted January 1, 1881, to about $750,000 for each company.

Much stress has been laid by the government accountant upon the fact that the repayments upon the subsidy debt to the United States by the Union Pacific have been greater than those by the Central. This arises from the fact that the Union Pacific necessarily carries a greater proportion of public mails and stores, and by the presence of Indian troubles near its line it has more troops, &c., to transport. This repayment is in transportation, at current rates, and is no hardship. The inequality of the two companies in this respect was duly recognized by terms of the Thurman act. The indebtedness to the government, or so much of it as remains unliquidated by this transportation and the requirements of the law is not a pressing debt but becomes due and payable with the principal 1895-1900.

The following exhibits the state of the accounts with the United States on subsidy account January 31, 1881; but it must be borne in mind that there are large amounts

(about $2,000,000, for the two companies) awaiting settlement and credit on these accounts.

	Union Pacific Railway including Kansas Pacific.	Central Pacific R. R. including W. Pac.
Principal U. S. currency bonds	$33,539,512	$27,855,680
Interest not repaid by transportation	15,560,350	17,926,618
Total indebtedness to U. S. not due until maturity of bonds	$49,099,863	$45,782,298
Adding net debt as above.	89,452,441	63,061,697
	$138,552,303	$108,843,991

According to a recent circular of Fisk & Hatch, the accumulated surplus of profits of the Central Pacific Railroad Company undivided during the period covered by the United States accounts Nov. 6, 1869 to Dec. 31, 1879 as derived from the Auditor's Reports was $10,164,985; but according to the annual report of the directors the undivided surplus (from the beginning of course) was $15,382,538. To this we are now enabled to add the result of the calendar year's business of 1880 as follows:

Balance to credit of profit and loss		$15,382,538 61
Gross earnings	$20,508,112 88	
Operating expenses	12,045,668 89	
Net over operating exp.	$8,462,443 99	
Revenues from investments, &c.	857,612 78	
	$9,320,056 77	
Deduct int. paid	$4,715,321 94	
Taxes, legal, general, engineering & misc. expenses.	827,940 98	
Co's sinking funds	753,500 00	
Requirem'ts U.S. (two-thirds in transportations) estimated	1,000,000 00	
	6,296,765 92	
Surplus profit for 1880		3,023,290 85
		$18,405,290 85
Deduct dividends Nos. 9 and 10		3,406,530 00
Surplus, undivided after providing for all dividends, interest and sinking funds		$14,999,309 46

It is announced that the Union Pacific Company has increased its dividends to 7 per cent; it will be seen that the Central Pacific Company will be equally competent to do the same, as henceforth its interest requirements will be diminishing while its rentals will be stationary, at the same time that its earnings must be constantly increasing. The system of subsidiary lines some of which at first were dependent upon the present line are now all profitable and completed, and some of them must be very important factors in future development of population and trade on the Pacific coast.

We give a comparative statement of the Union Pacific and the Central Pacific Companies' debt and revenues, June 30, 1880, as follows:

	U. P. R. way.	U. P. R. R.	C. P. R. R.
Bonds outstanding 1873 total	$.....	$48,291,000	$52,584,000
Bonds outstanding June 30, 1880	$82,434,357	53,624,000	56,830,000
Increase of debt during period.	$.....	$5,333,000	$4,246,000
Sinking fund for redemption June 30 1880	.....	$613	$4,187,176
Land notes on hand	$6,462,224	.....	1,820,353
Cash in hands of trustees	.....	.....	224,164
Total available for redemption	$6,462,837	.....	$6,231,693
Floating debt, &c., June 30, 1880—			
Bills payable	$2,894,368	$705,684	$790,807
Accounts	.....	.....	4,926,200
Dividends	2,432,230	2,233,323	1,630,729
Pay rolls and vouchers	1,691,486	837,781	.....
Total unfunded debt	$7,018,084	$3,766,788	$7,347,736
Less—			
Bills receivable.	$78,194	$50,500	$1,877,773
Accounts	7,121,617	3,767,067	786,795
Materials on hand	1,850,669	1,086,689	1,932,696
Cash on hand	2,047,329	490,708	1,855,357
Bonds and stocks	16,659,139	7,428,228	2,334,022
Sinking funds and cash in hands of trustees	613	613	4,411,340
Totals	$27,757,561	$12,832,805	$13,197,983
Total debt funded and floating exclusive of U. S. subsidy	89,452,441	57,400,788	63,061,693
Net debt	$61,694,880	$44,567,983	$49,863,710
Miles	1,815	1,038	1,214
Net debt per mile	$34,000	$43,000	$41,000

Louisiana and Missouri River Railroad.

The following is an abstract of the report of this company for the year ending December 31, 1880:

On the first day of August, 1870, your road was leased to the Chicago and Alton Railroad Company in perpetuity, reserving an annual rent of thirty-five per cent of the gross earnings, after deducting taxes and assessments, with the stipulation on the part of the Chicago and Alton Railroad Company that the minimum rental should never be less than $1,370 per mile per annum.

The gross earnings of the road for the year ending December 31, 1880, were as follows: Main line between Louisiana and Mexico, 50.9 miles, $429,833 19; south branch, between Mexico and Cedar City, 50 miles, $38,091 31; total, 100.9 miles, $467,924 50; less taxes, $11,018 04; leaving the sum of $456,906 46; 35 per cent of which, or $159,917 26, was the rental due your company for the year ending December 31, 1880.

The road between Louisiana and Mexico is a part of a through line between the lines of the Chicago and Alton Railroad Company in Illinois and Kansas City, and that part of the road between Mexico and Cedar City is a branch upon which the traffic is, and probably will continue to be, light. The company has no assets aside from its annual rental, all of which has been appropriated in payment of interest and expenses.

The rental for the year ending December 31, 1880, was $159,917 20. The future rental will be applicable: First, to the payment of interest accruing after 1880 upon 1675 bonds (or guaranteed preferred stock into which bonds have been converted) until the principal of fifty-nine of said bonds issued in excess of $16,000 per mile of completed road shall be paid by your company, and then upon the residue of said stock and bonds, and also to the payment of interest accruing after 1880 upon 300 second mortgage bonds, as the interest on said stock and bonds respectively becomes due and payable; second, to the payment of office rent, salary of transfer agents and secretary and other necessary expenses of the company; third, to the payment of the indebtedness of your company to the Chicago and Alton Railroad Company; fourth, to the payment of the principal of fifty-nine first mortgage bonds, being the excess over $16,000 per mile of completed road which your company is under obligation to pay and discharge before payment of dividends. After making these payments any overplus of rental will be applicable to the payment of dividends upon the preferred and then upon the common stock.

The capital stock is: common, $2,272,700; preferred, $1,010,000. Liabilities—Guaranteed preferred stock into which first mortgage bonds have been converted, $330,000; first mortgage bonds, maturing August 1, 1900, which your company is obliged to pay, $1,345,000; second mortgage bonds, maturing November 1, 1900, $300,000. The annual interest upon the guaranteed preferred stock and first and second mortgage bonds is $138,250, and the minimum rental guaranteed by the Chicago and Alton Railroad Company is $138,370. Other indebtedness is as follows: Note to the Chicago and Alton Railroad Company for money advanced company, dated December 1, 1877, $176,187 96; interest on same from November 5, 1878, to December 31, 1880, $30,336 19; note to the Chicago and Alton Railroad Company in settlement of claim for damages of non-completion of road, payable from earnings of company, if sufficient for that purpose, $200,000; less payment as of date of note, $65,000; interest on same from March 14, 1878, to December 31, 1880, with annual rents, as per stipulation contained in note, $32,541 70; total, $374,065 85. In addition to the above liabilities the first mortgage bonds of the company to the amount of $440 000 are outstanding, on which the Chicago and Alton Railroad Company has agreed to pay the semi-annual interest as it accrues, and the principal upon the maturity of the bonds. So far as known the company has no other liabilities.

The gross earnings of the road for the last five years have been as follows: 1876, $218,360 85; 1877, $213,528 18; 1878, $231,389 75; $1879, $317,750 59; 1880, $467,924 50.

The Richmond (Va.) City Railway was sold on the 15th inst. to satisfy two deeds of trust for $130,000 with interest added, amounting in full to about $190,000. The property was bought by J. L. Schoolcraft, who paid $2,000 in excess of the amount above named.

The Cincinnati Southern Railroad Co. has made an increase of stock to the amount of 10 per cent of its present stocks.

AMERICAN Railroad Journal. ESTABLISHED 1832.

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New York, Saturday, March 26, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

ACTION on the bill providing for a State railroad commission for New York has been postponed one week by the Railroad Committee of the Assembly.

THE opening of the Hudson river for navigation to Troy, this week, is put down according to the time honored custom, as marking locally the entry of Spring.

CONSIDERABLE surprise was created in financial circles this week by the announcement that the directors of the Northern Pacific Railroad Company had decided to distribute the 180,000 shares of common stock which since the re-organization in 1875 has been held in the company's treasury. The officers of the company give as the reason for the distribution the desire, on the part of those entitled to receive the stock, to secure their profits at the prices which have recently prevailed.

A SATISFACTORY arrangement, and one which it is believed will be beneficial to both roads, has been concluded between the Pennsylvania and the Baltimore and Ohio Railroad Companies. Under the new arrangement all the Western freight to New York and passenger trains of the Baltimore and Ohio will go over the Philadelphia, Wilmington and Baltimore Railroad, the Junction Railroad, and the New York division of the Pennsylvania Railroad. Freight is now being received on this plan and passenger trains are to begin running Sunday night.

PHILADELPHIA has just received a most generous gift from Colonel Thomas A. Scott, amounting to over $150,000, bestowed in a manner characteristic of the practical ideas of that great railroad man, which have had so much to do with the advancement of Pennsylvania's important industries. Of his gift $50,000 go to the endowment of the Chair of Mathematics in the University of Pennsylvania; $50,000 to the Jefferson Medical College; $30,000 to the Orthopœdic Hospital, and $20,000 to the Children's Department of the Episcopal Hospital.

THE Railroad is looked upon by scientific men as one of the most certain agents for permanently relieving the Northwest of the locust pest. The second report, about ready for distribution, by the United States Eutomoligical Commission of investigations made concerning the Rocky Mountain locust and the Western cricket, gives a vast amount of scientific and practical information on the subject and urges the encouragement of railroad construction and settlement in that portion of the Northwest considered the breeding ground of the locust, as the most natural and effective means for removing the evil.

THE agricultural and manufacturing industries of Georgia and neighboring South Atlantic States, of which we have recently had occasion to speak at length, are receiving a powerful stimulus to their development from the liberal and enterprising policy adopted by some of their railroads. The managers of the Piedmont Air Line are doing most effective work in encouraging immigration to the rich territory through which much of their line runs, it being stated that during the past year they have added over 2,500 permanent settlers to the towns along their line—in Georgia 1019, in South Carolino 1017 and in North Carolina 525.

CONCERNING the loan recently negotiated by the French Government, many conflicting atatements have been circulated, and from them as many conflicting theories advanced in regard to funding possibilities. An accurate statement of the facts in regard to the loan has been telegraphed by Minister Noyes to Secretary Blaine. He says the total amount was $200,000,000, the rate of interest 3 per cent, and the Government sold the bonds at 83¼ cents on the dollar, 16¾ cents below par. The bonds are to be paid at par in 22 years, there being an annual drawing by lot for those that shall be paid each year. The present market price of these bonds in Paris and London is 85.

TICKET scalping in Canada seems likely to receive a destructive blow from the Canadian Parliament. In answer to a petition from a number of Canadian Railroad managers a bill has been introduced in Parliament which proposes to make it a misdemeanor, punishable by fine and imprisonment, for any person other than an accredited agent of a railroad company to sell railroad tickets. Two of the strong points urged in its favor are the well recognized ones that ticket scalping frequently degenerates into dealing in stolen or altered tickets and passes issued for specific purposes, and that a railroad ticket which is merely a non-transferable evidence of contract between the two parties, is in no sense an article of commerce.

IT is not uninteresting in these days of freight blockaded double and four tracked railroads to glance back and see what was called a good days' work for the principal railroad of the country half a century ago, or to be exact forty-nine years ago to-day. In 1832 the AMERICAN RAILROAD JOURNAL published the following detailed statement of the passenger and freight traffic of the Baltimore and Ohio Railroad, as reported from Baltimore for March 26th of that year:

"Arrived 38 cars and wagons, containing, viz.:

Flour	625 barrels.
Iron	2 tons.
Granite	14 tons.
Soap Stone	5 tons.
Paving Stone	10 tons.

Departed 65 cars and wagons, with merchandise, oysters, fish, plaster, hides, lumber, scrap iron, etc.

Arrived 7 coaches with 57 passengers. Departed 7 coaches with 57 passengers."

A slight reflection upon the then existing attractions or hospitality of Baltimore perhaps may be embodied in the apparent fact that the 57 passengers who arrived in Baltimore that day turned around and went right home again in the 7 coaches that brought them there; though the probability is much stronger of its having been an excursion party out for the enjoyment of the novelty of a rapid railroad ride in the coaches drawn by horses.

IN a recent conversation with a Tribune reporter Mr. W. K. Ackerman, president of the Illinois Central Railroad Company gives some excellent points on railroad management and legislative interference with the same, which are well worthy of general consideration and of which certain so called reformers and alleged anti-monopolists seem to remain in pitiable ignorance. Among other things Mr. Ackerman pointedly says: "All practical railroad men will tell you that it is utterly impossible to make one cast-iron rule to govern the railroads of a State. Take, for instance our road.

At one end we are shoveling snow, and at the other we are picking strawberries. Under these circumstances, can you draw a train as cheaply through a snow bank thirty feet deep as you can through a strawberry field? Then, again, we are paying $2 a day for labor in one part and 90 cents in another. Again, we pay $5 a ton for coal in one place $1 in another. Now, how absurd to make one law to govern all these different circumstances! At the best, it is a poor plan for the Legislature to meddle with railroads, because the members do not understand what they are dealing with. Lawyers do not understand railroad matters. I never knew or heard of a lawyer who was successful as a manager."

Personal.

Commodore C. K. Garrison has resigned his position as a director of the Manhattan Elevated Railroad Company.

Dr. Charles Osgood, ex-Mayor of Norwich, Conn., died in that city on the 18th inst. He was formerly President of the New London Northern Railroad.

Ex-Senator Gordon of Georgia is reported as being interested in the construction of a three hundred mile railroad from Columbus, Miss., through the great coal fields of Northern Alabama to Atlanta.

Mrs. Mark Hopkins, of San Francisco, is likely to make her residence among the Berkshire Hills. A handsome house, it is said, is now being fitted up for her in Great Barrington, Mass.

General George D. Wise formerly of the United States Coast Survey, a native of Virginia and an officer in the Union army, died on Friday of last week at Binghamton, N. Y.

Robert E. Murray, General Passenger Agent of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad, died last Saturday at his residence in New Albany, Indiana.

The appointment of Henry G. Pearson as Postmaster is an exceedingly popular one in all New York business circles and the new Postmaster is receiving a flood of congratulations this week.

Henry D. Bird, formerly President and Superintendent of the Petersburg Railroad, died at Petersburg, Va., on the 16th. At the time of his death he had charge of the Appomattox river improvement for the United States Government.

S. K. Hooper, it is understood, will be the General Passenger and Ticket Agent of the Hannibal and St. Joseph Railroad, in place of F. E. Morse, resigned. Mr. Hooper has for some time been Mr. Morse's first assistant.

A solid gold punch bowl valued at $2,500, presented by English holders of stocks and bonds of the Denver and Rio Grande Railroad Company to President W. J. Palmer was on exhibition at Tiffany's last week, preparatory to its shipment to Denver.

The resignation of F. R. Meyers, of the Pennsylvania Company, and W. L. O'Brien, of the Pittsburg, Cincinnati and St. Louis Railway Company, as general passenger and ticket agents, and the appointment of E. A. Ford to fill the vacancies caused hereby, have been officially announced, the changes to take place April 1. Mr. Ford's office will be at Pittsburgh, Pa.

At the meeting of the directors of the Pennsylvania Railroad Company, John C. Sims, Jr., was elected Secretary to succeed Joseph Lesley, who has been ill for several years. The resignation of L. P. Farmer as General Passenger Agent was accepted to take effect April 1st, when the vacancy will be filled. No other changes were made in the official staff of the company.

B. W. Thacher, General Passenger and Freight Agent of the New York, Ontario and Western Railroad and F. W. Getty his assistant, have resigned their positions on that road. Mr. Thacher has accepted a position as Treasurer and Auditor of the Mexican National Construction Company with headquarters at Laredo, Texas. Mr. Getty also goes to the same company as Cashier and Paymaster.

A. A. Talmage, General Manager of the Missouri Pacific Railway has announced the appointment of E. L. Wentz as Resident Engineer with head-quarters at St. Louis, to have general supervision of all construction work in Missouri, Kansas and Indian Territory. In speaking of the appointment the St. Louis Republican says: "Mr. Wentz was formerly chief engineer of the Atlantic and Pacific road, but for the past few months has had charge of the Mexican extension of the Missouri, Kansas and Texas division of the Missouri Pacific, with headquarters at Fort Worth. He is in the prime of life, has had long experience in railway matters, and is generally regarded an efficient and popular official.

The nomination of Levi P. Morton as Minister to France has been duly confirmed by the Senate this week. The appointment is received with great satisfaction in our financial and general business circles, an expression of the prevailing sentiment being well given in the following from the New York Times: At a time when the commercial relations between the two countries are in need of some satisfactory readjustment which shall give them a chance of greatly enlarged growth, it is a piece of exceptional good fortune to be represented in Paris by so clear-headed and able a business man as Mr. Morton. Nor are his advice and influence likely to have a less salutary effect on the discussions of the monetary conference. The resolutely conservative views of Mr. Morton in regard to the place of silver in our coinage, sustained as they are by the fullest knowledge and the most intimate experience of the practical working of financial laws, will render him a valuable auxiliary to the cause of an honest and stable currency. The social qualifications of Mr. Morton for the position will not be doubted by those who know anything of the equally generous and refined hospitality which he has been in the habit of dispensing both here and in Washington.

Inventions.

A turn-table has been invented by Alphonse J. Delavigne, of New Orleans, so arranged that the table is turned in one direction by the weight of the car or locomotive and in the opposite direction by the action of a spring.

Godfried Laube, of Wausau, Wis., has patented a car heater and ventilator, the plan of which is to constantly reheat the air in the car, allowing fresh air to be introduced into the car when desired. It provides for the moistening of the hot air before its introduction into the car.

A railroad time signal has been invented by William A. Knight and Orvy M. Shepard of Evansville, Ind., which consists of a combination of devices that are operated upon by the wheels of a passing train in such a way as to display day or night signals, retain them in sight for a certain length of time and gradually change to different positions.

A car coupling attachment of very simple device and which, on account of its simplicity, its cheapness and the safety its use would seem to assure, is likely to become very popular among railroad men, employers and employees alike, has been invented by T. C. Steward of Chattanooga, Tenn. Its object is vide a cheap and safe method for coupling by means of the well known link and pin, which is effected by the use of a steel bar with an adjustable handle extending from the coupling to the edge of the car, being pivoted adjustably to the lower corner of the end sill of the car in such a manner that it can be operated in any way desired to direct the link obviating the necessity of the operator going between the cars, and at the same time assuring an accuracy and dispatch that could not be better attained by the old method so fruitful of most distressing injuries.

Winfield Scott Rogers, a brakeman on a Pittsburgh, Cincinnati and St. Louis Railway passenger train, running between Colnmbus and Indianapolis has patented a method for lighting car platforms, which is described by the Pittsburgh Chronicle as follows: It is a simple contrivance, and can be attached to a car for about two dollars. About ten feet from either car door there is a lamp for lighting the interior of the car. To this lamp, on the side next to the door, Mr. Rogers' plan is to attach a magnifying lens. Over the car door there is placed a glass ventilator. Outside of the door, at a proper angle and near the glass ventilator, is placed a corrugated concave mirror. The lens concentrates the light on the mirror, which floods the platform and steps and a certain space on either side of the car, with sufficient illumination to make any other light wholly unnecessary. Mr. Rogers tested the plan in his residence, where he carried light from a lamp, or gas jet, in the hall, 16 feet from the door, to and through the transom over the door, lighting the ground eight feet from the door. The device has not been exhibited to any railway men except to Mr. J. N. McCullough, Vice President of the P. C. and St. L. R. W. and Superintendent John F. Miller, of the C. C. and I. C. division of the same road—the division upon which Mr. Rogers is employed. Both pronounced it complete for the purpose. Mr. McCullough said if it could be put in a car for two dollars it was a financial success. Cars in course of erection, made with the glass transom over the door, are ready for the lens and corrugated concavo mirror.

Organization.

The Ironton and Huntington Railroad Company has been incorporated in Ohio, with a capital of $300,000.

The Denver, Colorado Springs and Pueblo Railroad Company has been incorporated at Denver, with a capital stock of $3,000,000.

The corporators of the new Portland and Rochester Railroad have elected George P. Wescott President and William H. Conant Treasurer.

The articles of incorporation of the projected Northern Railroad of Long Island were sent to Albany on the 22d inst. The committee have received subscriptions aggregating $40,000, of which 10 per cent has been paid in.

Elisha W. Willard of Newport, Charles F. Choate of Cambridge, John S. Brayton and Thomas J. Borden of Fall River, Royal Turner of Randolph and Frederick L. Ames of North Easton, have been elected directors of the Fall River, Warren and Providence Railroad Company.

At the annual meeting of the Phœnix Copper Company, held in Boston on the 21st inst., the following Directors were elected: Wm. P. Hunt, Wm. E. Coffin, Frank B. Cotton, M. A. Delano, Caleb W. Loring. The president for the ensuing year is Wm. P. Hunt and the Treasurer Wm. E. Coffin.

The Nantasket Beach Railroad Company, which was formed by the union of the Nantasket Beach, the Boston, Hingham and Hull, and the Hull and Nan-

tasket Beach Railroad Companies, have elected the following board of directors: J. B. Moore, R. M. Pulsifer, George R. Eager, W. H. Hill, John L. Curtis, H [illegible]Litchfield, F. A. Hobart.

The following gentlemen have been chosen provisional directors of the St. Catherines and Niagara Central Railroad Company: Richard Wood, James Norris, Patrick Larkin, R. H. Smith, St. Catherines; Robt. Murgatroyd, Smithville; Wm. Hoover, Caister; Jacob W. Strong, Rosedene; Nelson Haight, St. Catherines, Sec.-Treas.; Lucius S. Oille, M. D., St. Catherines, Chairman.

The directors of the Pittsburg, Youngstown and Chicago Railway Company, elected on the 19th inst., are: C H. Andrews, George J. Margerum, T. W. Sanderson, H. M. Garlick, and L. D. Cochran. C. H Andrews was chosen President, and H. M. Garlick Secretary. About $1,500,000 of the $2.000,000 of capital stock was subscribed. The survey of the line was commenced on the 21st inst.

The directors of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, elected on the 2d inst., organized on the 17th by the election of Gen. J. H. Devereux, president; Judge Stephenson Burke, vice-president; George H. Russell, secretary and treasurer; E. B. Thomas, general manager. All are re-elected except Judge Burke, who takes the place of H. B. Hurlbut who has gone to Europe.

At a meeting of the Toledo, Delphos and Burlington Railroad Company held at Toledo, Ohio, on the 17th inst., the contract of consolidation with the Dayton and Southeastern Railroad Company was unanimously confirmed. This consolidation adds 200 miles to the Toledo, Delphos and Burlington system, opening up extensive fields of coal and iron ore, and by the extension to Huntington, W. Va., gives a new outlet to tide water via the Chesapeake and Ohio Railway.

The St. Francis Gold Mining Company has been organized for the purpose of working the alluvial gold fields and quartz veins on their property situated on the River Gilbert and vicinity in Beauce County, Canada. The capital stock is $350,000. The directors are: R. C. Mitchell, Boston; John McNichol, Sherbrooke; C. P. Weston, Boston; W. L. Ball, Richmond; Chas H. Lewis, Boston. The officers are: President, R. C. Mitchell, Boston; Treasurer, W. D. Robertson, Stanstead; Secretary, E. H. Dakin, Bangor, Me.

At a meeting in Pittsburg, Penn., on the 18th inst. of the directors of the Emlenton, Shippenville and Clarion, Foxburg, St. Petersburg and Clarion, Foxburg, Kane and Bradford Railroads, the consolidation of these roads was consummated, and the following board of directors was elected: M. Hulings, Oil City; G. W. Arnold, Clarion; W. J. Welsh, J. M. Dickey, C. W. Mackey, Franklin; J. W. Rowland, Emlenton, and James B. Blakeslee, St. Petersburg. The officers are: President, M. Hulings, Oil City; Vice-President, C. W. Mackey, Franklin; General Manager, J. M. Dickey, Franklin; Treasurer, J. W. Rowland, Emlenton; Secretary, W. J. Welsh, Franklin. Messrs. Armstrong and Reed will remain as Auditors, and M. Mandeville as Superintendent. The new organization will operate under the name of the Pittsburgh, Bradford and Buffalo Railroad.

The Iowa State land office has just issued patents to the Chicago, Milwaukee and St. Paul Railway Company, embracing in the aggregate 6,494.74 acres. The lands are a portion of those granted by act of Congress, May 12, 1864, for building the railroad from McGregor westward, and were granted to said company by act of the Seventeenth General Assembly of the State of Iowa. They are situated in the following counties: Cerro Gordo, 160 acres; Chickasaw, 240 acres; Clay, 80 acres; Hancock, 601.75 acres; Kossuth, 3,628.55 acres; Mitchell, 40 acres; Palo Alto, 1,744.44 acres.

Pittsburg, Cincinnati and St. Louis Railway.

At the annual meeting of the stockholders of the Pittsburg, Cincinnati and St. Louis Railway Company, held in Columbus, Ohio, on the 16th of March, the annual report of the directors for the year ending December 31, 1880, was presented, from which we learn that the gross earnings on the main line were $4,323,406 90, the expenses $2,290,725 40 and the net earnings $2,032,681 50; other receipts, $16,041 21; total net revenue, $2,048,722 71, an increase over 1879 of $435,137 30. The charges against the net revenue for interest on the funded debt and rentals were $1,054,928 98, leaving a profit for the year of $993,798 73. The net revenue from leased lines was $1,874,118 77, and the payments on accounts thereof were $1,622,051 04, leaving a profit on all lines for the year of $745,866 46, an increase over the previous year of $383,865 95. From the net profit in 1880 were paid three years back coupons from the second mortgage bonds and other miscellaneous charges belonging to previous years, amounting in all to $652,010 61, leaving to credit of profit and loss December 31, 1880, $97,050 85.

The New Transcontinental Route.

The first through ticket from New York to San Francisco over the new Southern Pacific route was sold here last Saturday, via the New York Central, Lake Shore, "Bee Line," Missouri Pacific, Atchison, Topeka and Santa Fe, and Southern Pacific Railroads to San Francisco. Though the route has only been opened since the 17th a liberal business is turning that way and the many enquiries being made both concerning passenger and freight traffic indicate a heavy business even for the first season of the line. One special influence that will doubtless affect the passenger traffic materially is that an entirely new country is opened by the line, containing much of interest to travellers, and tourists will naturally be anxious to pass through it, especially as inducing rates and accommodations are offered them. A large traffic of immigrants and American settlers will seek the far Southwest and the rich agricultural sections of the Pacific slope over this route, while new business relations of importance will be established by it between the Pacific coast and the merchants and manufacturers of the Mississippi Valley and the East.

The through Pacific Express which made its first trip over the route last week is now running regularly, leaving Kansas City at 10 P. M. and Atchison at 10.25 P. M. arriving at Deming, 1150 miles from Kansas City, at 7.45 on the morning of the third day—fifty-seven and three fourths hours. Leaving Deming at 9 A. M. it arrives in San Francisco after a run of fifty-four and a half hours at 3.30 on the afternoon of the fifth day from Kansas City, the time being four and three fourths days for the 2,348 miles from Kansas City to San Francisco. The passenger rates are as follows: From Atchison or Kansas City to Deming $74 for first-class and $47 50 for emigrant, limited to ten days; to Tucson, Arizona, 1,369 miles from Kansas City, $95 90 for first-class; $78 for second-class, and $47 50 for emigrant; to Los Angeles, 1,865 miles from Kansas City, $104 for first-class, and $78 and $47 50 for second-class and emigrant respectively; to San Francisco, the same for all three classes as to Los Angeles. Passenger coaches and Pullman palace drawing-room sleeping cars run to Deming without change, and Southern Pacific coaches and sleepers thence to San Francisco. The sleeping car rates are as follows: Missouri river to Deming, double birth, $8; section, $16; Deming to San Francisco, double birth, $6; section, $12. One hundred pounds of baggage checked free on each full fare.

The run made by the first eastward bound through train was one of the most remarkable on record. It consisted of twelve cars and leaving San Francisco on time it was on time at every station on the long line and arrived at Kansas City, Wednesday, on time.

Interest and Dividends.

The Chicago, Rock Island and Pacific Railway Company has declared a quarterly dividend of 1¾ per cent ($1 75 per share) payable May 2 to shareholders registered at the closing of the books on the 30th inst.

The Denver and Rio Grand Railway Company has declared a dividend of 1½ per cent payable April 11 to stockholders of record on the 28th inst.

The Railway Car Trust of Pennsylvania has declared a quarterly dividend of 1½ per cent on series A, B, C, D and E, payable 1st April.

The quarterly interest on the United States four per cent bonds is payable on the 1st of April. The total amount to be disbursed is upwards of $7,000,000, of which over $5,000,000 is on registered bonds, checks for the payment of which will probably be mailed to holders on the 25th inst.

The old Missisquoi and Clyde River Railroad Company has been reorganized by the mortgage bondholders under the name of the Newport and Richford Railroad Company. This road extends from Newport, Vt., to the Canada line, 20 miles, and forms the connection between the Passumpsic and South Eastern Railroad.

The total cost of the railroads, and equipment to the companies now owning the roads lying in whole or in part within the State of Ohio, completed to June 30, 1880, is $615,134,803 34, an increase over 1879 of $105,727,651 79. The proportion for Ohio is $311,837,259 36, an increase over 1879 of $51,600,574 03.

It is expected that the Washington City and Point Lookout Railroad will be completed from Washington to Point Lookout by the 1st of August. S. T. Suit, is president of the company; W. J. Wharton, chief engineer and Hector Maclean, chief of construction.

Among the work of the Ontario Legislature, recently adjourned, was the passage of a bill incorporating a company to construct a railway to connect the Ottawa Railway system with the Sault Ste. Marie, the company to receive a Provincial subsidy of a certain sum per mile.

Railways of Canada.

From the Annual Report of the Chief Engineer on the Railways of the Dominion of Canada, which was laid before Parliament on the 16th inst., we learn that the total number of miles of railway in operation on the 30th of June, 1880, amounted to 6,891; the number of miles under construction, and on which track is laid, 334; number of miles under construction, 1,077—total, 8,302 miles. This mileage does not include 208 miles of the Grand Trunk and 21 miles of the Southeastern Railway situated in the Eastern States and erroneously included in the returns of former years. There was an increase of 636 miles in operation, and a decrease of 126 miles under construction. The nominal capital on the 30th June, 1880, was: ordinary share capital, $126,061,779; preference capital, $70,450,140; bonded debt, $84,756,315—total, $281,271,229. Add from Governments and Municipalties, $97,760,372—making a grand total of $379,031,602. There is an increase of $16,945,463 in the capital of the railways, as compared with the previous year. The total mileage for the year was 22,481,214, against 20,731,689 in 1878-79—an increase of 1,749,525 miles. The number of passengers carried was 10,532,310, against 6,523,816, an increase of 4,008,494. The tonnage of freight handled was 9 842,493, against 8,328,810, an increase of 1,513,683. The following is a comparative statement of traffic on the principal lines:

	Passengers carried.	
	1879-80.	1878-79.
Grand Trunk	1,995,526	1,976,519
Great Western	1,241,111	1,241,586
Intercolonial	581,483	640.101
Canada Southern	.....	278,818
Northern and Northwestern	386,169	376,128
Midland	116,857	113,918
Toronto, Grey and Bruce.	121,685	118 653
Toronto and Nipissing	89,933	89,618

The freight carried on same railways in the two years compares as follows:

	Tons carried.	
	1879-80.	1878-79.
Grand Trunk	2,835,561	2,871,225
Great Western	1,903,400	1,789,634
Intercolonial	561,924	513,861
Canada Southern	1,836,948	1,501,861
Northern and Northwestern	489,600	404,251
Midland	137,515	123,106
Toronto, Grey and Bruce.	115,257	92,855
Toronto and Nipissing	105,473	84,694

The earnings were as follows:

	1879-80.	1878-79.
Passengers	$7,076,339	$6,459,598
Freight	15,506,935	12 509,093
Mails, express, etc	851,188	783,926
Other sources	102,075	166,448
Total	$23,536,537	$19,919,065

There was one more passenger killed in 1879-80 than in the preceding year, but a decrease of 10 in the number of employees, and of 11 in the number of persons, neither passengers or employees. The total decrease of killed was 20, and the increase in the injured 36. The proportion of passengers killed to the number carried was one in 1,053,231, against one in 724,869 in 1878-79. The proportion of injured was one to 633,078, against one to 326,190 in the previous year. The total killed in 1879-80 was 87, as against 107 in 1878-79. The injured numbered 102 in 1879-80, as against 68 in 1878-79. On the Canada Pacific the mileage in operation was 280; number of passengers carried, 17,640.

Anthracite Coal Tonnage.

John H. Jones, accountant for all the several coal companies, furnishes the following statement of anthracite coal tonnage for the month of February, 1881, compared with the same period last year:

	Feb. 1881.	Feb. 1880
Reading Railroad	436,415	299,854
Lehigh Valley Railroad	420,819	289,569
Central R. R. of New Jersey.	323,209	152,747
Del., Lack. and Western	360,125	231,276
Delaware and Hudson Canal	285,606	194,254
Pennsylvania Railroad	141,889	90,569
Pennsylvania Coal	106,153	67,942
New York, Lake Erie & Western	43,004	19,765
Total	2,118,173	1,296,570

—an increase of 821,603 tons.

	1881.	1880.
Reading Railroad	828,573	697,146
Lehigh Valley Railroad	752 576	559,743
Central R. R. of New Jersey.	560,023	432,524
Del., Lack., and Western	629,452	512,805
Delaware and Hudson Canal	472,680	460.476
Pennsylvania Railroad	297,580	186,734
Pennsylvania Coal	176,988	154,473
New York, Lake Erie and Western	72,943	57,482
Total	3,790,818	3,060,886

—an increase of 729,932.

The stock of coal on hand at tide water shipping points, February 28, 1881, was 395,286 tons; do January 31, 1881, 417,885 tons—decrease, 22,599 tons.

The New Alpine Railway Tunnels.

Among the great works of railway engineering at present in process of execution or in prospect, there are none which surpass in interest the three new tunnels through various portions of the Alps. We refer first to the St. Gothard tunnel, which in the rough is complete, and in which only the finishing operations now require to be executed. Secondly, we allude to the Arlberg tunnel commenced but recently, and which is to offer a direct line of communication between Austria and Switzerland, France and the west of Europe. In the third place we refer to the project of a new tunnel through Mount Simplon, which is to form a more direct route than that by Mont Cenis between France and England on the one hand and Italy on the other. It is not without interest to learn something more as to what is doing in these three great projects than the scanty references appearing in the daily press. We therefore propose here to state briefly the most recent facts that have transpired in connection with the projects in question.

The Arlberg tunnel may be dismissed in a few words. Under a guarantee from the Austrian Government, which has provided the money (£1,620,000) for the tunnelling works in yearly quotas until their completion, the operations have been going steadily on since their commencement. At the east end of the tunnel the rocks met with have been found free from water, but at the west end the contractors up to a fortnight ago had to deal with a stratum which presented great difficulties owing to the constant inrush of water. Fortunately they have now found a new and drier rock, and the work is progressing far more favorably than had been anticipated.

The Arlberg tunnel will be more than 10,000 metres long, and therefore though considerably shorter than the St. Gothard tunnel will still rank among the longest tunnels in the world.

The exact length will be 10,248 metres, or six miles six hundred and forty-eight yards. The tunnel will be bored at a height of 1,300 metres, or 4,265 feet above the level of the sea. It will have a double line of rails. The contractors are well known continental railway engineers. It is provided that the work of tunnelling, which was commenced on the 1st of February, is to advance at the rate of 3⅓ metres, or nearly 11 feet, at each end every day until completion. The boring will, it is expected, be finished in about four and a half years, that is, about the month of August, 1885.

Unexpected difficulties have arisen in connection with the St. Gothard Tunnel. It was feared lately that the contractors who have been conducting the operations since the death of M. Favre would stop working. This has fortunately not turned out to be the case. In the month of January they had earned and received upwards of half a million francs less than they had calculated upon. It was originally reckoned that the tunnel would have been completed by the 1st of October, 1880. But it will not be finished, as the contractors had afterward calculated, even by the 1st of April this year. Indeed it is now anticipated by those who are conversant with the affair that the operations will hardly be brought to a conclusion by the end of September this year. The St. Gothard tunnel measures nearly 15,000 metres in length. Of this distance only 5,800 metres were actually in a finished state at the end of last week. It is quite within the bounds of possibility that the contractors instead of making anything out of the tunnel will in the end lose money by it, but it is to be hoped they will not. At the outset they had to deposit the sum of eight million francs as security or caution money for the execution of their task. Of this amount they have already lost, it is understood, one and a half million francs in fines for not fulfilling their contract in its details during the progress of the operations. The contractors will, of course, not think of abandoning the work and so forfeit the remaining 6½ million francs of their deposit money. They have, however, been attempting for some time past to obtain more favorable terms from the company on the ground of the unforeseen and unforeseeable nature of the difficulties they had to overcome.

With regard to the third scheme, it had almost been settled some time ago that the French Government would grant a sum of 50 million francs for a tunnel through the Simplon. But this entire route is now called in question. Frenchmen object to the Simplon tunnel because it would be in Switzerland. The object of the scheme is to take English and French passengers by a more direct line from Paris and London to Italy. Many of the French critics desire to take the tunnel through a portion of the Alps which would leave Switzerland altogether out of the business. An alternative has therefore for some time past been advocated which would cause the tunnel to run through Mont Blanc. The question came before the French Legislature a fortnight ago. A preliminary committee had considered the two projects, the Simplon and the Mont Blanc tunnel, advocated respectively by M. Renault and M. Dupont, and recommended that a special commission should be appointed thoroughly to examine and report on their respective merits. A great objection to the Simplon project in the eyes of Frenchmen is that France would be called on to grant 50 millions of francs for a line passing through the neutral Swiss territory. This it is thought might lead to political difficulties hereafter. The question whether the tunnelling of the Simplon or of Mont Blanc would be the more advantageous for France has occupied much attention in Paris during the past few days. "The advocates of the Simplon route," says the Journal des Debats, "point out the comparative facility of the tunnelling operations by this line, and the comparative narrowness of the mountain at its base. This would allow the tunnel to be driven 600 metres lower than Mont Cenis and 400 metres lower than St. Gothard. Moreover, the rich plain of the Rhone is by this route brought into communication with the rich Ossola Valley

which would be but an hour's ride distant by the rail. Moreover, the distance from Paris to Milan is shortest by this line. The saving in time as compared with the Mont Cenis route is calculated at three hours between the two cities in question. On the other hand, the supporters of the Mont Blanc scheme point out that the Simplon would be too near the St. Gothard tunnel. They stated that the boring operations through Mont Blanc would not be more difficult than through the Simplon. The Mont Blanc tunnel could be carried out as easily, would cost little or no more, and would be far preferable from a political and strategic point of view." Thus the matter stands at present, and nothing further will be done in the matter until the French Chamber has sifted the two novel schemes and arrived at a final decision as to their respective merits.—[Herapath's Railway Journal, London.

Virginia State Bonds.

The Virginia Consols are dated 1st of July, 1871, payable thirty-four years after date, and are redeemable at the pleasure of the State after 1st of July, 1881. The bonds bear 6 per cent interest, made payable 1st January and 1st July in each year, and carry coupons back to 1st January, 1905, which are made receivable for taxes. The last six months' interest is payable with the bond. The bonds were issued by authority of an act of the General Assembly, approved 30th March, 1871.

The 10-40 bonds are dated 1st January, 1879, and are made redeemable after 1st January, 1889, and payable 1st January, 1919, that is, they are redeemable in 10 years and payable in 40 years after date, hence they are called 10-40s. The bonds bear 3 per cent interest for the first 10 years, 4 per cent for 20 years, and 5 per cent for the last 10 years, and carry coupons to date of maturity. Upon the face of these bonds it is stipulated that the coupons shall be received for all taxes and other dues to the State, and also that the principal and interest shall be free from taxation by the State of Virginia or any county or corporation therein. The Supreme Court has decided that the coupon on the Consol is not subject to State taxation. The 10-40 bond was issued under an act approved the 28th of March, 1879.

International Construction Co.

The Legislature of Connecticut has incorporated the International Construction Company, the corporators being Henry Sanford, Oliver Hoyt, A. N. Hawley, Henry B. Plant, Isaac E. Gates, D. O. Mills, Thomas W. Piece, Benjamin Clark, and their associates. Senator Oliver Hoyt explained in the Senate that this is the company which proposes to build the international railway to the City of Mexico. The act of incorporation empowers it "to build, construct, enlarge, repair, complete, equip, furnish, and operate, &c., railroads, railroad bridges, telegraph lines, and all necessary appurtenances in any State or Territory of the United States, or in any foreign country," with power to lease other roads or telegraph lines; to "make joint stock with any other corporations"; "to receive in payment cash, notes, bonds, stocks, or other securities, from any individuals or corporations, and securities issued by any Government, State, county, town or municipal corporation;" to construct or operate roads "by contract or otherwise;" "to own and operate steamship lines, steamboat lines, and ferry boats;" to borrow and loan money, issue its own bonds, &c., at rates of interest not exceeding 8 per cent; to make advances of money to railroad, telegraph, and bridge companies and other corporations and to contractors and individuals." The capital stock is to be $1,000,000, liable to be increased to $10,000,000, divided into shares of $100, and the company may be organized and proceed to business when $100,000 is subscribed and 10 per cent of said subscription is paid in. That is to say, a paid-in subscription of $10,000 is all that is requisite to set the International Construction afloat. A majority of the eight named corporators have power to open books for subscriptions for the purpose of organization, and any two of them may call the first meeting. The remaining sections of the bill are substantially the same as of other acts of incorporation.

Railroads of New York.

The State Engineer and Surveyor has submitted to the Legislature at Albany his report of the railroads of the State for the fiscal year ending September 30, 1880. From this we learn that the number of railroad companies in the State was 214; organized during the year, 33; extinct during the same period, 22; total paid up capital, $437,514,000, of which the proportion for New York is $332,000,000; earnings, $94,523,000; proportions for New York, $65,711,000; mileage built during the year, 86 miles; total mileage, 4,855; number of engines, 3,015; first-class passenger cars, 2,374; second-class, 369; baggage, mail and express cars, 717; freight cars, 68,927; service cars, 1,217. During the year 409 persons were killed in accidents, of whom only 25 were passengers and 145 employes; 826 were injured, of whom only 67 were passengers and 520 employes. The report shows that on an investment of $675,270,000 the dividends amounted to only $15,600,000—less than 2⅓ per cent. Not a very large average rate even in these days of cheap money.

Street Railways in Baltimore.

The Mayor of the city of Baltimore has approved of the ordinance passed by the Councils granting permission to the Patterson and Druid Hill Parks City Passenger Railway Company to lay down tracks on various streets and avenues of that city, commencing at the intersection of Baltimore street and Patterson Park avenue, thence along the avenue to Fayette street, to Wolfe, Monument, Bond, Madison, Forrest, Eager, Cathedral, Howard, Park, Dolphin, Bolton, Wilson, Linden avenue, to North avenue, to the city limits; also beginning at the intersection of Monument and Wolfe streets, along Monument to Washington, to North avenue, to the grounds of the Baltimore Cemetery Company, and also beginning at the intersection of Bond and Monument, along Bond to Eastern avenue, to Shakspeare street, to Broadway, to Thames. The directors mentioned in the ordinance are Edward Shriver, (president,) George W. Ward, Charles Webb, John A. Tomkins, James H. Phinney, Edwin B. Stanton and George R. Hazewell. The fare is not to exceed five cents, with no charge for children under six years, and transfers three cents. Twelve per centum of the gross receipts are to be paid quarterly to the park fund, the company to give bond in the sum of $10,000 for the faithful performance of their duty. The road is to be commenced within six months from the approval of the ordinance and to be completed within twelve months. It is understood the work will be begun in a very short time.

An opinion was rendered in the United States Supreme Court at Washington on the 21st inst., by Mr. Justice Miller, in the case of Eliza J. Dennick, administratrix, &c., plaintiff in error, vs. The Central Railroad Company of New Jersey. The plaintiff, an administratrix appointed in New York under a New York law, sued a New Jersey corporation under the New Jersey statute relating to injuries resulting in death. The death occurred in New Jersey. The court below directed a verdict for the defendants on the ground that a New York administratrix had no cause of action conferred upon her by the New Jersey statute, inasmuch as that statute gave a right of action only to a New Jersey representative as trustee of a special trust to be collected, administered and distributed only under the New Jersey law. In the absence of any controlling authority or general concurrence of decision this court holds that it must decide for itself the question now for the first time presented to it, and with every respect for the courts which have held otherwise it is of opinion that sound principles clearly authorize the administrator in cases like this to maintain the action. Judgment reversed with costs and cause remanded with directions to award a new trial.

In the United States Supreme Court at Washington on the 21st inst., a decision was rendered in the case of Grinnell et al. against the Chicago, Rock Island and Pacific Railway Company upon appeal from the Supreme Court of Iowa. The question in controversy is whether the railroad company, under the act of Congress of May 15, 1856, acquired valid titles to the lands within the old fifteen-mile limit of the Mississippi and Missouri Railroad Company, certified to the State under that grant by the Department of the Interior for the benefit of that company, but which were left outside of the new twenty-mile limit by a change of location of the old line made by the present company under the act of Congress of June 2, 1864, amendatory of the act of May 15, 1856. The judgment of the Supreme Court of Iowa sustaining the railroad company's title to the lands in controversy is affirmed.

The Morgan branch of the New Orleans Pacific Railroad is graded fifteen miles north of Washington, St. Landry Parish, La. There are eighteen miles to be graded before reaching Lecompte, on the line of the New Orleans Pacific. This portion of the branch, it is expected, will be completed by September.

The total amount of tolls collected on the Beauharnois Canal in 1880 was $3,221, against $2,848 in 1879. The total amount collected from 1872 to 1880, inclusive, has been $19,506.

The Pennsylvania Railroad Company has obtained control of the Mineral Mining and Railroad Company at Shamokin, and of the Susquehanna Coal Company.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala.& Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1866	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M.(guar. by D.& H.Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1864	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,900	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1876	1,500,000	6	Feb. & Aug.	Philadelphia.	1906	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,110,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1881	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,186,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	98,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1856-'90 (Balt.) skg fd.	2,833,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	3,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	386,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage } A. Co. and	492,500	6	March & Sept.	"	1885	....
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1876	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 187-	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $3,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb.(C., B.& Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1888	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,000,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy(U.Cos.of N.J.):						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	330,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'89-'99	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (58 miles)	552,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak)	1,600,000	6	May & Nov.	New York	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1898	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of N. J. (Flush., N.S.& C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,530,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	....
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,610,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.).	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530,000	6*	" "	" "	1890	....
Income bonds, Sinking Fund ..	2,256.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,906	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76–'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1888	....
Consol. Bonds (£200 stg. each).	4,879,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1888	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	394,000	5	June & Dec	"	1896	....
Plain 7 per cent bonds	888,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	18,995,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	...
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,900,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7-3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1909	....
1st Mort. (Dav. & N. W.)	1,785,000	6	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,660,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	2,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1885	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,340,000	5–6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mortgage guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	...
2d Mortgage for $5,000.000.....	7,263,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80–'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	...
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1895	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1908	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,546,800	7	Jan. and July.	" "	'82–'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '55	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82–'92	....
1st Mort. (Cin., Laf. and Chi.)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.):						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1903	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)....	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'78-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1899	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096.000	6	" "	" "	1892	....
Consol. sinking fund guar	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Clev land.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1900	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1903	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'93-'96	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	...
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'96	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	.. ..
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	.. ..
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	861,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	185,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort. gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	5	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division	580,000	7	" "	" "	1894	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'86	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	670,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	655,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	255,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	6	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
1st Mort.(Bay C. & E. Jag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1919	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar	600,000	7*	Jan. & July.	New York.	1890	...
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,166,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1908	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	763,000	7	May & Nov.	New York.	1890	....
2d Mortgage	32,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	...
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	..
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G. sink fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	...
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	...
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	...
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,600,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,000,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	..
2d Mortgage, Income	2,639,000	7	Jan. & July.	" "	1906	....
Indianapolis, Cinc. & Laf.:						
See Cinc., Ind., St. L. & Chic.						
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,090	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	470,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug.	" "	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sink fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1902	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	....
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.	....	....
Mortgage on Branches	1,325,000	...	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	546,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	..
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City,Top.&W.(A.,T.&S.Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	4,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	350,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	...	.....	" "	....	....
1st Mort. (Lal., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. & J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich.S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	...
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	...
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund	2,650,000	7	Jan. & July.	Boston.	1905	...
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Sks. Fd.	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	19 8	....
Atlan'ic Ave. Improve. Certif.	114,900	7		" "	'81-'82	....
1st Mort. (Smithtown & Pt.Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6				
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756,800	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1888	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O.	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..		" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1898	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant.	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,000,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7				
Income Bonds conv., non-cum.	2,000,000	3				
Mexican National:						
1st Mortgage, gold	7,500,000	6*			1911	....
Michigan Air Line (Mich. Cent.)						
1st Mort. (South Bend Di.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	5,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct.	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (North rn Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Miss. Cent.—See Chi., St. L. & N. O.						
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownsville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000						
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,578,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	1906	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1895	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000		6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000					
1st Mort. (Lav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000					
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.		1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000					
1st Mort (Lexington & Southern)	1,050,000					
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7				
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1893	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn. & Pacific R. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	6	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500					
Newburg and New York:						
1st Mortgage	250,000	7		New York.		....
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'98-'00	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,500,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,800	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	512,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D. & H. C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B. & N. F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,500	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	3,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656,000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,968,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	5,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold. Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1916	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1402	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl. M. & O.						
North Carolina:						
1st Mortgage	210,000	6	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1886	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	286,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort. l. g., gold, 1880	29,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
Construction Bonds	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600,000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,916,000	7	" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						....
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,892,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar.	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,600	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	500,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar.	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	839,200	7	.....	.....	....	....
Panama:						
General Mort., stg. (£1,000,000)	3,989,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond.	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	22,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa. R.R.)	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I. & P.):						
1st Mortgage guaranteed	800,000	8	Feb. & Aug.	New York.	1903	....
Peoria, Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	600,000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000,000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800,000	4-6	.....	Philadelphia	....	....
Loan of 1868, debenture	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M., gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499,900	7	Jan. & July.	"	1893	....
Improvement Mort. Loan, S. F	9,364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. stg. sinking fund	19,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	500,000	5-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000	13,036,000	7	Various.	Lond. or Phil.	92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg.	7.0,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $3 0 0,0000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek, Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,60.,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct.	" "	1912	....
Construction Bonds	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold	800 000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equa lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	1,000,000	4	June & Dec	Boston.	1937	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1896	....
Reading and Columbia (P.&R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.).	350,000	7	Jan. & July.	Philadelph a.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1880	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	177,316	6--	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelph a.	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupo	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage	150,000	10	Jan. & July.	New York.	1930	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage	1,500,000	6	Feb. and Aug.	Boston.	1893	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,.0.,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mo t. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,338,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	4.5,300	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,.32	8*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds	200,000	....	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F., guaranteed.	1,899,000	7	Jan. & July	New York.	1897	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	" "	1899	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	800,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesbury:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.	250,00.	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income	1,400,000	....	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880	200,000	4	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage	1,628,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsid.)	1,628,020	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,028,600	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,087,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	676,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bones ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1.000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	281,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
Terre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	3,177.000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cancinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1905 (" ")	841,000	6	March & Sept.	"	1905	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	...
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	8	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1855	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage 2d series (blue)	800,000	7	" "	"	1890	....
General Mortgage 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	...
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1903	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb & Danv.	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	'78-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	520,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	125,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	B ston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1900	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,903,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1896	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	3,500,000 6,48 ,000	7	Jan. and July. " "	New York. " "	1884 1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	730,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage, extended	1,709,350	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund	1,373,000	7*	May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London.	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Gauge of Track. ft-in	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Liabilities. Bonds. $	Liabilities. Accounts. $	Liabilities. Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Transported. Passengers. Number.	Transported. Freight. Tons.	Earnings. Gross. $	Earnings. Net. $	Dividends. pc.	Value of Shares. Par. $	Value of Shares. Market. p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	2	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,784	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,191	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,647	289,615	553,363	1,218,236	553,268	7	100	....
Oct. 31, 1879	242.0	17.5	62.0	4-9	76	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,564,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,634	.....	32,247	.....	1,656,433	1,500,000	12,889	.....	62.6	241,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,881,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	864	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	153,846	289.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	659,699	180,023	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	53	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,880,311	.....	.....	422.8	5,373,414	963,495	2,269,843	4,135,296	608,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	June 30	185,755	443,931	824,789	33,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,378	395,333	.....	428.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-5.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	.....	1,350	87	131,700	.....	.....	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,543,315	12,203,063	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	5,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch ¶ .....Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	286,007	223,674	10	100	....
Sept. 30, 1879	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	180,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	282.6	.....	140,428	494,022	1,043,015	136,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	347,456	689,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¾	50	....
Sept. 30, 1879	9.6	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	50	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,263	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	184,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,667	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	850,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	24,816,781	3,145,400	872,416	2,688,980	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,720	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	748	Boston and Lowell.....Mass.	5,247,682	441,534	1,112,574	731,181	3,250,000	2,396,400	406,082	680,789	86.3	1,225,353	2,876,531	1,068,280	1,599,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,317	*	4,803	56,301	3,260,000	977,000	79,493	83,021	50.0	183,202	79,176	107,569	259,497	116,898	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	.....	665,043	220,751	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Mar. 31, 1880	26.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	.....	1,431	48,903	871,002	554,300	217,442	L. 298,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Jun. 30, 1880	145.4	20.4	19.0	4-3.5	30	30	17	593	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	.....	1,633,957	46,060	165.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	2,850,000	*	1,919,274	188,067	1,800,000	2,556,800	15,849	585,894	165.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Sept. 30, 1880	8 8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	466,684	94,219	158,303	26,568	350,000	300,000	45,150	50,615	39.0	632,307	49,400	.....	13,197	deficit.	—	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	42,660	1,851	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,690	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brightho e.....Virginia	110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Bath and Coney Is.....N. Y.	837,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	43.8	...	...	4-8.5	6	5	2	29	Brooklyn, Flatb. and Coney Island. N.Y.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	87 960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	236	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,590	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buffalo and Southwestern.....New York.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,540,500	1,401,765	248,391	120.5	617.728	207 239	1,043,256	954,683	380,355	—	100	....
May 31, 1880	46.4	—	2.7	5-0	3	2	1	56	Burlington and Lamoille.....Vermont.	1,413,962	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	24,291	32,994	39,775	4,432	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	166,921	1,700,280	424.6	911,805	253,107	764,188	1,410 860	459,702	—	100	....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	157	Cairo and Vincennes.....Illinois & Ind.	7,065,000	*	.....	.....	4,595,000	2,500,000	.....	.....	146.5	305,462	.....	.....	231,530	21,228	—	100	....
Dec. 31, 1879	61.2	84.2	19.4	4-8.5	12	15	6	188	California Pacific (C. P.).....California	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	18,965,058	395,014	138,906	276,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,600	519,216	—	100	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... .....Canada.	1,997,886	868,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3½p	50	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	28	17	3,042	Canada Southern.....Canada.	3,861,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	23,777,145	*	6,088,639	485,484	15,000 000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,276	—	100	....
Mar. 31, 1880	242.0	—	122	4-8.5	22	18	5	325	Carolina Central.....N. C.	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Sept. 30, 1879	84.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	612,135	79,541	.....	2,339	589,110	.....	18	13,211	34.6	75,090	21,672	73,578	57,929	2,559	6	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,705	.....	3,190,490	1,537,935	—	100	....
Dec. 31, 1879	73.4	86.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	9,683,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	17,024,378	3,150,000	.....	.....	15,563,200	32,766,500	6,841,209	.....	130.2	1,324,938	.....	836,168	4,317,238	1,371,579	—	100	....
Dec. 31, 1879	158.0	273.4	31.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	135,021,029	8,080,469	10,234,033	1,464,793	54,275,500	93,192,285	306,605	16,382,538	1,218.1	7,203,591	6,842,307	1,875,348	17,163,163	6,945,300	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga.	5,182,315	*	372,842	23,826	2,578,000	2,700,971	144,941	105,122	431.4	2,311,811	648,184	1,204,627	2,464,264	755,506	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,892	.....	37,142	26,037	645,763	500,000	990	.....	195.0	866,625	62,384	96,476	458,167	228,105	—	100	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Ch raw and Darlington..... S. C	680.000	*	.....	.....	392.100	271,000	.....	.....	22.5	67,517	139,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	423.0	9.3	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	183,243	23,762,136	22,523,215	5,716,662	457,197	40.0	30,660	10,349	.....	52,568	26,581	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire..... .....N. H. & Mass.	2,395,239	322,266	.....	305,141	2,153,300	806,500	27,396	35,480	64.0	574,267	134,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	193.5	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,983	579,378	840.4	3,609 638	843.429	2,634,177	5,755,677	2,705,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152.0	1,600,088	146,218	749,340	1,020,794	389,445	—	100	..
Jun. 30, 1879	80.0	—	10.7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80.4	.....	.....	.....	524,373	196,911	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	16	12	715	Chicago & West Michigan. .....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	167.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,866,795	*	8,318,765	2,811,506	36,513,610	37,686,000	11,448 446	5,985,060	1,627.5	12,769,566	3,984,798	.....	5,574,635	17,349,849	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,227,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.6	.....	.....	146,571	270,586	45,477	—	100	....
Sept. 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah .....Wisconsin.	211,342	*	.....	.....	13 400	68,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11022	Chicago, Burlington & Quincy...Ill. & Ia.	88,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,865	1,857.3	8,000,617	2,076,184	1,686,353	14,817,105	7,260,088	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	416	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,240 193	283,825	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,858,744	41,349,500	1,591,292	3,531,538	2,231.0	7,655,701	1,855,446	2,569,734	10,012,820	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$ p.c
Dec 31, 1879	540.1	484 2	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,133	50 000,000	37,439,000	2,545,881	3,078,562	1,176.8	13,966,875	2,822,121	7,541,294	15,271,492	6,336,968	6½	100 ....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26876	Lehigh Valley.....N. Y. & Pa.	28,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,350	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,543,382	4	50 ....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	18,510	7,740	—	50 ....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,965,942	34,724	4 637,300	2,015,000	34,946	359,661	195.5	1,219,194	335,541	787,769	1,332,496	440,790	6	50 ....
Dec. 31, 1879	166.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶ ..... Ark.	7,010,817	*	961,167	8,199	4,096,135	2,648,500	1,628,826	L. 293,278	165 2	233,829	54,516	.....	362,160	166,829	—	100 ....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	881	Long Island ¶ .....N. Y.	6,271,300	*	.....	.....	3,290,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	338,359	—	100 ....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48.408	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100 ....
Jun. 30, 1879	185.:	909.7	—	5-0	186	67	33	3,112	Louisville & Nashville. Ill., T.,Ky. & Ala.	32.703,982	*	13,326,077	1,267,520	9,059,361	23,902,820	10,425,589	3,909,769	1,859.9	5,627,177	.....	.....	7,435.843	3,227,644	6	100 ....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington. Ky.	5,995,362	*	86,083	307,086	1,860,603	3,764,700	522,498	241,567	232.3	.....	395,673	463,833	1,129,632	425,271	—	50 ....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2,502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696,621	99,974	—	100 ....
Jun. 30, 1879	35.5	—	0.2	4-8.5	2	1	—	8	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,803,885	*	.....	8,987	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100 ....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,185	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,235	26,279	—	100 ....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	364.9	917,353	553,364	896,107	1,508,377	638,397	—	100 ....
Mar. 31, 1880	22.4	—	4.9	4-8.5	.....	.....	.....	.....	Manchester and Lawrence.....N. H.	1,000,000	.....	40,124	53,132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,899	100,745	—	100 ....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,812,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	160 ....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	893	Memphis & Charleston.....T., M. & Ala.	8,640 934	*	1,373,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100 ....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,698,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,253	425,621	138,367	—	100 ....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	196,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,001	1,445,655	3,513,819	7,346,794	2,647,202	6½	100 ....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192.511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,850	9,332	21,547	6,282	—	100 ....
Jun. 30, 1879	166.7	22.6	19.4	4-8.5	11	17	8	290	Midland of Canada .....Ont.	4,164.065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100 ....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100 ....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	268	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,671	284,600	393,649	114,382	—	100 ....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,193	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100 ....
Dec. 31, 1879	112.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,240	.....	118.0	116,620	.....	.....	155,520	31,458	—	100 ....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	24	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,731,621	296,652	676,785	3,344,292	1,368,772	—	100 ....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	2..	2,427	Missouri Pacific.....Missouri.	15,842,891	*	752,657	1,564,745	800,000	16,123,000	675,970	1,560,328	421.6	2,641,542	896,401	1,893,657	3,922,893	1,783,784	—	100 ....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 429	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	180,020	37,647	.....	228,040	78,704	—	100 ....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,469,244	*	796,892	1,143,042	5,320,600	16,250,000	160,116	667,463	506.0	1,468,475	238,960	335,552	2,284,616	824,966	—	100 ....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	382,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50 ....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—		Muncy Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14.400	2,774	11,684	8,905	924	—	50 ....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,476	232,738	800,000	300,000	207,739	142,782	53 6	328,530	546,963	829,081	435,285	146,911	7	100 ....
Mar. 31, 1880	49.4	—	4.0	4-8.5	.....	.....	.....	.....	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100 ....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,598	976,150	6,849 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25 ....
Sept. 30, 1879	56.5	—	10.1	4-8.5	11	13	8	107	Naugatuck.....Connecticut.	2,137,570	*	96,885	105,633	2,000,000	.....	29,858	309,230	61.2	243,382	261,469	199,845	499,188	222,275	10	100 ....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76 196	49,958	19 814	101.949	44,759	—	100 ....
Jun. 30, 1879	162.0	29.0	5.0	3-0	10	6	3	112	New Brunswick .....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100 ....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,315	36,403	—	100 ....
Sept. 30, 1879	58.6	—	8.0	4-8.5	.....	.....	.....	.....	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	33,224	887,350	1,164.500	249,154	.....	58.6	113,763	49,392	112,780	164,489	18,845	—	100 ....
Sept. 30, 1879	8.3	—	0.4	4-8.5	2	1	—		New Canaan.....Conn.	230,746	27,198	4,017	1,967	164,050	99,878	.....	.....	8.3	17,950	37,822	4,602	13,072	1,231	—	50 ....
Sept. 30, 1879	13.0	—	1.7	4-8.5	3	4	5	28	New Haven and Derby.....Conn.	1,083,419	*	5,622	8,871	447,100	525,000	125,812	.....	13.0	42,999	118,437	62,309	106,478	52,536	—	100 ....
Sept. 30, 1879	83.9	15.0	25.7	4-8.5	20	18	8	451	New Haven and Northamp. Conn. & Mass.	4,035,268	796,516	129,825	61,864	2,460,000	2,340,000	140,163	109,299	109.3	374,773	278,620	311,180	588,280	238,861	—	100 ....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,064	391,500	47,538	156,106	40,750	—	100 ....
Sept. 30, 1879	100.0	—	16.9	4-8.5	21	15	9	259	New London Northern....Conn. & Mass.	2,059,502	236,430	65,000	78,061	1,500,000	687,500	152,275	94,219	100.0	461,659	260,360	287,864	470.102	169,484	6	100 ....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach. .....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100 ....
Sept. 30, 1879	208.2	55.7	75.0	4-8.5	76	110	24	1,081	N. York & N. England..M., R. I. & Conn.	25,294 203	*	105,164	172,670	20,000,000	4,708,000	459,292	404,744	263.9	1,549,192	2,688,937	871,187	1,933,511	446,329	—	100 ....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	16486	New York Central & Hudson River. N.Y.	137,757,152	*	4,050,034	2,262,191	89,428,300	40,418,608	5,112,049	9,100,539	1,018 8	16 861,508	8,130,548	9,441,243	25,747,558	10,496,283	8	100 ....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—		New York Elevated.....N.Y.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,919,666	29,675,912	.....	5,239,849	1,068,149	10	100 ....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	628	314	97	20524	N. Y., Lake Erie & Western. N. Y. & Pa.	158,035,707	*	1,537,562	2,976,842	83,247,000	67,173,748	8,216,228	3,911,158	1,009.5	14,293,876	5,491,431	8,715 892	18,693,109	7,049,188	—	100 ....
Sept. 30, 1879	123.0	17.5	180.0	4-8.5	94	202	60	3,478	N. Y., N. H. & Hartford. N.Y. C. & Mass.	12,889,584	2,154,464	1,237,707	1,694,965	15,500,000	.....	331,431	2,145,292	202.3	.....	4,600,507	1,348,687	4,294,238	1,923,245	10	100 ....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1 873	N. Y. & Osw go Midland .....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	6,524,486	.....	344.0	410,479	213,161	216,100	528,592	84,401	—	100 ....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn. & R.I.	2,645,022	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	256,176	8½	100 ....
Sept. 30, 1879	223.1	—	14.5	5-0	.....	.....	.....	.....	North Carolina (R. & D.) .....N.C.	4,981,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	558.700	219.529	—	100 ....
Sept. 30, 1879	192 0	—	8.1	5-0	14	13	6	159	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	985,350	1,058,000	60,744	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50 ....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50 ....
Oct. 31, 1879	9.8	—	0.9	4-8.5	.....	.....	.....	.....	Northeast Pennsylvania.....Pa.	291.881	*	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	17,449	—	50 ....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,530,879	7,920,866	4,107,949	1,216,007	—	50 ....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491,913	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	489,006	112,439	5½	100 ....
Jan. 30, 1880	722.0	—	80.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn .Dak.,Wash.&c.	95,697,160	1,243,581	9,187,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	792,089	—	100 ....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245.696	472,172	104,390	—	100 ....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren ....Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,838	15,195	75,796	36,340	—	100 ....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,819	1,938,028	529,433	7,133,800	5,787,000	636.697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100 ....
Feb. 28, 1880	199.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,183	54,723	503,153	137,843	—	100 ....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191.663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m os. ending May 31, '80			1,138,627	721,069	2	100 ....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown. .....Ky.	4,277,636	*	34,976	112,804	2,853,000	1,441,194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	83,233	—	100 ....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....	28,729	161,744	2,156,367	1,120,907	13	100 ....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225.915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50 ....
Dec. 31, 1879	47.1	15.9	75.1	4-3	25	11	2	2,860	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50 ....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.....Pennsylvania.	69,975,140	*	81,173,668	12,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,667	5,948,648	13,684,042	21,745,628	9,992 008	4½	50 ....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville..... ..Ill.	3,229,700	*	.....	.....	1,229,700	2,146,780	609,564	.....	83.0	199,997	71,288	137,208	215,415	9,136	—	100 ...
Nov. 30, 1879	38.5	—	7.9	4-8.5	.....	.....	.....	.....	Perkiomen (P. & R.).....Pa	1,943,345	.....	125,092	47,896	38,040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	66,871	—	50 ....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,593	29,524	67,782	202,986	64,767	—	100 ....

Nov.	30,	1879	102.9	228.6	713.4	4-8.5	478	428	76	20248	Philadelphia & Reading	Penn	30,513,089	2,355,442	67,357,546	16,697,139	24,278,175	77,924,761	11,650,279			826.0	10,307,755	7,908,648	12,825,566	13,106,352	4,119,011	—	50	....
Oct.	31,	1880	96.3	15.8	149.0	4-8.5	78	136	50	1,318	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,213,690	*	3,076,773	534,868	11,585,760	3,740,500	643,078	955,908		212.7	1,874,822			3,263,110	1,366,223	8	50	....
Dec.	31,	1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	425,427	93,106	472,075	.....	767,790	192,428	.....	.....		9.1	49,200	143,893	71,488	141,245	19,604	—	50	....
Dec.	31,	1879	68.0	2.3	13.3	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,165		70.3	309,515	.....	371,461	335,649	157,923	—	50	....
Dec.	31,	1879	192.3	3.1	198.9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,834,910	1,679,297	1,439,976	8,437,200	12,497,000	2,128,367			1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,039	—	50	....
Dec.	31,	1879	468.4	—	2.9	3.8	4-9	278	155	59	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,619,721	*	200,000	.....	26,043,586	13,510,000	.....	.....		468.4	8,319,823	2,264,341	3,679,382	8,462,388	3,951,254	7	100	....
Dec.	31,	1879	95.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buff	N. Y. & Pa.	8,473,622	587,500	34,188	111,768	4,969,460	4,125,955	62,585	59,088		120.0	441,927	236,554	625,669	467,126	190,331	—	50	....
Dec.	31,	1879	24.0	—	1.3	4-9	—	—	—	4	Pittsb., Wheeling & Kentucky	W. Va.	613,367	.....	13,301	3,394	399,600	200,000	30,460	.....		24.0	61,106	63,123	121,808	77,599	33,349	—	100	....
Sept.	30,	1879	28.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	.....	.....	724,277	.....	16,000	.....		23.7	24,030	19,211	13,782	25,897	1,616	—	100	....
Sept.	30,	1879	94.0	—	10.0	4-8.5	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	292,838	52,915	87,556	1,052,186	2,649,000	186,737	114,959		94.0	190,603	82,514	120,879	271,494	102,046	—	100	....
Sept.	30,	1879	52.5	—	7.0	4-8.5	7	9	3	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	686,011	1,500,000	527,274	.....		52.5	171,068	109,004	106,829	145,702	19,252	—	100	....
Dec.	31,	1879	112.0	—	4.0	5-0	11	9	3	193	Port Royal and Aug	S. C. & Ga.	2,529,331	*	46,032	40,143	750,000	1,750,000	36,879	78,646		112.0	[15 mo	nths.	115,269	220,177	84,742	—	100	....
Sept.	30,	1879	38.5	—	1.9	3-0	2	1	1	80	Potomac, Fred. and Pied.	Va.	969,447	*	.....	.....	1,468,000	125,000	5,000	.....		38.5	37,160	6,675	23,025	23,177	6,715	—	100	....
Sept.	30,	1879	42.7	—	2.2	4-8.5	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,449,920	*	.....	.....	850,000	536,000	38,216	.....		42.7	61,402	45,000	20,2 2	51,844	8,516	—	100	....
Sept.	30,	1879	22.6	—	2.3	4-8.5	3	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	*	.....	.....	517,150	500,000	10,000	.....		22.8	54,889	76,861	35,564	79,988	39,302	—	100	....
Sept.	30,	1879	48.4	8.0	55.5	4-8.5	25	30	11	1,282	Providence and Worcester	R. I. & Mass.	2,932,386	102,407	54,425	261,409	2,000,000	1,176,000	619,577	129,913		66.7	449,538	1,639,126	675 589	914,476	392,198	5	100	....
Sept.	30,	1879	18.6	—	3.0	4-8.5	5	10	—	25	Providence, Warren and Bristol	N. J.	744,287	677,275	.....	.....	437,917	20,000	.....	.....		13.6	.....	213,105	49,419	89,364	15,421	6pf	100	....
Dec.	31,	1879	230.3	—	3.7	4-8.5	6	—	—	260	Pueblo, and Ark. Valley	Col.	6,809,000	*	2,036,947	110,260	6,084,260	2,691,000	173,490	107,518		230.3	[Includ	ed in Less	ees returns.]				100	....
Jan.	30,	1879	286.6	63.5	15.0	4-8.5	33	42	11	431	Que., Mon., Ottawa and Occid.	Ind.	10,500,000	*	.....	.....	.....	.....	7,811,245	.....		340.0	480,763	179,767	87,463	341,098	69,280	—	100	....
July	31,	1879	97.0	—	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	1,264,298	182,676	1,500,000	820,000	22 416	542,553		97.0	[14 m os.		58,178	.....	295,061	69,284	—	100	....
Sept.	30,	1879	22.5	2.3	2.5	4-8.5	7	7	5	115	Richmond and Petersburg	Va.	1,152,291	*	1,229,810	41,675	1,008,600	225,000	18,459	19,225		24.8	72,556	114,651	99,049	154,623	73 071	4	100	....
Sept.	30,	1879	80.0	—	7.2	4-8.5	13	14	10	121	Richmond, Fred'burg and Potomac	Va	2,509,718	67,553	439,309	101,009	1,530,500	847,774	77,176	595,697		80.0	167,937	119.575	68,005	314,840	152,864	—	100	....
Sept.	30,	1879	38.5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va	632,897	*	.....	.....	497,500	275,000	.....	.....		38.5	56,255	20,351	83,409	124,038	41,074	—	100	....
Dec.	30,	1879	107.6	—	10.7	4-8.5	11	10	5	246	Rochester and State Line	N. Y.	2,437,417	*	.....	.....	22,094	2,349,900	191,709	.....		107.6	400,566	104,098	325,210	275,898	39,813	—	100	....
Jun.	30,	1879	91.0	—	4.5	4-8.5	9	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	.....	.....	1,500,000	150,000	24,366	.....		91.0	219,205	95,936	206,737	365,892	102,028	5½	100	....
Sept.	30,	1879	141.1	48.5	54.9	4-8.5	52	50	25	1,175	Rome, Watertown and Ogdensburg	N. Y.	11,315,878	*	.....	.....	5,293,900	7,759,000	639,256	.....		403.9	1,079,013	514,770	871,083	1,143,289	308,648	—	100	....
Sept.	30,	1879	22.0	—	3.3	4-8.5	4	4	2	194	St. Croix and Penobscot	Me	364,000	*	27,383	18,508	100,000	200,700	1,014	108,177		22.0	24,844	12,271	.....	38,662	19,457	—	100	....
Mar.	31,	1880	10.5	—	0.5	4-8.5	2	5	3	16	St. Johns	Florida	218,000	*	.....	.....	110,000	108,000	.....	.....		10.5	22,750	.....	.....	26,852	16,656	5	100	....
Jun.	30,	1879	52.6	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont.	1,589,229	*	.....	.....	789,909	730,000	.....	.....		59.0	127,202	48,038	43,305	129,517	37,865	—	100	....
Dec.	31,	1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,693	171,988	22,063,420	6,786,087	304,117	335,082		392.4	1,103,388	94,355	471,310	1,672,438	948,494	—	100	....
Dec.	31,	1879	198.2	71.0	....	4-8.5	14	13	4	655	St. L., Alton & T. H.	Ill. & Ind.	11,768,490	*	653,144	598,847	4,768,400	7,000,000	1,093,812	154,179		264.0	.....	.....	.....	1,501,452	498,731	—	100	....
Dec.	31,	1879	469.5	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,694,908	*	4,455,463	893,522	21,468,961	30,068,657	1,692,341	.....		684.9	2,483,149	652,757	981,139	5,292,611	2,372,592	—	100	....
Dec.	31,	1879	41.5	18.7	2.5	4-9	4	1	—	98	St. Louis, Salem and Little Rock	Mo.	1,481,474	128,838	12,607	14,180	746,800	978,100	53,704	.....		60.2	.....	.....	.....	83,165	37,723	—	100	....
Dec.	31,	1879	158.3	—	29.5	4-8.5	32	14	10	702	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,330,209	*	1,560	2,069	3,928,010	4,499,000	227,546	.....		158.3	1,142,765	204,730	900,294	1,317,267	362,897	—	100	....
Jun.	30,	1879	156.0	—	22.0	4-8.5	24	10	4	486	*St. Paul and Duluth*	Minn.	9,097,866	.....	.....	.....	9,097,866	.....	.....	.....		60.2	.....	.....	.....	.....	.....	—	100	....
Jun.	30,	1880	207.1	395.4	37.9	4-8.5	66	69	*	1,493	St. Paul, Minn. and Man	Minn. & Iowa	31,686,882	*	570,990	1,582,102	15,000 000	16,324,900	1,522,707	992,367		656.0	.....	.....	.....	2,983,108	1,632,596	—	100	....
Dec.	31,	1879	49.5	—	7.0	4-8.5	3	3	2	66	Sacramento and Placerville	Ca.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691		49.5	.....	20,004	33,120	149.258	58,163	—	100	....
Jun.	30,	1879	60.0	—	2.0	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	.....	.....	2,321,080	2,137,000	418,297	31,467		60.0	42,631	11,200	11,000	53,244	11,557	—	100	....
Sept.	30,	1879	63.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N. Ala	Ga.	1,555,945	*	.....	.....	815,265	500,000	.....	.....		63.0	.....	.....	.....	52 960	22,375	—	100	....
Sept.	30,	1879	80.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke	Va. & N. Carolina	2,140,813	*	.....	.....	1,299,600	215,004	100,500	1,218,427		80.0	269,388	32,450	226,337	477,365	179,124	7	100	....
Dec.	31,	1879	27.3	3.8	12.2	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,450	.....	.....	.....	569,450	1,994,000	.....	.....		31.1	[Leased	to Northe	rn Central	Rental	$204,671.	12	50	....
Nov.	30,	1879	95.0	—	8.5	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046,631	147,940	25,000	.....	200,000	1,105,000	159,375	.....		46.0	.....	27,861	288,465	150,283	54,916	—	100	....
Sept.	30,	1879	32.3	—	1.5	4-8.5	3	2	2	23	Shepaug	Conn.	268,524	*	.....	6,625	299,700	400,000	.....	.....		32.5	38,394	10,956	20,528	54,175	18,605	—	100	....
Jun.	30,	1879	61.6	51.7	5.9	4-8.5	5	3	4	92	Sioux City and Dakota	Iowa & Dak.	3,246,384	*	.....	.....	2,400,000	900,000	.....	.....		113.2	730,853	23,784	74,684	277,338	75,619	—	100	....
Jun.	30,	1880	107.4	—	8.9	4-8.5	16	8	6	134	*Sioux City and Pacific*	Neb. & Iowa.	5,355,551	*	.....	.....	2,068,400	3,256,320	329,757	89,980		80.5	222,288	69,525	211,117	289,490	109,666	7pf	100	....
Sept.	30,	1879	25.0	—	1.0	4-8.5	2	1	1	12	Somerset	Maine.	799,488	*	94,837	.....	377,574	450,000	78,662	*		25.0	15,750	8,049	8,075	19,908	3,199	—	100	....
Sept.	30,	1879	183.0	6.3	26.0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	.....	.....	3,461,767	6,208,810	810 618	.....		139.3	590,226	83,017	468,195	873,197	314,586	—	100	....
Aug.	31,	1879	144.0	166.6	21.5	5-0	36	28	9	392	Southwestern (C. of Ga.)	Ga.	4,291,300	*	.....	.....	3,892,300	399,000	.....	.....		310.5	471,550	.....	.....	751,576	307,624	7	100	....
Jun.	30,	1879	167.5	—	13.8	4-8.5	14	3	36	289	Southern Minnesota	Wis. & Minn.	6,468,934	*	99,682	102,594	1,784,200	4,739,900	103,621	113,519		167.5	261,455	52.028	148,394	534,426	262,004	—	100	....
Sept.	30,	1879	69.0	—	3.4	5-0	5	4	2	31	Spartanb. Union and Col	S. C.	1,340,882	*	.....	.....	751,296	548,370	125,000	.....		69.0	.....	7,632	.....	75,616	20,834	—	100	....
Jun.	30,	1879	108.0	—	10.0	3-0	11	5	—	275	Springfield Southern	Ohio.	1,234,511	154,676	.....	.....	635,241	182,700	.....	.....		108.0	.....	73,889	91,477	117,400	10,292	—	100	....
Dec.	31,	1879	24.0	—	1.0	4-8.5	1	2	1	—	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	.....	1,000,000	400,000	41,678	.....		24 0	32.790	8,154	.....	63,088	16,070	—	100	....
Sept.	30,	1879	13 0	—	0 3	4-8.5	4	9	—	7	Staten Island	N. Y.	480,000	*	.....	.....	210,000	300,000	.....	.....		13.0	72,988	356,128	.....	264,518	85,346	20	100	....
Dec.	31,	1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....		34.0	104,230	.....	.....	123,168	32,091	—	100	....
Dec.	31,	1879	51.0	—	38.5	4-8.5	18	8	4	443	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	253,808	2,004,000	2,020,000	216,895	65,905		81.0	484,623	145,196	1,238,785	829,842	327,231	4½	100	....
Sept.	30,	1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	.....	.....	801,400	261,400	.....	.....		43.5	84.240	86,417	50,178	72,278	3,766	—	100	....
Oct.	31,	1879	79.7	34.1	39.6	4-8.5	44	22	17	1,466	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,600,000	793,627	1,262,660		113.8	1,018,962	232,586	1,287,601	1,082,374	404,371	8	50	....
May	31,	1880	179.7	264.1	42.7	4-8.5	52	21	12	928	Texas and Pacific	Texas.	27,418,108	*	2,439,888	338,408	7,902,560	21,220,633	618,856	464,435		443.8	1,545,829	191,788	525,693	2,589,222	1,045,704	—	100	....
Dec.	31,	1879	44.0	4.0	13.4	4-8.5	16	8	3	942	Tioga and Elmira State Line	Pa.	1,539,836	506,099	.....	.....	580,900	629,500	.....	1,417,559		54.5	287,829	73,186	691,137	387,225	171,571	—	50	....
Jun.	30,	1879	79.0	—	11.7	3-6	15	15	3	273	Toronto and Nipissing	Ca.	1,600,000	*	.....	.....	198,350	1,276,918	290,382	.....		106.5	194,303	89,618	81,694	172,155	45,551	—	50	....
Jun.	30,	1879	191.0	—	16.0	3-6	20	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,988	*	.....	.....	783,234	3,365 665	16,349	.....		191.0	310,025	118,652	92,855	284,947	80 512	—	100	....
Sept.	30,	1879	84.7	—	16.7	4-8.5	15	15	7	461	Troy and Boston	New York.	1,981,912	*	1,103,586	.....	1,669,016	2,199,500	408,149	.....		46.0	425,506	278,257	812 139	593 896	288,519	—	100	....
Sept.	30,	1879	74.0	—	6.3	4-8.5	7	8	2	1.4	Ulster and Delaware	New York.	1,073,359	*	1,751,912	16,846	1,139,500	1,532,600	170,017	.....		74.0	129,008	84,694	123,894	178,283	18,673	—	100	....
Dec.	31,	1879	1,037	5.0	20.0	4-8.5	178	121	41	3,115	*Union Pacific*	Nebr. Wy. & Utah.	114,493,819	.....	.....	.....	36,762,300	77,731,512	.....	.....		1,042 4	7,001,589	.....	992,886	13,201,077	7,725,574	—	100	....
Dec.	31,	1879	404.3	—	34.7	4-9	142	3.1	49	3,685	United New Jersey (Pa.)	N. Jer.	35,330,487	*	.....	.....	20,490,400	19,976,000	.....	.....		404.3	5,538,128	7,204,654	5,052,995	9,088,884	2,914,947	—	100	....
Apr.	30,	1880	36.5	—	1.8	4-8.5	6	7	5	29	Utah Central	Utah.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....		36.5	.....	.....	.....	447,034	291,972	11	100	....
Dec.	31,	1879	106.0	—	7.5	4-8.5	8	5	3	91	Utah Southern	Utah.	3,450,000	*	.....	.....	1,500,000	1,950,000	.....	.....		106.0	.....	.....	.....	327,558	177,042	—	100	....
Sept	30,	1879	87.0	—	13.2	4-8.5	18	20	14	212	Utica and Black River	New York.	2,378,739	418,847	183,100	238,519	1,771,720	1,112,000	54,735	180,751		180.1	432,840	218,019	108,880	475,508	184,977	2	100	....
Sept.	30,	1879	71.0	—	10.6	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	.....	.....	2,000,000	.....	207,387	.....		98.0	174,354	100,026	88,003	156,951	def. 1,106	—	100	....
Dec.	31,	1879	75.7	21.5	16.5	4-8.5	15	12	8	4	Utica, Chenango and Susq. Valley	N. Y.	4,148,103	*	.....	.....	4,000,000	.....	148,103	.....		97.4	406.078	217,668	325,600	521,766	def. 283	6	100	....
Feb.	28,	1879	140.0	2.0	10.0	5-0	17	10	5	91	Vicksburg and Meridian	Miss.	3,046,444	.....	134,110	81,077	1,397,603	3,166,973	38,474	.....		142.0	144.330	45,666	45,597	329,176	70,315	—	100	....
Dec.	31,	1879	64.2	1.4	37.0	4-8.5	24	10	4	369	Virginia and Truckee	Nevada.	3,715,350	712,279	.....	.....	6,000,000	1,000,000	.....	.....		53.7	458,810	.....	395.854	1,388,261	552,752	5½	100	....
Dec.	31,	1879	40.8	1.4	2.3	4-8.5	3	2	1	33	Wabash, Chester and West	Ill.	498,212	*	.....	.....	250,000	200,000	26,278	.....		42.3	.....	15,108	38,782	89,424	def. 3,996	—	100	....
Dec.	31,	1879	716.5	628.4	210.8	4-8.5	331	125	77	7,936	Wab., St. L. & Pacific	O., Ind. & Ill.	.....	.....	.....	.....	40,000,000	35,267,250	.....	.....		1,301.7	.....	.....	.....	8,224,565	2,624,777	—	100	....
Sept.	30,	1879	38.4	—	5.0	4-8.5	21	2	3	16	Wallkill Valley	N. Y.	298,799	*	660,000	11,893	320,000	532 000	108,691	.....		33.5	80,628	69,930	60,738	8 012	14,423	—	100	....
Sept	30,	1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	193,162	*	.....	.....	225,000	285,000	.....	.....		10.2	14,500	23,761	23,185	37,008	16.041	3½	100	....
Sept.	30,	1879	51.7	—	2.8	4-8.5	5	7	6	66	Washington and Alexa	Virginia	1,944,790	*	.....	.....	1,777,927	387,300	126,400	.....		51.7	99,745	28 889	27,839	97,470	22,281	—	100	....
Sept.	30,	1879	238.5	121.0	18.0	4-8.5	31	39	14	522	Wash. City, Va. Mid. & Gt. So.	Va & N C.	10,160,949	*	.....	.....	4,265,297	8,095,942	1,815,004	.....		389.5	825,137	131.911	514,018	964,738	347 052	—	50	....
Oct.	31,	1879	26.3	—	5.0	4-8.5	11	23	5	70	West Chester and Philadelphia	Pa.	1,547,105	163,012	349,717	143,209	821,300	1,100,000	53,146	228,598		26.3	255,190	738,127	95,439	304,452	128,535	7	50	....
Dec.	31,	1879	82.8	47.0	18.4	4-9	20	50	13	222	West Jersey	New Jersey.	2,395,749	459,297	1,082,971	138,450	1,359,750	2,523,000	102,845	99,372		128.4	471,745	659,862	162,467	544,151	245,855	2	100	....
Aug	31,	1879	116.0	51.0	8.3	5-0	10	13	8	260	Western of Alabama	Alabama.	3,275,012	*	177,000	43,082	.....	2,553,000	722,011	220,082		167.0	322,840	.....	.....	579,493	254,968	—	100	....
Sept.	30,	1879	192.0	20.7	26.2	4-8.5	59	12	12	612	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,885	4,000,000	3,500,000	354,853	306.207		212.7	585,993	160,254	348,422	773,561	234,716	—	100	....
Sept.	30,	1880	163.6	17.0	13.0	4-8.	28	22	11	370	Wilmington and Weldon	N.C.	3,240,224	*	13.900	154,752	1,456,200	1,619,100	49,792	383,784		180.5	464,464	.....	.....	668,175	188,925	3	100	....
Sept.	30,	1880	189.0	—	13.0	6-0	27	12	6	327	Wilm., Colum. and Augusta	N. C. & S. C.	2,556,532	*	26,195	243 999	930,000	1,600,000	112,315	164,411		189.0	396,551	.....	.....	547,446	145,423	—	100	....
Dec.	31,	1879	249.9	70.0	17.9	4-8.5	25	18	8	627	Wisconsin Central	Wis	19,828,023	*	.....	.....	11 486,800	8,168,000	.....	193,091		485.7	708,741	167,085	325,078	861,091	353,952	—	100	....
Dec.	31,	1879	108.0	—	11.5	4-8.5	5	4	1	543	Wisconsin Valley	Wis.	2,853,769	306,132	104,728	28,767	2,026,256	1,149,745	78,278	39,087		90.0	.....	28,197	124,152	225,983	92,386	—	100	....
Sept.	30,	1879	45 7	—	30.6	4-8.5	20	2.	7	482	Worcester and Nashua	N.H.& Mass.	2,121,779	390,686	540,344	62,020	1,789,800	1,050,000	56,882	268,458		94.5	374,398	322,925	382,163	478,082	175,457	—	100	....
Jun.	30,	1879	65.0	—	2.0	3-0	5	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....		23.5	22,766	3,972	16,147	4,446	1,369	—	100	....

Stevens' Patent Railroad Car Brake.

In the United States Circuit Court, Baltimore, on the 17th inst., Judge Morris overruled the exceptions by defendant in the case of Asahel Emigh vs. the Baltimore and Ohio Railroad Company to the reports of R. Lyon Rogers, master in chancery, in favor of complainant, and award of a large sum for the use of Stevens patent railroad car-brake. The Judge signed a decree in favor of complainants at the rate of $25 per car per year, amounting in the aggregate to $87,775. The suit by Emigh against the company for the use of the Stevens patent of a car-brake extending over a number of years was brought several years ago. It was referred to Commissioner Rogers as master to take testimony and state an account showing how much was due. The company excepted to the amount found by the master, which exceptions, as stated above, have been overruled by the court.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending March 12, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad	163,258	1,846,206	1,714,179
Schuylkill Canal	.....	.....	38,041
Lehigh Valley	144,387	1,420,724	1,079,455
Del., Lack. & Western.	96,839	783,651	567,310
Shamokin Valley	18,339	180,731	148,404
Central New Jersey.	83,356	723,814	552,807
United R. R. of New Jersey	38,834	299,601	185,211
Pennsylvania Coal	21,623	199,408	125,137
Delaware and Hudson	92,969	687,225	612,049
Huntingdon & Broad Top Mt	9,867	85,169	85,047
Penn. and New York.	29,095	337,908	311,989
Clearfield, Pa.	46,418	362,747	323,303

The total tonnage of anthracite coal from all the regions for the week ending March 12, as reported by the several carrying companies, amounted to 572,900 tons, against 348,824 tons in the corresponding week last year, an increase of 224,076 tons. The total amount of anthracite mined for the year is 4,877,546 tons, against 3,713,075 tons for the same period last year, an increase of 1,164,471 tons. The quantity of bituminous coal sent to market for the week amounted to 96,537 tons, against 15,846 tons in corresponding week last year, an increase of 80,691 tons. The total amount of bituminous mined for the year is 770,140 tons, against 676,561 tons for the corresponding period last year an increase of 93,579 tons. The total tonnage of all kinds of coal for the week is 669,437 tons, against 364,670 tons in corresponding week last year, an increase of 304,767 tons, and the total tonnage for the coal year is 5,647,686 tons, against 4,389,636 tons to same date last year, an increase of 1,258,050 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending March 5th was 176,146 tons, of which 126,094 tons were coal and 50,052 tons coke. The total tonnage for the year thus far has been 1,490,704 tons, of which 1,079,764 were coal and 410,940 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended March 12 were 35,188 tons, and for the year 272,905 tons—a decrease of 71,484 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 31,472 tons, year, 240,671 tons; decrease as compared with 1880, 60,901 tons. Chesapeake and Ohio Canal, none; decrease as compared with 1880, 2,584 tons. Pennsylvania Railroad—week, 8 715 tons; year, 32,234 tons; decrease as compared with 1880, 7,908 tons.—[Phila. Ledger, March 21.

Railroads in Russia.

The Pall Mall (Eng.) Gazette says that the Russian Government, after five years' cessation from railway building is once more turning its attention in that direction, and then adds:

There are now 40 railway companies in Russia working 23,000 kilometres of metaled road, but only six of them pay dividends, of from 6 to 21 per cent. All the rest are kept going at the cost of the State. After having tried the plan of allowing private companies to make railways, the Government has abandoned it in disgust, and the new Russian lines will be constructed by the State. For the Polish line from Dombrova to Ivangorod the old system of construction by concessions granted to companies will be maintained. The lines between Ekaterinburg and Tumen and that of Ekaterinoslay, which will unite the Dnieper and the southern coal-fields, will be constructed by engineers nominated by the Minister of Public Works and representatives of the Treasury. Funds are to be raised by foreign loans.

Sault Ste. Marie Canal.

The new lock and canal at Sault Ste. Marie will be ready for use about July 1, 1881, with a depth of water at the present stage of sixteen feet. The river has been dredged to sixteen feet for forty miles southward from its head. Now that the final appropriation—$150,000—for the completion of these improvements has been made by Congress, our shipping will have the use of the increased depth of water—sixteen feet—throughout the entire channel between Lake Superior and Lake Huron, in 1881, excepting at two points—Lake George and the East Neebish rapids. The work in Lake George is under contract for completion in 1882. The improvement of the channel at the East Neebish rapids has been in the hands of the Government of the Dominion of Canada.—[London (Ont.) Free Press.

Judge Drummond, in Chicago, has entered an order directing the receiver of the Chicago, Pekin and Southwestern Railroad Company to pay A. Lawrence Hopkins, Receiver of the Toledo, Peoria and Warsaw Railway, the sum of $9,193 73 for rent of that portion of the Toledo, Peoria and Warsaw Railway lying between Eureka and Washington, in Illinois. The receiver was also ordered to pay Fowler & Sellars $1,240 in full of their claim. Judge Drummond also directed the receiver of the Chicago and Iowa road to pay John H. Wrenn and William B. Wrenn $17,646 81, which is the full amount of their claim against the corporation. The receiver was also directed to pay a claim of the Bank of Montreal amounting to $4,852 85.

The Delaware River Railroad running between Woodbury, N. J., and Pennsgrove, is about to be extended from the latter terminus to a point three miles further down the Delaware river, known as Deep Water Point. This is being done with a view of establishing a ferry from that point to Wilmington, Del. The new company has also made contracts for a large number of railroad ties, with which to repair the road between Woodbury and Pennsgrove. The cost of the extension, the new wharves and slips, one or two new ferry boats and the repairs to the present road, will reach $100,000.

The Delaware and Raritan Canal was opened for navigation on the 21st inst.

Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 22.

	W.16	Th.17	F.18	Sa.19	M.21	Tu.22
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	40	40	41	41	42	44
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	116¼	....	....	....	....	115¼
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	27¼	28¼	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	17	....	....	....	....
Preferred	52¼	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	9¼	9¼	9¾	10¼	10¼	....
Preferred	14¼	15	15¾	16¼	14¼	14¼
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	46¾	46¾	46¾	46¾	46	45¾
6s, 1884	....	107	....	....	....	....
Gold Loan	....	....	113	113	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	117¼	....	118	....	....
Lehigh Valley	62	62	62	61¾	61x	60¾
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg.	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	135
Consol. mort. 6s	118	....	....	....	....	....
Consol. mort. 6s, reg.	118	....	118¼	....	....	....
Little Schuylkill	....	....	....	....	....	53
Minehill & Sch. Haven	58¾	....	....	....	58	58
North Pennsylvania	59	59	59	....	....	58¾
1st mortgage 6s	....	107	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup.	....	....	....	....	....	....
Gen'l Mort. 7s, reg.	....	....	....	....	....	....
Northern Central	48¾	48¾	49	49¾	....	....
6s	99¾	....	....	99¾	....	....
Northern Pacific	49¼	49¼	49¼	47¾	48¾	48¾
Preferred	73	73	73¼	73	68¾	68¾
Pennsylvania R. R.	66¾	66	66	66	65¾	65¾
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg.	....	127	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	119¼
Consol. mort. 6s, reg.	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	104¾	....	104¼	....	....	104¾
do. 5s, new	117¼	....	117¼	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	32¾	32¼	32¾	32¼	30¾	30¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s. new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	124	....	....	....	....
Consol. mortgage reg.	123	124	124	....	....	....
Gen'l mortgage 6s	....	....	93¾	chp.	....	....
Philadelphia and Erie	29	27¾	28¼	29¼	27¾	28¾
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	117¼	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	121¼	....
Pittsb., Titusv. & Buff.	20	19¾	20	19¼	19¾	19¾
7s	....	....	....	93¼	....	....
Schuylkill Navigation	5¾	....	....	....	....	5¾
Preferred	12¾	12	....	....	....	....
6s, 1872	103	....	....	....	....	....
6s, 1882	....	....	....	....	....	....
United Co. of N. Jersey	....	....	183	180	180	....
Hestonville, (Horse)	19¼	19¼	....	....	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 22.

	W.16	Th.17	F.17	Sat.19	M.21	Tu.22
Baltimore and Ohio	201	202	200¼	205	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	113¾	....	....	113¾
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	120¼	....	121	....	120¾
2d mortgage, 7s	88¾	88¼	....	....	89	89¼
3d mortgage, 8s	44¼	45¼	....	....	....	45¾
Northern Central ($50)	....	....	48¾	....	....	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	117	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	125	....	....
2d mortgage, 6s	....	....	....	128	....	....
3d mortgage, 8s	106	....	....	....	....	....
4th mortgage, 8s	60	....	....	....	....	....
O., Alex. & Manassas 7s	101	....	....	....	101	100¾
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	81¾	81¾	81¾	81¾	79¾	77¾
Consol. Coupons	94	94¾	94¾	....	94¾	....
10-40 bonds	50¾	50¾	50¾	50¾	49	48¾
Deferred Certificates	....	....	....	....	15	....
Western Maryland	....	....	....	13¾	13¾	13¾
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	113¾	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
'21 Mort., preferred	....	....	109¾	....	....	....
City Passenger R. R.	38	....	39	38	38	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 23.

	Th.17.	F.18	Sat.19	M.21	Tu.22	W.23.
Adams Express	....	....	....	....	....	128½
Albany and Susq	122½	....	....	....	....	123
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	110
American Express	71	72½	73	73½	....	73
Atlantic & Pacific Tel	46½	....	....	....	....	46
Burl., C.R. & Nor	74	75½	....	75	....	70
1st mortgage 5s	99½	100	....	....	99½	99½
Canada Southern	81½	82	81½	79½	79½	78½
1st mortgage guar	99½	100	100	99½	....	99½
Central of N. Jersey	105½	103½	104½	102½	101½	96½
1st mortgage 1890	....	118½	....	....	....	....
7s, consolidated, ass.	....	117	....	117	117	116½
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	....	....	....	101½	100½	99
Adjustment	....	110½	....	110½	110	....
Central Pacific	86½	86½	....	86	85	84½
6s, gold	113	113	113½	....	....	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	23½	24½	....	24½	24	23½
Chicago and Alton	....	....	....	138	....	137
Preferred	....	....	....	....	....	140
1st mortgage	120	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	162½	165	165½	163	163	162
7s Consol, 1903	126	126½	127	....	....	127
Chic., Mil. and St. Paul	112½	112½	111½	110½	110½	109½
Preferred	....	....	....	123½	123	121
1st mortgage, 8s	130	133	....	....	....	....
2d mortgage, 7 3-10s	122½	123	....	....	....	....
7s, gold	122	....	....	....	....	....
1st M. (La Crosse div.	....	....	121	121	....	....
1st M. (I. and M. div.)	....	122	....	....	....	....
1st M. (I. and D. ext	....	122	122½	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	....	121	121½	....	....	121½
Chic. & Northwestern	123½	122½	122½	122	122	121½
Preferred	....	....	134	134	133	132
1st mortgage	110	....	109½	....	....	....
Sinking Fund 6s	110	110	....	110½	....	....
Consolidated 7s	....	....	130½	130	....	....
Consol. Gold bonds	....	....	....	....	....	....
Do. reg	....	....	25	....	....	....
Chic., Rock Isl. & Pac.	132	134½	....	133	133	132
6s, 1917, c.	....	....	....	....	122	122
Clev., Col., C. and Ind	....	86	87½	....	86½	86
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	131	....	....	132	132½	132
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	111½	....	....
Col., Chi., & Ind. Cent	25½	25	25½	24½	24	23½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	111½	111½	111½	110½	109½	107½
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	107	....	107	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	126½	126	125½	123½	122½	118½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	128	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext	....	....	....	....	103½	....
3d mortgage	....	108	....	....	....	108
4th mort. 5s, ext	109	....	....	....	109½	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	127	127	....
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	110	....	....	110	....
Hannibal & St. Joseph	55½	55½	57	55½	54½	53½
Preferred	102½	103½	103	102	101½	100
8s, Convertible	....	....	....	....	....	....
Houston & Tex. Cent.	66½	....	67½	....	67	66
1st Mortgage	....	109½	....	109½	....	....
Illinois Central	137	136½	136½	136½	134½	133
Lake Shore & Mich So.	126½	127½	128½	126½	127½	126½
Consol. 7s	....	....	....	....	....	127
Consol, 7s, reg	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	119	....	....	....
Louisville & Nashville	92	92½	93	92	91½	90½
7s Consolidated	....	121½	122	....	....	....
Manhattan	39½	39½	39½	39	39	38
Metropolitan Elevated	120	119½	120	120	115	112
1st Mortgage	105	....	105½	105½	105½	104½
Michigan Central	111½	111½	112½	111½	111½	110½
7s, 1902	125½	126½	....	126½	....	....
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	....	....	....	121	....	....
1st mortgage	....	....	....	135½	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	120	120	120	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	124½	....	....	....
N. Y. Cent. & Hud. Riv.	145	144½	145	144½	144	143
6s, Sinking fund, 1883	....	105	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg	....	....	....	....	....	....
N. Y. Elevated	126½	127½	127½	127½	....	125
1st mortgage	....	119	....	119	119½	....
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	132	....
1st mortgage, reg	....	....	....	....	132	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
N.Y., Lake Erie & W.	47½	45½	47½	46½	46½	45½
Preferred	87	....	....	....	84½	84½
2d Consolidated	99½	99½	99½	99½	99½	99½
New 2d 5s fund	....	....	....	....	....	95½
N.Y., N. Haven & Hart	177	....	174½	....	....	165
North Missouri 1st M.	....	....	....	....	....	123
Northern Pacific	47½	49½	48	43½	43½	41½
Preferred	73½	73½	72	68½	68½	67½
Ohio and Mississippi	44½	44½	44½	43½	43½	42½
Preferred	107	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	110	....	....	....	....	....
Pacific Mail S. S. Co.	57½	58	58	56½	56½	54½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	64½	64½	....	61½	62	58
Pitts., Ft. W. & Chi. gtd	134	....	133½	....	....	....
1st mortgage	....	....	130	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	138	145	144
Quicksilver Mining Co	....	15½	15½	....	....	....
Preferred	60½	61½	61½	61½	61	....
St. Louis & San Fran.	42½	42½	....	41½	41	....
Preferred	64	64½	65	64	....	....
1st Preferred	94	94½	95	....	....	94
St. L., Alton and T. H.	42½	45	46	42	41	....
Preferred	130	130½	128	126	126½	125
1st mortgage	....	....	....	....	....	....
2d mort. preferred	109	....	....	....	....	....
Income bonds	105	....	....	....	....	....
St. L., Iron Mt. & S. As.	65½	65	64½	64½	64	62½
1st mortgage	....	....	....	....	....	....
2d mortgage	111½	....	....	111½	....	....
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	119½	119	119½	118½	118½	116½
1st mortgage	113½	113	113½	....	113½	113½
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	120½	....	57½
United States Express	....	....	58½	58	....	....
Wabash	....	....	....	....	....	....
1st mortgage	111	....	....	....	....	111
2d mortgage	....	....	....	....	110½	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	109	109
Wabash, St. L. & Pac.	46½	46½	46½	46½	45½	44½
Preferred	88½	89	89	88½	87½	87½
New Mort. 7s	....	109	108½	109	....	....
Wells-Fargo Express	....	118½	....	....	....	116½
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	114½	114½	114½	113½	113½	113
7s, S. F. conv., 1900	....	....	122	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Mar. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Atch., Top. and San. Fe.	139	138½	138½	137½	137½	137½
1st mortgage	....	....	119½	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	119
Boston and Albany	168½	168	168	....	168½	168½
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	104	104	....	....	103½
Boston and Maine	150	149½	150	150	....	149½
Boston and Providence	....	159	160	....	....	160
Boston, Hart. & Erie 7s	59½	60½	61½	61½	60½	60½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	89	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	162½	164½	164½	163½	....	163
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	28	28½	28½	27½	27½	27½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	38	38	38	37½	....
New 4½ Bonds	104½	104½	104½	....	104½	....
Fitchburg	....	145	145	150	150	149
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	110	....
N. Y. & New England	....	57	59½	58½	58½	57½
7s	....	....	....	....	....	....
Northern, N. H.	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	41½	44½	48	48	47½	47½
Preferred	....	....	....	....	....	....
Old Colony	....	128½	....	....	128	128
Ph., Wil. & Balt. ($50)	78	....	77½	77½	78½	78
Portl'd, Saco & Ports.	....	115	....	....	....	....
Pueblo & Ark. Val	....	....	....	....	....	....
7s	....	....	117½	....	....	....
Pullman Palace Car	....	139½	139½	139	144	143½
Union Pacific	119½	....	....	....	119	....
8s	112½	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	120	....	119½	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	72	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	240	235	....	245	245	245
Quincy	83½	83½	....	83½	83½	83½

New York Stock Exchange.

Closing Prices for the week ending Mar. 23.

	Th.17.	F.18.	Sat.19	M.21.	Tu.22.	W.23.
Federal Stocks:—						
U. S. 4s, 1907, reg	112½	....	112½	112½	112½	
U. S. 4s, 1907, coup	113½	113½	113½	....	113½	113½
U. S. 4½s, 1891, reg	....	....	....	....	....	111½
U. S. 4½s, 1891, coup	....	....	....	....	111½	....
U. S. 5s, 1881, reg	....	....	....	....	....	101½
U. S. 5s, 1881, coup	101½	101½	101½	101½	101½	101½
U. S. 6s, 1881, reg	....	....	....	....	....	....
U. S. 6s, 1881, coup	....	....	....	....	....	....
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	102½	....	....
Dt. of Col. 3-65s, coup	....	102½	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Feb. 25.	Mar. 4
Baltimore and Ohio (sterling)	116 —118	113 —115
Central of New Jersey $100 shares	110 —112	110 —112
Do. Cons. Mort. Oct. '79 coupon	119 —118	116 —120
Do. Adjustment bonds	115 —121	115 —120
Do. Income bonds	108 —110	106 —108
Det., Gd. Haven & Mil. Equip. bds.	115 —117	115 —117
Do. Con. M. 5 p.c. till '84 after 6 p.c.	111 —113	111 —113
Illinois Central $100 shares	136 —138	137 —139
Lehigh Valley Consol. mortgage	116 —118	116 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —138
Do. $100 shares	152 —153	152 —154
Do. Mort. bonds (6s)	120 —122	120 —122
N. Y., Lake Erie & West., $100 shs	50 — 51½	50½ — 51
Do. 6 p. c. pref. $100 shares	90 — 92	91 — 93
Do 1st Con. Mort. Bonds (Erie)	129 —131	129 —131
Mort. Funded Coupon bonds	126 —128	126 —128
Do. do. 2d do.	103 —104	103 —104
Do. 2d Consol. Mort. bonds	99 —101	99 —101
Do Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds	65 — 66	68½ — 69
Do. Prior Lien Bonds (sterling)	111 —113	108 —110
Pennsylvania, $50 shares	66 — 67	68 — 69
Do. Con. Sink. Fund Mort	120 —122	120 —122
Philadelphia & Reading $50 shares	34½ — 34¾	34½ — 34¾
General Consol. Mortgage	114 —116	114 —116
Do. Improvement Mortgage	103 —104½	104 —104½
Do. Gen. Mort. '74, ex-deferd. cou.	96 — 98	96 — 98
Do. Scrip for the 6 def. ½ coupons	90 — 95	93 — 98
Pittsbg, Ft. W. & Chic. Equip bds.	108 —110	108 —110
St. Louis Bridge 1st mort. gold bonds	122 —124	123 —125
Do 1st pref. stock	84 — 86	84 — 86
Union Pacific Land Grant 1st mort.	116 —118	116 —181

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, March 24, 1881.

The money market has been easy during the day at 4@6 per cent, 5 per cent being the ruling rate for call loans, closing at 3@4 per cent. Time loans were 5@6 per cent. Prime mercantile paper, 5½@6 per cent.

The market for foreign exchange was quiet and steady. The posted rates for prime bankers' sterling were 4.80½ and 4.83. The actual rates, 4.79½@4.80 and 4.82@½. Cables, 4.82¾@4.83. Prime commercial bills, 4.78¼@½.

The Governors of the Stock Exchange have admitted to dealings at the Board the following securities:

Louisville, New Albany and Chicago Railroad Company—First mortgage bonds, $3,000,000, principal due July 1, 1910; interest 6 per cent per annum, payable January 1 and July 1 in each year; principal and interest payable at the National Bank of Commerce in New York.

Central Branch Union Pacific Railroad Company—Atchison and Pike's Peak Railroad Company first mortgage bonds, $1,600,000; dated May 1, 1865, payable May 1, 1895; interest 6 per cent payable May and November 1. Funded coupon bonds, $638,000; dated April 1, 1879, payable May 1, 1895; interest 7 per cent payable May and November 1. These bonds are secured by a pledge with the trustees of the unpaid coupons up to and including that maturing November 1, 1878, from the first mortgage bonds above enumerated. These two classes of bonds constitute a first mortgage on the company's road of

$22,388 per mile. Atchison, Colorado and Pacific first mortgage bonds, now issued $3,672,000; dated December 24, 1879, payable May 1, 1905; interest 6 per cent payable February, May, August and November 1. Atchison, Jewell County and Western first mortgage bonds, now issued, $542,000; dated December 1, 1879, payable May 1, 1905; interest 6 per cent payable February, May, August and November 1. Both of these last named mortgages are guaranteed by indorsement of the Central Branch Union Pacific Railroad Company, and provide for a further issue of bonds of the same tenor and date at the rate of $16,000 per mile upon any further extensions that may be built.

The closing quotations on Thursday were: Adams Express, 127@130; American Express, 70@71½; American District Telegraph, 64@65; Atlantic and Pacific Telegraph, 46@47¼; Chicago, Burlington and Quincy, 161½@162; Canada Southern, 78@78¼; Chicago and Northwestern, 120½@120¾; do. pref., 130@132; Chicago and Alton, 136@136¾; Chicago, Milwaukee and St. Paul, 108¾@109; do. pref., 121¼@123½; Chicago, Rock Island and Pacific, 131@132½; Columbus, Chicago and Indiana Central, 23¾@24¼; Delaware and Hudson Canal, 107⅞@108; Delaware, Lackawanna and Western, 118⅝@118¾; Hannibal and St. Joseph, 53¾@54; do. pref., 100@100¼; Illinois Central, 132½@132¾; Lake Erie and Western, 50¼@51; Lake Shore and Michigan Southern, 125⅞@126; Metropolitan Elevated, 114¼@115; Manhattan Elevated, 88⅜@88½; Michigan Central, 109⅜@109⅝; New York Elevated, 122½@124; New York, Lake Erie and Western, 45¾@45⅞; do. pref., 85@—; New York, Ontario and Western, 34¼@34⅜; New York Central and Hudson River, 142¼@142¾; Ohio and Mississippi 42⅞@43; Panama, 212@228; Pacific Mail, 54¼@54½; St. Louis, Iron Mountain and Southern, 63@63⅛; St. Louis, Alton and Terre Haute, 40@41½; do. pref, 122@126; Texas and Pacific, 53@53⅛; Union Pacific, 116@116¼; United States Express, 56@58; Wells Fargo Express, 117@118; Western Union Telegraph, 113@—; do. ex. div., 78½@78¾; Wabash, St. Louis and Pacific, 44¾@44⅞; do. pref., 85¾@86.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am, Dock and Imp. 7s, 132; Albany and Susq. 1st consol., 114; Boston, Hartford and Erie 1st, 60¼; Chicago, St. Louis and New Orleans, 69¾; Chesapeake and Ohio 1st pref., 84½; do. 2d pref., 26; do. cur. int., 52½; do 1st, Series B, 82⅛; Chicago, St. Paul, Minneapolis and Omaha, 41⅛; do. pref., 99; do. consol., 104; Cedar Falls and Minnesota, 23⅛; Cincinnati, Sandusky and Cleveland, 56; Col., Chi. and Ind. Cent. Inc., 69; do. 1st Trust Co. certif. ass. sup., 109½; Chicago, Milwaukee and St. Paul 1st Southern Minn. div., 106¾; do. Chicago and Pacific div., 109½; Central Iowa 1st, 110; Cairo and Fulton 1st, 110; Denver and Rio Grande, 101⅝; do. 1st, 116; do. consol., 113½; Danbury and Norwalk, 71½; Dubuque and Sioux City, 79; Denver, South Park and Pacific 1st, 107⅜; East Tenn., Va. and Ga. 1st, 117; Flint and Pere Marquette pref., 89½; Galveston, Houston and Henderson 1st, 75; Hudson River 2d S. F., 110¼; Houston and Texas Central 2d, M. L., 127; do. 1st inc. and ind., 100; International and Gt. Northern, 68⅛; do. 1st, 109½; do. 2d Inc., 95; Ind., Bloom. and Western, 73; do. Inc., 78; do. 1st pref., 119; Kansas Pacific 1st consol., 105⅛; do. Inc. No. 16, 105; do. 6s, Denver Div. ass., 108; do. 6s, J. & D., 1896, 108; Keokuk and Des Moines, 19; do. pref., 43; do. 1st, 104½; Louisville and Nashville Gen'l mort., 6s, 104¼; do. N. O. & M. 1st, 102; Laf., Bloom. and Muncie 1st, 108; Lake Erie and Western, 51; Louisville, New Albany and Chicago, 72; Louisiana and Missouri River, 27⅜; Lehigh and Wilkesbarre consol. ass., 109; Minneapolis and St. Louis 1st, Iowa ext., 109; Mobile and Ohio, 23; do. 1st deben., 85; do. 2d deben., 52; do. 4th deben., 41½; do. new mort., 109½; Missouri, Kansas and Texas, 43½; do. consol. ass., 106¾; do. 2d, 83; Milwaukee, Lake Shore and Western, 43½; Manhattan Beach, 36¾; Marietta and Cincinnati 1st pref., 11½; do. 2d pref., 7¼; Michigan Central 8s, 110; Metropolitan Elevated 2d, 96½; Nashville, Chattanooga and St. Louis, 83; do. 1st, 118; New York, Ontario and Western, 34¼; New York, Pennsylvania and Ohio inc., 65½; New Jersey Southern 6s, guar., 101; Northern Pacific bond certif., 102¼; Nashville and Decatur 1st, 116½; Ohio Central, 30¼; do. 1st, 104⅛; do. Inc., 60; do. Terminal Trust 6s, 101; Oregon Railway and Nav., 151; Ohio and Mississippi 1st, Springfield div., 115⅞; Peoria, Decatur and Evansville, 37½; do. Inc., 77; Rensselaer and Saratoga 1st, 135; St. Louis, Kansas City and Northern, Omaha div. 1st, 119; St. Louis and Iron Mt., 1st pref. inc., 92⅞; do. 2d pref. inc., 84½; do. 1st Ark. Br., 111; St. Louis and San Francisco 2d, class A, 102½; do. B, 87; do. C, 86⅜; Syracuse, Binghamton and New York 1st, 122; St. Paul and Duluth, 89¾; St. Paul, Minn. and Man., 92; do. 1st, 110¼; do. Dakota Ext., 106; Southern Pacific of California 1st, 104⅝; St. Paul and Sioux City 1st, 112; Toledo, Delphos and Burlington, 30; do. Inc., 48; do. 1st, 96½; Texas and Pacific, 53; do. income L. G., 82½; do. Rio Grande div. 1st, 97½; Wabash, St. Louis and Pacific Gen'l mort. 99; Winona and St. Peter 2d, 109; Alabama Class A, 72; Arkansas 7s, (L. R., P. B. and N. O.) 10½; do. 6s, Fund, 25; Georgia 6s, 111; Louisiana 7s, consol., 59¾; Missouri 6s, 1887, 110½; do. 6s, H. & St. J. issue, 1887, 109; North Carolina 6s, new, A. & O., 21; South Carolina 6s, non-fund., 5; Tennessee 6s, new, 63; do. old, 62⅞; Virginia 6s, def., 15; Am. Dist. Tel., 63¼; Sutro Tunnel, 1⅝; Colorado Coal and Iron, 46½; do. 6s, 96; Maryland Coal, 28; New Central Coal, 27¼; Central Mining, 4⅞; Caribou, 2⅞; Excelsior, 5½; Little Pittsburg, 3½; Mariposa, 4; Standard, 25½.

Philadelphia.—Allegheny Valley Income scrip, 37½; Catawissa new pref., 51; Central Transp., 48; Elmira and Williamsport 6s, 115; Fairmont Pass. R. R. 6s, 107; Huntingdon and Broad Top Mt. 7s, consol., 89; Morris Canal, 65; Northern Pacific scrip, 72; Nesquehoning Valley, 58½; Pennsylvania and New York Canal 7s, 1906, 126; Pennsylvania Company 6s, 108¼; Philadelphia and Reading scrip, 70; do. consol. mort. gold 6s, 113½; do. inc. 7s, 80; Pennsylvania Canal 6s, 98½; Pittsburg 7s, Water Loan, 128; Railway Car Trust 6s, 101½; St. Paul and Duluth pref., 72; Texas and Pacific consol. mort. 6s, 102¾ do. 1st mort. 6s, 105½; do. 6s, Rio Grande div., 98; Union and Titusville 7s, 101¾; West Jersey and Atlantic 6s, 105. The latest quotations are: City 6s, 110@111; do. free of tax, 128@129; do. 4s, new, 106½@113; Pennsylvania State 6s, 2d series, 101@101½; do. 3d series, 104¾@105; do. 5s, new loan, 117@117½; do. 4s, new, 108@111; Philadelphia and Reading R. R., 30¾@31; do. consol. mort. 7s, coup. 123@125; do. reg., 123⅞@124; do. mort. 6s, 117@—; do. 7s, 1893, 121¾@122¼; United New Jersey R. R. and Canal, 180@184; Buffalo, Pittsburg and Western, 19⅞@20; Pittsburg, Titusville and Buffalo 7s, 92@94¾; Camden and Amboy mort. 6s, 1889, 115½@116¼; Pennsylvania R. R., 65⅝@65¾; do. gen'l mort., coupon 124¾@125; do. reg., 126¾@127¼; do. consol. mort. 6s, reg., 119¼@119¾; Little Schuylkill R. R., 52¾@53; Morris Canal pref., 164@170; Schuylkill Nav., 5¾@6; do. pref., 12@13; do. 6s, 1882, 82¾@83¼; do. 1872, 102¾@103¼; Elmira and Williamsport pref., 54@—; do. 6s, 112@115; do. 5s, 98@100; Lehigh Coal and Navigation, 45¾@46; do. 6s, 1884, 106¾@107; do. R. R. loan, 115@115⅛; do. Gold Loan, 112¾@113¼; do. consol. 7s, 117@—; Northern Pacific, 43½@43⅝; do. pref., 68¾@69; North Pennsylvania, 58¾@59; do. 6s, 107@108; do. 7s, 120½@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 28¼@28⅝; do. 6s, 102⅜@102⅝; do. 7s, 117½@118; Minehill, 58@58¼; Catawissa, 17@17¼; do. pref., 52@52¼; do. new pref., 51@51¼; do. 7s, 1900, 120@—; Lehigh Valley 60⅛@61; do. 6s, coupon, 121@122; do. reg., 122¼@122½; do. 2d mort. 7s, 134½@135; do. consol. mort., 118@118¼; Fifth and Sixth streets (horse), 125@—; Second and Third, 110@118; Thirteenth and Fifteenth, 73@75; Spruce and Pine, 55@56; Green and Coates, 85@96; Chestnut and Walnut, 100@105; Hestonville, 19@—; Germantown, 70@75; Union, 119@122½; Lombard and South, 24¾@25; West Philadelphia, 89@90; People's, 18¼@19½; Continental, 106@108.

Baltimore.—Atlantic Coal, 1.15; Atlanta and Charlotte, 60; do. 1st, 105; do. inc., 84; Baltimore and Ohio 1st pref., 122; Baltimore City 5s, 1894, 119¼; do. 5s, 1900, 120¾; do. 6s, 1886, 113; Cincinnati 7.30s, J. & J., 130; Marietta and Cincinnati 1st Sterling, 116¼; Maryland Defense 6s, 107; Northern Central 5s, 99; Parkersburg Branch, 8; Richmond and Danville, 88; do. 6s, 1890, 107½; South Side (Va.) 2d, 101; Virginia 10-40 coupons, 95; Virginia Black Scrip, 10½; Virginia Peelers, 32; Peeler coupons, 15½; Wilmington, Columbia and Augusta 6s, 107½. The latest quotations are: Atlanta and Charlotte, 58@61½; do. 1st, 105½@106; do. Income, 82@85; Baltimore and Ohio, 195@205; do. 1st pref., 121½@—; do. 6s, 1885, 110@—; Central Ohio —@49; do. 1st mort., 113½@114; Cincinnati and Baltimore 7s, 108@—; Marietta and Cincinnati 1st, 120½@—; do. 1st, Sterling, —@122; do. 2d 88¾@89½; do. 3d, 45@45½; Northern Central, 48@49; do. 6s, 1900, —@121; do. 6s, gold, 1904, 103@—; Orange and Alex. 1st, 120@—; do. 4th, 59@62; Orange,

Alex. and Manassas 7s, 100@101 ; Pittsburg and Connellsville 7s, 122½@— ; Richmond and Danville, 87½@88¼ ; Virginia and Tennessee 6s, 2d 102½@103¼ ; Western Maryland, 13@14 ; do. 1st unindorsed, —@113½ ; do. 2d guar., 117@118½ ; do. 2d pref., 109⅜@110 ; do. 2d Washington Co. guar., 113@114½ ; Wilmington, Columbia and Augusta, 6s, 107⅜@108 ; Maryland Defense 6s, 106⅝@107 ; Virginia Consols, 77¾@78 ; do. consol. coupons, 94@94½ ; Virginia 10-40 bonds, 48⅛@48⅝ ; do. 10-40 coupons, —@94½ ; Baltimore City 6s, 1886, —@114 ; do. 6s, 1890, 118½@119½ ; do. 5s, 1894, —@119 ; do. 5s, 1916, 122¾@— ; Norfolk Water 8s, 125@— ; City Passenger R. R., 37¾@38½.

Boston.—Atlantic and Pacific blocks, 116½ ; Atchison, Colorado and Pacific 6s, 1905, 101⅛ ; Atchison, Topeka and Santa Fe 5s, 1920, 95½ ; do. 8s, inc. 105⅞ ; Boston Land, 10¼ ; Boston Water Power, 11 ; Boston, Clinton, Fitchburg and New Bedford, 46 ; Boston, Revere Beach and Lynn, 120 ; do. 6s, 1897, 114½ ; Burlington and Missouri River 6s in Nebraska, non exempt, 105½ ; Boston and Albany 6s, 1895, 118 ; do. 7s, 120 ; Chicago, Clinton, Dubuque and Minnesota 7s, 1884, 103¾ ; Chicago and West Michigan, 78 ; Cedar Rapids and Missouri River, 111 ; do. 7s, 117½ ; Central of Iowa, 30 ; Cheshire pref., 64¾ ; do. 6s, 1896, 108⅛ ; Connotton Valley, 26⅞ ; do. 7s, 1910, 92⅛ ; Chicago, Burlington and Quincy 4s, 1919, 90½ ; Connecticut and Passumpsic Rivers pref., 85 ; do. 7s, 116¼ ; Chicago, Milwaukee and St. Paul 6s, Wisconsin Valley div., 104¾ ; do. Dubuque div., 107¼ ; Detroit, Lansing and Northern pref., 109 ; do. 7s, 117¾ ; Eastern (N. H.) R. R., 85 ; Essex 6s, 1886, guar., 104½ ; Flint and Pere Marquette, 29¼ ; do. pref., 91 ; Fort Scott Branch 7s, 110 ; Iowa Falls and Sioux City, 62 ; Kalamazoo and South Haven 8s, 1889, guar , 112½ ; Kansas City, Fort Scott and Gulf, 82¾ ; do. pref., 120 ; do. 7s, 1908, 110¼ ; Kansas City, Lawrence and Southern 4s, 1909, 104¼ ; Louisiana and Missouri River, 23 ; Little Rock and Ft. Smith, 66¼ ; do. 7s, 118 ; Metropolitan 7s, 1881, 107 ; Middlesex 8s, 1885, 116½ ; Mexican Central Blocks, old, 117 ; Massachusetts Central 6s, 98½ ; Marquette, Houghton and Ontonagon, 30 ; do. pref., 69 ; do. 6s, 98 ; Michigan Central Equip. 8s, 1883, 103¾ ; New Mexico and Southern Pacific 7s, 116½ ; New York and New England 6s, 106½ ; Ogdensburg and Lake Champlain 1st 6s, 1897, 105 ; do. Inc., 62 ; do. 6s, consol., 95 ; Old Colony 6s, 1897, 118 ; Rutland, 5¼ ; do. pref., 29¾ ; do. 6s, 99 ; do. 5s, 79 ; Republican Valley 6s, E. D., 104 ; do. W. D., 104¼ ; Summit Branch, 26½ ; Southern Kansas and Western, 7s, 110 ; Toledo, Delphos and Burlington, 14¾ ; do. income, 6s, 48¾ ; Union Railway, 150¼ ; Wisconsin Central, 24 ; do. 2d Series, 60 ; Wisconsin Valley, 7s, 115 ; Massachusetts State 5s, 1894, gold, 117¼ ; Chicago 7s, 1888, W. L., 115½ ; Cleveland 6s, 1882, 101¾ ; do. 1897, 115½ ; Toledo 6s, 1892, M. L , 107 ; Allouez Mining Co., 3½ ; Blue Hill, 4¾ ; Breece, 2 ; Brunswick Antimony, 19 ; Catalpa, 2¼ ; Contentment, 2⅞ ; Central, 35 ; Duncan, 8¾ ; Douglas, 3⅛ ; Franklin, 13⅝ ; Harshaw, 11½ ; Huron, 4½ ; Pewabic, 17 ; Phœnix, 2½ ; Silver Islet, 29 ; Star, 1½.

The first rail of the Washington City and Point Lookout Railroad was laid at Brandywine, sixteen miles from Washington, on the 10th inst.

Cape May and Sewell's Point Railroad.

The ordinance passed by the City Council of Cape May, N. J., authorizing the construction of a passenger railroad through that city, has been approved by the Mayor. The route is as follows : to begin at Delaware Bay Railroad station, west of the Sea Breeze House, running on the Sea Breeze property, north of Beach avenue to the West Jersey Railroad station, thence south Lafayette to Perry, thence to Washington, to Ocean street, to Columbia avenue, to Howard street, to Stockton avenue, to Madison avenue, and thence to Sewell's Point. The motive power between the Sea Breeze House and Madison avenue is to be horse, and between Madison avenue and Sewell's Point steam.

The North Carolina Legislature, which adjourned on the 14th inst., levied a special tax of six cents on the hundred dollars' valuation of real and personal property to pay interest on the four per cent bonded debt of the State. The additional levy of six cents will raise $140,000 which will be sufficient to pay the entire interest, if the whole debt is funded in four per cents. The amount of four per cents now issued is $2,500,000, and the funding is proceeding rapidly every day.

The Harrisonburg (Va.) correspondent of the Baltimore Sun, writing under date of March 18th, says that a connection from that place with the Shenandoah Valley Railroad at Port Republic is talked of and is greatly desired ; also that work on the narrow gauge railroad from Port Republic via Harrisonburg to the Ohio River will soon be resumed.

At Chicago, Ills., on the 17th of March, in the United States District Court, Judge Drummond ordered the Chicago, Pekin and Southwestern Railroad Company to pay the principal and interest due the second mortgage bondholders within 10 days or the road will be sold.

Mr. Wharton Barker, of Philadelphia, says that there are 1,500 steamboats on the River Volga burning wood, because there is no railroad from the great coal fields of Russia to the river by which they could be supplied with fuel.

At the Harlan and Hollingsworth Company's Ship yard, Wilmington, Delaware, from which the "City of Worcester" was recently launched, a keel is being laid for a side wheel steamboat 205 feet long.

The Minneapolis and St. Cloud Railroad has been consolidated with the Mankato and St. Cloud Railroad. The new organization is called the St. Cloud, Mankato and Austin Railroad Company. The capital stock is $2,000,000.

The stockholders of the Penobscot and Lake Megantic Railroad Company have accepted the amendment to their charter made by the Maine Legislature, and the road will hereafter be called the International Railway of Maine. A survey of a new route is to be begun at once.

The tracks of the Newburgh Branch of the New York, Lake Erie and Western Railroad from Newburgh to Grey Court and Turner's, 40 miles, were turned into narrow gauge on the 17th inst. by 200 laborers.

Pennsylvania Railroad.

The statement of the business of all lines on the Pennsylvania Railroad Company east of Pittsburg and Erie for February ,1881, as compared with the same month in 1880, shows

An increase in gross earnings of.....	$151,038
An increase in expenses of.....	225,116
A decrease in net earnings of.....	$74,078

The two months of 1881 as compared with the same period in 1880, show

An increase in gross earnings of	$256,702
An increase in expenses of.....	490,217
A decrease in net earnings of.....	$233,515

All lines west of Pittsburg and Erie for the two months of 1881 show a surplus over liabilities of $525,036, being a gain over the same period in 1880 of $90,966.

A charter was granted from the State Department at Harrisburg, Penn., on the 15th inst. to the Reading and Chesapeake Coal and Railway Company, with a capital $2,500 000. The road is to commence at Reading, Penn., and extend thence through Lancaster and Chester Counties to the Maryland State Line, and thence to Perryville, Md., where it will connect with a line to Chesapeake Bay. It will also connect with a road from New Holland to Lancaster. The length of the road will be about 60 miles. The principal office of the company will be at Lancaster, Penn.

The Supreme Court of Rhode Island in the suit brought by the Boston and Providence Railroad Company against the New York and New England Railroad Company to set aside the sale of the Hartford, Providence and Fishkill Railroad to the New York and New England, has decided that the sale was valid. The New York and New England therefore continue in possession.

The Emlenton, Shippenville and Clarion, the Foxburg, St. Petersburg and Clarion and the Foxburg and Kane Railroads have been consolidated under the name of the Pittsburg, Bradford and Buffalo Railroad. An extension will be made to Kane, and direct communication with the Bradford oil field secured.

The suit of Asahel Emigh and F. A. Stevens against the Baltimore and Ohio Railroad Company, which has been pending since 1864, for infringement of the Stevens patent railroad car brake, was finally settled in the United States Circuit Court at Baltimore on the 17th inst. by a decree for plaintiffs for $87,775.

A gentlemen who has recently arrived at Cincinnati from Mexico, and who is interested in the roads there, says the name of the Palmer-Sullivan line is the "National Mexican Railway" and that the "Mexican Central Railway" is the name of the road which is to be built by Boston capitalists.

Bids are now being received at Knoxville, Tenn., for the completion of the railroad to connect that city with the Louisville and Nashville Railroad ; also bids for connecting the East Tennessee, Virginia and Georgia Railroad with the North Carolina system.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	13,500,000	J. & J.	Jan. '81 3½
Ashnelot	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point	1,232,200	J. & J.	July 80 4
Atlantic and St. Law*	5,000,000	M. & S.	Sept.'80 5
Augusta and Savannah	1,922,900	J. & D.	June'80 3½
Avon, Geneseo & Mt. M.*	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio	14,216,800	M. & N	Nov. 80 5
" " pref.	4,589,578	J. & J.	Jan. '81 3
Washington Br.	1,650,000	A. & O.	Oct. '80 5
Berkshire*	600,000	quarterly	Apl. 80 1½
Boston and Albany	20,000,000	quarterly	Mar. '81 2
Bos., Clin., F. & N. Bed.	1,297,600	— & —	
" " pref.	1,750,100		Oct. '80 2½
Agricultural Br. guar.	60,000	J. & D.	June'76 3
Bost., Conc. & Mont.* pref	500,000	M. & N	Nov. '80 3
Boston and Lowell	3,250,000	J. & J.	Jan. 81 2
Boston and Maine	6,921,274	M. & N.	Nov. 80 4
Boston and Providence	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*	960,000	J. & D	Dec. '80 3
Burl. & Mo. Riv. in Neb.	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic	877,400	quarterly	Apl.'80 3
" " pref.	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.	381,925	J. & J.	Jan. '81 3
Cape May and Millville*	447,000	J. & D.	June '80 3
Catawissa*	1,159,500	Oct. '80	Oct. '80 $1½
" pref.	2,200,000	M. & N.	Nov.'80 3½
" 2d pref.	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	6,850,406	F.M.A.N	Feb. '81 1
" " pref	769,600	F. & A	Feb. '81 3½
Central of Georgia	7,500,000	J. & D.	June '80 3
Central of New Jersey	18,583,200	quarterly	Apl. 76 2½
Central Ohio*	2,425,000	J. & J.	Jan. 81 3½
" pref.	400,000	J. & J	Jan. 81 3
Central Pacific	54,275,500	F. & A.	Feb. 81 3
Chemung*	380,000	quarterly	July '80 1½
Cheshire, preferred	2,155,300	J. & J.	July '80 1½
Chicago and Alton	10,065,400	M. & S.	Mar. 81 4
" pref.	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy.	31,004,456	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*	3,916,200	J. & J.	Jan. 81 4
Chi., Mil. and St. Paul.	15,404,261	A. & O.	Apl. '81 3½
" " pref.	12,279,483	A. & O.	Apl. '81 3½
Chicago & N. Western.	14,988,257	J. & D	Dec. '80 3
" pref.	21,625,353	quarterly	Mar. '81 1½
Chicago, R. I. & Pacific.	0,0,0,000	quarterly	May '81 1½
Chicago & West Mich.	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton.	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref.	429,087	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*	11,236,150	quarterly	Mar. '81 1½
Columbus and Xenia*	1,786,200	M.J.S.D	Mar. '81 2
Colum. & Hocking Val.	2,500,000	F. & A.	Feb. '81 4
Concord	1,500,000	M. & N.	Nov. '80 5
Concord and Ports.*	350,000	J. & D.	Dec. '80 3½
Conn. & Passump Riv.	2,175,700	F. & A.	Feb. '81 2
Connecticut River	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.	241,900	A. & O.	Oct. '80 4
" 2d pref.	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk	600,000	quarterly	Mar. 81 1½
Dayton & Michigan*	2,401,528	A. & O.	Oct. '80 1½
" " pref.	1,211,250	quarterly	Jan. 81 2
Delaware*	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn.	26,200,000	quarterly	Jan. '81 1½
Detroit, Lans. & Nor.	1,874,000	F. & A.	Aug.'80 2½
" " pref	2,503,300	F. & A.	Feb. '81 3½
Dubuque & Sioux City*	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*	1,309,200	J. & J.	Jan 81 3
East Mahanoy*	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga.	1,988,274		Oct. '80 3
Eastern (Mass.)	4,997,600	J. & J.	July '73 3
Eastern (N. H.)	492,500	J. & D.	Dec. '80 2½
Eel River	3,000,000	— & —	Mar. '81
Elmira, Jef. & Canand*	600,000	Sept.	Sept.'80 5
Elmira & Williamsport*	800,000	M. & N.	Nov.'80 2½
" " pref.	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*	1,090,250	quarterly	Sept.'80 1½
Fitchburg	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.	600,000		Oct. '79 1½
Georgia	4,200,000	J. and J	Jan. '81 3½
Hannibal & St. Jo. pref.	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster*	1,182,500	J. & J.	Jan. '81 2½
Housatonic, pref.	1,180,000	quarterly	Jan. '81 2
Illinois Central	20,000,000	M. & S	Mar. '81 3½
Iowa Falls & Sioux City*	4,625,000	quarterly	Feb. '81 1½
Iowa Railroad Land Co	7,620,000	quarterly	May '81 2
Jo. So. & Mo. Northern.	600,000	quarterly	May '81 2
Jeffersonv., Mad. & Ind.	900,000	quarterly	May '81 1½
Joliet and Chicago*	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.	2,250,000	quarterly	May '80 1½
Kentucky Central	4,000,000	J. & D.	Dec. '80 1
" pref.	800,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So.	49,450,000	F. & A	Feb. '81 4
" " (guar.)	533,500	F. & A.	Feb. '81 5
Lawrence*	450,000	quarterly	Oct. '80 2
Lehigh Valley	27,332,555	quarterly	Apl. '81 1½
" pref.	106,300	quarterly	Apl. '81 2½
Little Miami*	5,871,450	quarterly	Mar. 81 2
Little Schuylkill*	2,648,100	J. & J.	Jan. 81 3½
Louisville & Nashville	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi.	3,000,000	J. & D.	Dec. '70 3
Lowell and Andover	500,000	J. & J.	July '80 3½
Lowell and Lawrence	200,000	A. & O.	Apl. '78 2½
Lykens Valley	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.	1,000,000	M. & N.	Nov.'80 6
Marietta & Cincinnati	1,408,912	— & —	
" " 1st pref.	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	400,000	F. & A	Feb. '81 2
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated	6,500,000	quarterly	Apl. '81 2½
Michigan Central	18,788,204	F. & A.	Feb. '81 4
Middlesex Central	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill*	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.*	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific	12,416,000	quarterly	Apl. 81 1½
Mobile & Montgomery	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	15,000,000	J. & J	Jan. '81 3½
Mt. Carbon & Pt. Carbon	282,350	J. & J.	Jan. '81 6
Nashua and Lowell	800,000	M. & N.	Nov.'80 3½
Nashua and Rochester	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis.	6,575,266	A. & O	Apl. '80 1½
Naugatuck	2,000,000	J. & J.	Jan. '81 5
Nesquehoning Valley*	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.*	1,800,000	quarterly	July '80 2½
N Haven & Northamp.	606,000	quarterly	Oct. 74 3
New London Northern*	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R.	89,428,330	quarterly	Apl. '81 2
New York and Harlem.	8,500,000	J. & J.	Jan. 81 4
" " pref.	1,500,000	J. & J.	Jan. '81 4
" City Line		annually	Apl. '81 5
New York & Long Br.*	2,000,000		Oct. '79 2½
New York Elevated	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.	77,107,700		
" " pref.	8,146,700		
N. Y., N. H. & Hartf.	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.	3,000,000	quarterly	Feb. '81 2
Niag. Bridge & Canand*	1,000,000	J. & J.	July '80 3
North Carolina*	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref.	96,000	M. & N.	Nov.'77 4
North Pennsylvania	4,527,150	quarterly	Feb. '81 1½
Northern Central	5,842,000	A. & O.	Jan. '81 2½
Northern N. Humpsh.	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*	2,077,000	J. & J.	July '76 2
" " pref.	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	20,000,000	quarterly	
" " pref.	4,030,000	J. & D.	Mar. '75 3½
Old Colony	7,133,300	J. & J.	Jan. '81 3
Oregon Railway & Nav.	4,455,000	quarterly	Feb. 81 2
Oswego and Syracuse*	482,400	F. & A.	Aug. 80 1½
Panama	7,000,000	quarterly	Feb. '81 5
Paterson and Hudson*	632,000	J. & J.	Jan. '81 4
Paterson and Newark*	250,000	J. & J.	
Paterson and Ramapo*	248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*	342,150	J. & J.	July '80 3
Pennsylvania	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*	6,004,300	J. & J.	
" " pref.	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn*	1,626,250	M.J.S.D	Mar. 81 3
Philadelphia & Reading	32,726,375	quarterly	Jan. '76 2½
" " pref.	1,551,800	quarterly	July '76 3½
Phila. and Trenton*	1,259,100	quarterly	Jan. '81 2½
Phila., Wil. & Balt.	11,572,760	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*	19,714,286	quarterly	Jan. '81 1½
" Special Imp.	5,504,300	quarterly	Jan. '81 1½
Pittsfield & N. Adams.	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm.	1,500,000	J. & J.	July '80 3
Profile and Franconia		Annual.	Nov.'80 8
Providence & Worces.	2,000,000	J. & J.	Jan. '81 3
Republican Valley	855,000	quarterly	Feb. '80 2
Rensselaer & Saratoga*	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass.	175,575	— & —	Jan. '81 3
Richmond & Petersb.	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	2,998,900	J. & J.	July '75 3
Rutland preferred	4,168,700	F. & A.	Feb. '75 3½s
St. L., Alt. & T. Haute.	2,300,000	— & —	
" " pref.	2,463,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke.	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.*	869,450	F. & A.	Aug.'80 3
Shore Line*	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref.	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*	438,800	J. & J.	July '79 3
South Western, (Ga.) *	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*	448,700	J. & J.	July '79 3½
Summit Branch*	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana	1,988,150	F. & A.	Feb. 81 4
Troy and Boston	1,609,000	F. & A.	Feb. '80 2
Union Pacific	36,745,000	quarterly	Apl. '81 1½
United Cos. of N. J*	20,490,400	quarterly	Jan. '81 2½
Utica, Chenango & S. V.	4,000,000	M. & N.	May '80 3
Utica and Black River	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	3,050,000	A. & O.	Oct. '80 3
Wab., St. L. & Pacific	20,000,000		
" " pref.	20,000,000	quarterly	Feb. 81 1½
Ware River*	$750,000	J. & J.	July '80 3½
Warren (N. J.)	1,800,000	A. & O.	Apl. '80 3
Warwick Valley	225,000	J. & J.	July '80 3
Westchest. & Phil. pref.	821,300	J. & J.	July '80 2
West Jersey	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon	1,456,200	J. & D.	Nov. '79 3
Winchester & Potomac*	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City	110,300	— & —	
Baltimore City	1,000,000	J. & J.	Jan '81 5
Balt., Cat. & El. Mills.		J. & J.	Jan. '80 3
Boston & Chelsea pref.	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn)	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N.Y)	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 2
Brooklyn City	2,000,000	F.M.A.N	Aug. '79 4
Bushwick (Brooklyn)	300,000	J. & J.	July '71 3½
Jambridge	908,600	J.A.J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & S.	Nov. '77 10
Coney Island & Brookl.	500,000	A. & O.	Oct. 80 5
Continental (Phila.)	180,000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat.	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark	200,000	— & —	
42nd St. & G. St. Ferry	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	600,000	A. & O.	Apl. '80 4
Germantown (Ph.)	1,000,000	J. & J.	July '80 5
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	2,050,000	J. & J.	Jan. 75 1½
Highland	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts. (Ph.)	105,000	A. & O	Oct. '79 2.4
Lynn and Boston	200,000	annually	Nov.'80 6
Malden and Melrose	200,000	— & —	
Metropolitan (Boston)	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston)	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.	102,540		Oct. '78 7
Ninth Avenue (N. Y.)	797,320	— & —	
Orange and Newark	282,555	— & —	
People's (Phila.)	296,054		July '79 2
Philadelphia City	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby	200,000	J & J.	July '77 2
Phila. and Grey's Ferry	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)	750,000	A & O	Apl. '80 1½
Second Avenue (N.Y.)	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.)	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	750,000	M. & N.	Nov. '77 5
Somerville (Boston)	118,000	M. & N.	Nov.'80 3
South Boston	600,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.)	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.)	600,000	J. & J.	Jan. '79 4
Union (Boston)	374,300	J. & J.	Jan. '80 5
Union (Phila.)	400,000	J. & J.	July '80 7
West Philadelphia	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware	1,983,563	J. & D.	June'75 2
Delaware Division	1,633,350		Feb. '81 $1
Delaware and Hudson	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*	5,847,400	quarterly	Jan. '81 2½
Lehigh Coal & Navigat.	10,848,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat.	1,003,500	J. & J.	July '79
Morris (consolidated)	1,025,000	F. & A.	Feb. '78 2
" (preferred)	1 175,000	F. & A.	Feb '78 5
Pennsylvania	4,337,950	— & —	
Schuyl. Nav. (common)*	1,608,207	annually	A.'79 70c.s
" " (pref.)	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express	12,000,000	quarterly	Feb. '81 2
American Express	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co.	3,000,000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '81 $5
Central Mining Co.		Annual.	Feb '81 $5
Consolidation (Md.) Coal.	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I.		J. & J.	Aug.'80 3½
Gold and Stock Tel.	2,500,000	quarterly	Oct. '79 1½
Maryland Coal	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold	2,836,600		
" pref.	6,893,400		
Missouri Val. Land Co.	200,000	M. & S.	Jan. '81 5
Monongona Coal Co.	305,200	quarterly	Mar. '80 2½
National Tube Works	1,000,000	quarterly	Jan. 81 2
Pacific Mail Steamship.	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car	5,990,200	F.M.A.N	Feb. '81 2
Quicksilver, common	8,708,700		
preferred	4,291,800		
Quincy Mining Co.	40,000 shs	Annual.	Feb. '81 5
Quincy K. R. Bridge	1,750,000	J. & J	Jan. '81 5
Sioux C. & I.F. L. & L. Co.	500,000	J. & J.	Jan. 81 2
Spring Mountain Coal	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co.	255,000	A. & O.	Oct. '80 5
United States Express	7,000,000	F.M.A.N	Feb. '8, 1
Wells-Fargo & Co. Exp	8,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.	80,000,000	quarterly	Apl. 81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167,750	124,510	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,776,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,581	327,370	335,394	421,937	447,704	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,830,600	1,490,322	19,423,684
1881	1,222,250	957,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	.....	.....
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., Laf., and Chicago:													
1880	155,697	172,541	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	392,632	375,619	302,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	388,454	4,396,019
1881	299,903	271,176	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,893	128,291	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,063	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	176,079	166,965	216,327	200,059	189,125	177,861	163,484	212,896	209,068	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	434,475	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	608,010	803,490	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,928	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	358,672	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,316	29,367,451
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,181	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881	1,143,437	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	377,316	414,599	4,107,949
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
Northern Pacific:													
1880	81,212	77,259	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul and Sioux City:													
1880	88,422	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	111,731	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	149,211	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	156,818	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,933	490,195	450,620	403,300	372,280	365,300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,419
1881	559,400	548,344	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,482	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	938,603	933,143	982,480	890,137	946,186	962,049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,152
1881	811,617	811,922	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank.*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
‡New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,600 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,895

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,600 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,796 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,-504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass. Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y. Charter number 2339; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa. Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass. Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

The agreement of consolidation between the Toledo, Delphos and Burlington Railroad Company and the Dayton and Southeastern Railroad Company under the name of the Toledo, Delphos and Burlington Railroad Company, was filed with the Secretary of State at Columbus, Ohio, on the 18th inst.

The Cygnus, the first of three iron steamboats being built at Roach's ship-yard, Chester, Penn., for the Iron Steam-boat Company, of New York, was successfully launched on the 22d inst. Her length is 221 feet: width, 32½ feet, and depth, 11½ feet.

The Camden and Philadelphia Ferry Company has ordered two large ferryboats from the Harlan & Hollingsworth Company, Wilmington, Del., and the West Jersey Ferry Company has ordered a third one from the same firm, to be called the Baltic.

During the season of 1880-'81, the number of hogs packed in St. Louis was 474,159; the average weight, gross, 250.86 pounds; average cost per hundred, gross, $4 62; average yield of lard per hog, 35½ pounds; mess pork made, 16,938 barrels; other kinds of pork, 3,072 barrels.

The Cincinnati Northern Railroad, extending from Norwood on the Marietta and Cincinnati Railroad to Lebanon has been completed, but regular trains will not be run until the road is ballasted.

Work has been commenced on the Jalapa and San Andres Chalchicomula Railroad. The two termini of the road will eventually be the City of Mexico and Vera Cruz.

The Legislature of New York has voted $2,300 for the improvement of the Champlain Canal.

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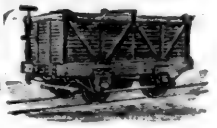
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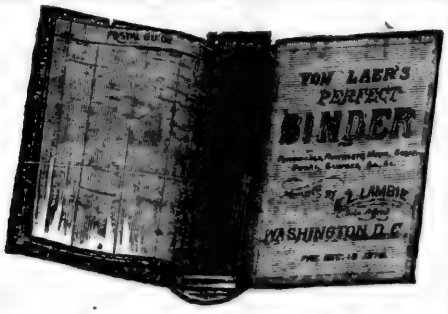
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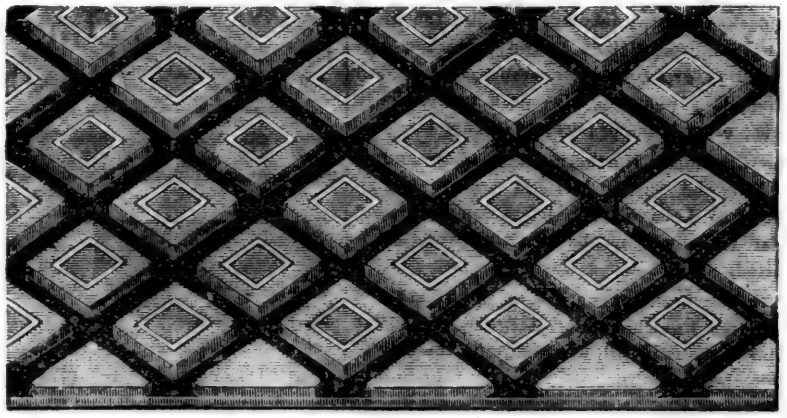
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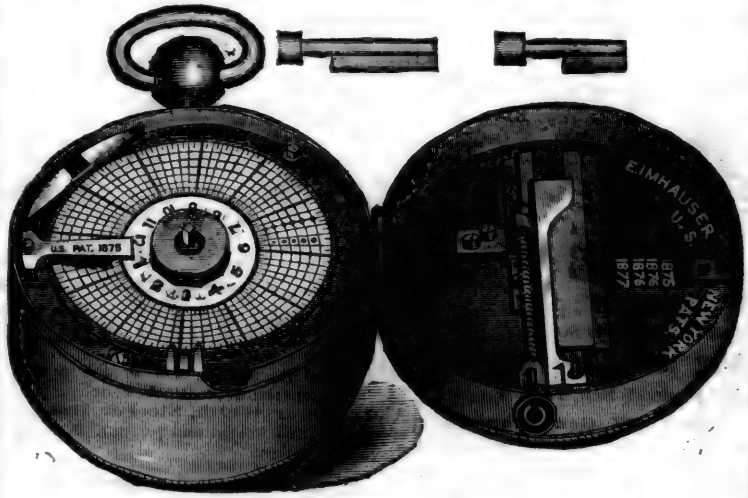
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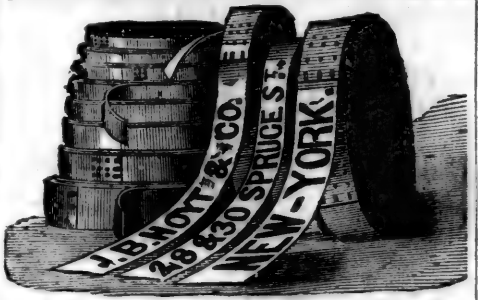
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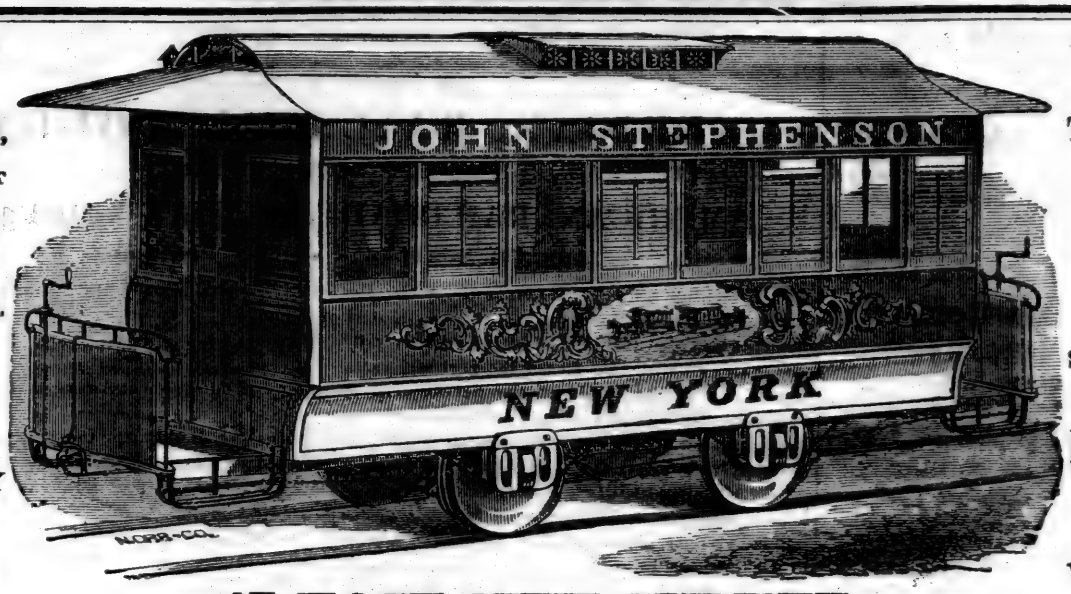
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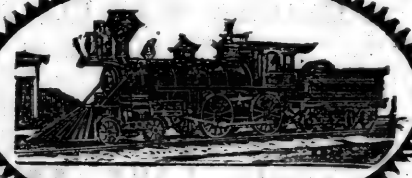
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The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

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American Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 14.] NEW YORK, APRIL 2, 1881. [WHOLE No 2,345, VOL. LIV.

First Things about Iron and Coal.

The following facts, most of which were culled by the editor of the American Manufacturer from a work recently issued by James M. Swank, Secretary of the American Iron and Steel Association, will prove highly interesting to the general reader.

Iron was first made in America in 1620, at a point on Falling creek, a branch of the James River, in Virginia.

The first iron manufactured west of the Allegheny mountains was made in Fayette county, Pa. John Hayden, of that county, has been awarded the honor of having made "the first iron in a smith's fire" as early as 1790.

As far as can be ascertained, the first rolling mill west of the Allegheny mountains was located on Cheat river, in what is now West Virginia. The date of its erection is unknown.

The first rolling mill in Pittsburg was built by Christopher Cowan, an Englishman, in 1812. It had no puddling furnaces, nor was it intended to roll bar iron.

The first rolling mill erected west of the Alleghenies to puddle iron and roll bars was built in 1816 and 1817, at a place called Middletown, better known as Plumsock, in Fayette county, Pa.

Pig iron manufactured with bituminous coke is claimed to have first been made as a regular product in the United States by F. H. Oliphant, at Fairchance Furnace, Fayette County, Pa., in 1836.

It appears that anthracite coal was first used in a blast furnace in Maryland. In 1840, Jessie B. Quinby testified, in the suit of Farr & Kumzi against the Schuylkill Navigation Company, that he used anthracite coal at Harford Furnace, Maryland, mixed with one-half charcoal, in 1815.

Uncoked bituminous coal was first used in a blast furnace about the year 1843, in the Shenango Valley, Pa.

The first use of Lake Superior iron ore in a blast furnace was in 1853, by David and John Agnew, proprietors of the Sharpsville furnace, at Sharpsville, Mercer county, Pa.

Cast-steel was made in the American colonies at an early day. In 1805 there were two steel furnaces in Pennsylvania, producing 150 tons of steel annually. One of these was located in Philadelphia county. In 1810 the steel product of the whole country was 917 tons, of which Pennsylvania produced 531 tons, in five furnaces—one each in Philadelphia city, Philadelphia, Lancaster, Dauphin and Fayette counties.

Bessemer steel was first made in the United States at Wyandotte, Mich., in the autumn of 1864.

The first Bessemer steel rails rolled in this country were rolled at the North Chicago Rolling Mill, on the 24th of May, 1865, from hammered blooms made at the Wyandotte Rolling Mill, from ingots of steel made at the experimental steel works at Wyandotte. The first steel rails rolled in the way of regular business were rolled by the Cambria Iron Company, at Johnstown, Pa., August, 1867, from ingots made at the works of the Pennsylvania Steel Company, near Harrisburg, Pa.

Siemens-Martin open hearth steel was first made in the United States in December, 1868, by Cooper, Hewitt & Company, proprietors of the works of the New Jersey Steel and Iron Company, in Trenton, N. J.

The Siemens gas furnace was first used in this country at the copper works of Park, McCurdy & Co., in Pittsburg. It was completed August 14, 1863, and was used for melting and refining copper. But this furnace was first regularly introduced in the United States by John A. Griswold & Co., at Troy, N. Y. The license for its construction was granted September, 1867, and it was used as a heating furnace in the company's rolling mill.

The first successful application in this country of the Siemens furnace to the puddling of iron was at the rolling mill of the American Silver Steel Company, at Bridgeport, Conn., in 1869. Prior to this an unsuccessful attempt was made to accomplish the same result at the Eagle Rolling Mill of James Wood & Co., Pittsburg.

The Whitwell hot blast was first applied in this country to the Rising Fawn Furnace, Dade county, Ga., June 18, 1875.

The first iron rails of any kind made in this country were cast by the Lehigh Navigation Company, at their foundry in the upper end of Mauch Chunk, Pa., in 1826. A few flat rails were rolled prior to 1842, but such rails were only bar iron. The manufacture of heavy wrought rails was commenced at the Mt. Savage Rolling Mill, in Alleghany county, Md., in 1844. The mill was erected especially for this purpose. The rails were of the U pattern, known in Wales as the Evans patent. They weighed 42 pounds to the yard. The Montour Rolling Mill, at Danville, Pa., was built in 1845, expressly to roll rails, and here were rolled, in October of that year, the first T rails made in the country.

The first iron vessel built in the United States was launched at Pittsburg in 1839. It was named the Valley Forge. For general navigation purposes it was completely successful. Other iron vessels were built at Pittsburg within the next decade, among them an iron schooner for ocean service, and an iron steamer, the Michigan, for service on the lake—both built for the Government about 1842. The latter is still doing Government service on the lakes, or was very recently.

In the Statistics of Coal, by Richard Cowling Taylor (1848), it is stated that the earliest historical mention of coal in this country is by the French Jesuit missionary, Father Hennepin, who saw traces of bituminous coal on the Illinois river in 1679. In his journal he marks the site of a "coal mine," above Fort Crevecœur, near the present city of Ottawa. Anthracite coal was first discovered in Rhode Island and Massachusetts, about 1760. It has since then been found in Virginia, Arkansas, New Mexico and Pennsylvania, in the United States, and in the State of Sonora, Mexico. The supply of the towns on the Ohio and Mississippi rivers with Pittsburg coal (bituminous) became an established business at a very early day after the close of the Revolutionary war. This trade has grown to large proportions, and in 1880, 68,000,000 bushels, or considerably over 2½ millions tons, were sent down the Ohio, and immense quantities of coal and coke were shipped to nearly all points of the compass by rail.

New and Powerful Locomotive for the New York Division of the Penn. R. R.

A monster locomotive, built by the Pennsylvania Railroad Company at its shops, at Altoona, and designed for moving swiftly heavy passenger trains on the New York division of that road, will make its first regular trip from the West Philadelphia depot at 7.35 this morning. It is 62 feet long (including tank), weighs about 43 tons, fully equipped, and has 18 inch cylinder and four 6½-foot driving wheels. The stroke of the piston is 24 in hes, the diameter of the boiler 52 inches, and the fire-box, which is raised above instead of being placed between the frames, in order to give greater generating surface, is large in proportion to the extra amount of the work expected from the motive power. The engine is an anthracite coal-burner, and, while designed to carry 125 pounds of steam—the usual pressure, can carry as high as 140, and is fitted with a new steam reversing arrangement that enables the engineer by simply opening and shutting a valve, to easily control its movements. It is expected that she will, after a few trips have been made, make the distance between West Philadelphia and Jersey City regularly in ninety minutes. The engine did her first work on the road on Friday, bringing the Pacific express from Altoona to Harrisburg. There she was transferred to the St. Louis day express, a faster train, with which she made the run to this city, 110 miles, in 172 minutes, arriving on regular schedule time. She was in charge of Engineer Covert, of the New York division, who is to run her in future, and who was accompanied by Engine Foreman Black and others as pilots, all of whom expressed the greatest satisfaction with her speed, power and general movements. She is numbered "10," after the engine she displaces, and her length, height and evident strength attracted more than usual attention to her while she was en route to this city.—[Phila. Ledger, March 28.

Cincinnati Southern Railway.

From the Report of the Cincinnati Southern Railway recently issued, it appears that there has been expended up to the close of last year $19,960,829 74. As this exceeds by nearly $2,000,000 the $18 000,000 advanced by the City of Cincinnati, the residue had to be taken from the receipts of the operating company and charged to "maintenance of way." This being the case the trustees make the following showing, answering the frequent question as to where the difference between the receipts of the road and the amount paid by the city has gone:

Total surplus received since opening of road from licensees		$1,589,458 84
From which deduct—		
General expenses	$130,646 54	
Contingent expenses	3,382 28	
Superintendent's department	961,550 41	
Bridge department	62,895 87	
		1,158,475 10
Leaving net income		$430,983 74

The disproportion of expenditures for maintenance of way as compared with the total net surplus received from the company, is due to the fact that maintenance began two years and six months prior to the date of opening the road for traffic, the payments therefor being advanced out of construction fund and repaid by the net surplus of the earnings of the road as rapidly as they have been paid over by the company. All of the surplus so received up to January 1, 1880, ($765,092 22), was applied for this purpose, and at that date the sum of $4,019 78 was still due the construction fund for advances for maintenance purposes, so that the earnings of the road since it was first opened for traffic (July 21, 1877) have not only produced an income to the city of $430,983 73 in excess of all expenses for operating and maintenance purposes during that time, but have repaid over $320,000 for expenditures for maintenance prior to the date the road began to produce a revenue.

Out of this $430,983 73 payments to the city have been made as follows:

July 7, 1880	$23,005 60
October 5, 1880	92,203 87
November 9, 1880	175,611 77
Total	$290,821 24

—leaving a balance of $140,162 49, out of which another payment has been made to the city since the date to which the report covers. The expenditures for construction amounted to $16,834,809; for maintenance, $1,027,828, and for rights of way, $651,328.

New York, Pennsylvania and Ohio R. R.

The operations of the New York, Pennsylvania and Ohio Railroad for 1880, the first year of the reorganized company, were as follows:

Gross earnings from operation		$5,265,857 48
Operating expenses		3,575,269 13
Net earnings from operation		$1,690,088 35
Earnings from other sources		28,187 97
Total net earnings from all sources		$1,718,276 32
Out of which were paid fixed charges as follows—		
Rental of equipment	$283,614 98	
Rental of leased lines	356,277 92	
General expenses, taxes, &c	60,879 37	
Total payments		700,772 27
Net income for the year 1880		$1,017,504 05
Deduct:—		
Interest on prior lien bonds, due & accrued	$400,000 00	
Payments on account improvements & additions	96,344 67	
Interest on first mortgage bonds, $862,500 (one-half paid in cash) due January 1, 1881	431,250 00	
Total deductions		927,594 67
Surplus for the year		$89,909 38

Imports and Exports.

The eighth monthly statement of the chief of the bureau of statistics for the current fiscal year shows the excess of exports of merchandise over imports as follows: For the month ended February 28, 1881, $19,300,295; month ended February 29, 1880, $4,309,202; for the eight months ended February 28, 1881, $210,887,405; eight months ended February 29, 1880, $152,618,305; twelve months ended February 28, 1881, $225,453,012; twelve months ended February 29, 1880, $212,306,044. The excess of imports or of exports of gold and silver coin and bullion was as follows: Month ended February 28, 1881, (excess of exports,) $465,073; month ended February 29, 1880, (excess of imports), $279,762; eight months ended February 28, 1881, (excess of of imports,) $72,175,866; eight months ended February 29, 1880, (excess of imports,) $75,464,892; twelve months ended February 29, 1881, (excess of imports,) $72,602,365; twelve months ended February 29, 1880, (excess of imports,) $89,791,266.

The Springfield Southern Railroad, a standard gauge road, 118 miles in length, extending from Springfield to Jackson, Ohio, has been purchased by a syndicate in the interest of the Indiana, Bloomington and Western Railway Company. It is proposed to consolidate the coal lands and mines of Jackson County with the railroad, under the name of the Ohio Southern Railroad Company. Of the present road sixteen miles are laid with sixty-pound rails and the remainder with light iron. Ten miles additional are also graded. The road has already cost, it is said, nearly $2,000,000 in cash. When the full 128 miles are completed and properly equipped, the property will represent a cash investment of $3,000,000. It is proposed to cover the entire property with $7,680,000 in securities as follows: $1,920,000 first mortgage 6 per cent bonds covering the road and coal property, and equivalent to $15,000 per mile of road; $1,920,000 ($15,000 per mile) of income bonds, and $3,840,000 ($30 000 per mile) of stock. The subscription will be for $1,920,000, and for $10,000 subscribed there will issue $10,000 first mortgage bonds, $5,000 income bonds and $10,000 stock, The syndicate announces its further purpose of extending the road by the issue of first mortgage bonds limited to $15,000 per mile to the Ohio River from Jackson, thus furnishing the I, B. and W., and the C., S. and C. another outlet to the seaboard via the Chesapeake and Ohio Railroad.

The population of the German Empire on the 1st of December, 1880, has now been finally ascertained. It amounts in all to 45,194,172 souls, as against 42,727,260 at the previous census in 1875. The increase in five years is therefore 2,466,912. The population of the principal States of the Empire is now as follows. Prussia, 27,251,067, against 25,742,404 in 1875; Bavaria, 5,271,516, against 5,022,390 in 1875; Saxony, 2,970,220, against 2,760,586 in 1875; Wurtemburg, 1,970,132, against 1,881,505 in 1875; Baden, 1,670,589, against 1,507,179 in 1875; Alsace-Lorraine, 1,571,971, against 1,531,804 in 1875; Hesse-Darmstadt, 936,944, against 884,218 in 1875; Mecklenburg-Schwerin, 576,827; Saxe-Weimar, 309,503; Saxe Coburg Gotha, 194,479; Oldenburg, 337,454; Brunswick, 349,429; Anhalt, 282,747; Lubeck 63,571; Bremen, 156,229, and Hamburg, 454,041.

The stockholders of the New York, Providence and Boston Railroad Company have decided to accept the recent amendments of the charter of the company, granted by the Legislatures of Rhode Island and Connecticut, allowing the company to mortgage its property. The charter amendments permit the company to issue bonds to the amount of $500,000, to bear interest not exceeding 6 per cent, and payable in not more than thirty years. The money is to be used in laying a double track of steel rails from Providence to Stonington. The company will mortgage that portion of the railroad running from Stonington to Groton, and the ferry from Groton to New London.

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New York, Saturday, April 2, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

THE World's Fair now depends upon the railroads for a successful start. It has been proposed among the committee having charge of the finances to ask for no further private subscriptions until the railroads have subscribed at least $1,500,000. If the public generally shows an interest in the project, and it seems to be doing so now with a little more of enthusiasm than was manifested a few weeks ago, the railroads can safely be counted on as being willing to take their full share of the risk.

THE Ship canal which it has been proposed to build across Delaware somewhere below Appoquinimink Creek, is again before the Delaware legislature. A bill was introduced into the legislature of that State this week providing for a right of way and naming as incorporators Congressman Martin, Governor Hall and other prominent Delawarians, and John E. Hurst, Henry C. Smith, William H. Baldwin, William T. Dickson and Joseph E. Bruff, of Maryland, corporators, with a capital stock of $30,000,000, the cession of their authority to be made to the United States Government, whenever it shall undertake to construct the canal. Grants have been previously made for this project, but there being a possibility that the commission to be appointed by President Garfield might select some other route than those previously provided for, is the probable explanation of the present legislature being called upon for further action.

MINNESOTA had ten miles of railroad at the close of the year 1862; at the close of last year she had 3,099 miles with a considerable amount of construction under way. With so great a part of her important through lines completed there has been during the past few years a most valuable addition to the revenue of the State from railroads. The State revenue from this source in 1878 was $200,171 and in 1879 $249,354, that for 1880 not being yet reported. These gratifying returns would seem to fully warrant Commissioner Wm. R. Marshall in recommending that the State should give assurance of security and fair treatment to capital that may seek investment in her railroads. Mr. Marshall in his report for the past year has given not only much interesting information in a very comprehensive manner, but some valuable suggestions as to the action of the State, of which the above is one and another is that minimum rates of transportation will be secured without the use of further means than those tending directly to encourage railroad construction.

Government Ownership of Railroads.

It would seem that if there was any place where the idea of government ownership of railroads would be popular that place of all others would be France. Two reasons why this might be expected are that there has been an extended railroad agitation in France and many evils, imaginary or otherwise, have been complained of; and that the French people of the most substantial class have unlimited confidence in the power of their government to suppress an evil when it assumes to do so. This confidence in the power of government obtains most conspicuously among a people who are placed face to face with governmental questions through studying and watching the growth of forms of government newly adopted by them. The change of government has righted many wrongs; they look to the established government as the power which shall hold the corrective check over all evils affecting their political and commercial economy.

To France then we might look expecting to find, if any where, commercial bodies strongly favoring the government ownership of railroads. But on the contrary in France to-day the most important associations looking directly to commercial interests distinctive from railroad interests, the chambers of commerce and other institutions aiming to work for the welfare of trade, are strongly opposing the idea of the government taking possession of the railroads. The legislative bodies of France are being urged by the Gray Chamber of Commerce to use their power in opposition to any further purchase of railroads by the Government; and not only that, but it is still further advocated by this commercial body that the government cede back again the railroads now in its possession to the railroad companies most directly interested in them. One of the reasons urged in behalf of these measures is one that applies with peculiar force to the Republic on this side of the water; that the tendency of the management of railroads by the government is strongly toward creating a monopoly and a centralization, that turns the duties of the government into those of an industrial and commercial concern, qualifications incompatible with those required for the highest perfection of the State and the welfare and satisfaction of the people.

That a State monopoly contains demoralizing elements of a most dangerous character alike to republican institutions and commercial prosperity is so well known a fact as to need no written presentation. No monopoly can be conceived whose workings would be more prolific of evil to commercial interests, and of political corruption in its worst forms, than that which should place in the hands of inexperienced legislators and money grabbing politicians the bestowing of the vast patronage that would fall to their hands through the government having possession of the railroads. Too much is expected now of our legislators. It has become far too common for chronic complainants to look upon legislative action as the great remedy for imagined ailments, whereas it would seem that the constant appearance in our State legislatures of bills containing most impracticable ideas concerning the management of railroads, and advancing ridiculous theories pertaining to transportation should illustrate the fact that improvements can only be assured by the employment of means which long experience in the practical school of railroad management alone can suggest. Experienced railroad men working not for political influence but for their own direct benefit, which must be inseparably united to that of the general public, are the only powers that can successfully and justly manage railroad affairs.

There is a regulator that governs more evenly than legislators can possibly do the relations between the railroads and the people; it is found in the principles that underlie the laws of supply and demand, of the survival of the fittest and of successful competition, though it may be called by no more worthy name than self interest. The more plainly a manager can see that the exercise of his fullest and freest powers are tending directly to his own benefit the more sure may be the public which he serves of receiving the best possible facilities and accommodations. There may be exceptions but the rule holds good that the railroads

which to-day are giving most thorough satisfaction to the public are those which are under a close management, almost a one man power it may be, whether the power has been centralized by the control originally being in the hands of the few whose enterprise and capital may have built the road, or by the control falling into the hands of the managers through natural consolidations, or even by judicious rules fixed under the much misrepresented and poorly understood pooling system. A co-operative plan has been suggested for the management of railroads in which the patrons shall be their own railroad managers. When every body's business ceases to be nobody's business, when experience ceases to have a value, when a generation largely made up of railroad men comes suddenly into existence by an unnatural birth, or when schooling and discipline are no longer necessary in any department of business and trade then and probably not until then will the suggested co-operative management of railroads be likely to be witnessed in successful working. The idea of the ownership of the railroads by the government has some elements of common character with those apparent in the co-operative plan, with the addition of that most dangerous element to be found in its political aspect, and the consequent discouragement of invention and honest enterprise.

Organization.

Articles of association of the Great Northern Timber Belt Railroad Company, capital $2,500,000, have been filed with the Secretary of State of Wisconsin. The line will run from Green Bay to St. Croix River.

Articles of incorporation of the Stillwater, Hastings and Rochester Railway Company have been filed with the Secretary of State of Minnesota. The capital stock is fixed at $150,000, divided into shares of $100 each.

The Central Tunnel Railway Company filed articles of incorporation at Albany, N. Y., on the 26th ult, with a capital of $5,000,000. It is to run from the City Hall to the Grand Central depot, New York. Among the directors are H. C. Stetson and Geo. Lorillard.

The officers of the Camden and Philadelphia Ferry Company, recently elected, are: President, Edmund Smith; Secretary and Treasurer, W. H. Gatzmer; Directors, John C. Bullitt, G. M. Dorrance, T. Jones Yorke, J. W. McKnight, Thomas H. Dudley, W. J. Sewall and Isaac S. Buckalew.

The Governor of Pennsylvania has granted a charter to the New Brighton and New Castle Railroad Company. The directors are J. N. McCullough, Wm. Thaw, Thos. D. Messler, J. D. Layng, Jno. Davidson, Wm. Stewart and Wm. Mullins. The capital stock is $210,000 and the gauge 4 feet 8 inches.

Articles of incorporation have been filed in Minnesota for the Red Wing and Iowa Railroad, which is to be built from Red Wing, Minn., to Zumbrata, thence to the Iowa State line. The officers are: S. B. Foote, President; Charles Betcher, Vice-President; J. S. Hoard, Secretary, and J. C. Pierce, Treasurer, all of Red Wing. The capital stock is $800,000.

The officers of the New Mexico Southern Railway Company, elected on the 25th ult., are: President, U. S. Grant; Vice President, G. M. Dodge; Secretary, James H. Wood; Treasurer, Russell Sage; Executive Committee, Jay Gould, Frank Work, Russell Sage. A resolution was adopted requesting General Grant to proceed to Mexico to represent the interests of the company.

The Brooklyn (N. Y.) Underground Railroad Company has been organized, with a capital of $1,000,000, ten per cent paid in. Its route extends from the Sands street end of the Brooklyn bridge to Flatbush, where it connects with the Prospect Park, Flatbush and Coney Island Railroad. Its cost is estimated at the rate of $1,000,000 a mile, though there will not be a mile of tunnel.

The Secretary of State of Illinois has issued letters of incorporation to the Danville and St. Louis Railroad, to run from Danville to the St. Louis, Alton and Terre Haute Railroad, in Coles County. The principal office is located at Chicago. Capital stock, $1,000,000. Incorporators: Francis G. Tibbetts, Edgar Holmes, Wm. H. A. Brown, Malcomb Peters, George Bull and Hiram W. Beckwith.

At the recent annual meeting of the stockholders of the Camden and Atlantic Railroad Company, the following gentlemen were elected directors for the ensuing year: Charles D. Freeman, John Lucas, James B. Dayton, Enoch A. Doughty, Thomas H. Dudley, Samuel C. Cooper, George T. Da Costa, Joshua R. Jones, William E. Read, John Pearce and John B. Hay. The officers are: President, Charles D. Freeman; Secretary and Treasurer, Daniel M. Zimmerman.

At the annual meeting of the Housatonic Railroad Co., held at Bridgeport, Conn., on the 25th of February, the following directors were unanimously elected: Wm. H. Barnum, David S. Draper, William D. Bishop, Samuel Willets, George W. Peet, Horace Nichols, A. B. Mygatt, Edward Leavitt and John B. Peck. At a subsequent meeting of the board W. H. Barnum was elected President, D. S. Draper, Vice-President, and C. K. Averill, Secretary and Treasurer.

Articles of association of the South Bend Southern Railroad Company have been filed in the office of the Secretary of State of Indiana. The road will run from South Bend to Plymouth; length, 23 miles; capital, $220,000; Directors, Clem. Studebaker, Schuyler Colfax, James Oliver, Alexis Coquillard, J. M. Studebaker, John G. Birdsell, John C Knoblock, Joseph D. Oliver, William D. George, Joseph Warden, Peter E. Studebaker, Jacob F. Studebaker and William Mack.

At the annual meeting of the Maine Central Railroad Company, held in Augusta, Me., on the 23d ult., the following gentlemen were unanimously elected directors for the ensuing year: Abner Coburn, Skowhegan; Darius Alden, Augusta; Arthur Sewall, Bath; William G. Davis, Portland; Alfred P. Rockwell, Boston; George S. Morrison, New York; George P. King, Boston; George E. B. Jackson, Portland; William B. Bacon, Boston; Willard P. Phillips, Salem; Elijah B. Phillips, Boston; Stephen J. Young, Brunswick; Horatio N. Jose, Portland.

Articles of corporation of the Fond du Lac, Portage and Sturgeon Bay Railroad Company have been signed at Madison, Wis. This company, with a capital stock of $2,000,000, proposes to construct a road from a point on the Chicago and Northwestern Railway in Sauk County, via Portage City and Fond du Lac, to Sturgeon Bay, in Door County. The company is reported to be backed by abundant capital and numbers among its corporators representative men all along the line, who were present at the organization.

At a special meeting of the Delaware Western Railroad Company, held at Wilmington, Del., on the 25th ult., Robert Garrett was elected President, and the board was reorganized so as to consist of Robert Garrett, Perry Belmont, Victor Dupont, John W. Davis, R. Snowden Andrews, William M. Canby and William Canby, the two last named being members of the old board. It is understood that the board will be increased to nine members, and that Osman Latrobe and John K. Gowan will be elected as the additional members.

Articles of incorporation have been filed in the office of the County Clerk, New York, for the following companies: The New York and San Miguel Mining Company, capital stock $100,000, divided into 100,000 shares of $1 each; trustees, J. B. Cornell and four others. The Consolidated Galena Silver Mining Company, capital stock $500,000, divided into 100,000 shares of $5 each; trustees, A. W. Bood and eight others. The Young America Silver Mining Company, capital stock $160,000, divided into 160,000 shares $1 each; trustees, Mr. James H. Phinney and four others.

At a meeting of the stockholders of the St. Louis, Wichita and Western Railway Company, recently held at Oswego, Kan., the following directors were elected: O. W. Rogers, St. Louis; John O'Day, Springfield; B. F. Hobart, C. M. Condon and W. A. Thomas, of Kansas. The new directors elected the following officers: C. W. Rogers, President; John O'Day, Vice-President; T. W. Lillie, of New York, Secretary; E. G. Chadwick, St. Louis, Assistant Secretary, and C. M. Condon, Treasurer. The road is leased and operated by and forms a part of the St. Louis and San Francisco, Colorado and Kansas through line.

Articles of consolidation of the Ohio, Indiana and Pacific Railway Company, with the Indiana, Bloomington and Western Railway Company, under the name of the latter, were filed with the Secretary of State of Indiana on the 24th ult. The capital stock is $10,000,000, of which $5,000,000 is issued for redemption of the existing debt—$4,500,000—of the Indiana, Bloomington and Western, and for necessary improvements; $3,000,000, or so much thereof as may be necessary, is set aside for the construction and equipment of the eastern extension, and the remaining $2,000,000 is authorized for the general purposes of the consolidated road, and may be issued as required. The new bonds will bear 6 per cent interest.

Manufacturing.

The Cambria Iron and Steel Works of Johnstown and the Edgar Thomson Steel Works of Pittsburgh, Pa., are to furnish 12,000 tons of steel rails for the Louisville, New Albany and St. Louis Railroad.

The editor of the Nautical Gazette, says that the iron steamer City of Worcester just built for the Norwich and New York Transportation Company, by the Harlan & Hollingsworth Company, "is the finest specimen of iron work ever turned out of any shipyard in the world."

The Pittsburg Bessemer Steel Co. and Graff Burnett & Co., have recently ordered testing machines from Riehle Brothers, of Phila elphia. An extending trade through their Pittsburg and Chicago branches is reported by Riehle Brothers, with their well known charging scales having a greater demand than ever before.

William F. Gedney, 270 West street, this city, is manufacturing a car axle lubricant that is gaining great popularity among railroad men. He sends a sample sufficiently generous for a good trial without charge. Mr. Gedney has had an experience of about fifteen years in the handling of lubricants, one of his best known productions being the "Uncle Sam Lu-

bricating Compound," which in different grades is adapted to a great variety of uses.

Interest and Dividends.

The Cincinnati, Indianapolis, St. Louis and Chicago Railroad Company has declared a dividend of 1½ per cent. This was formerly the Cincinnati, Lafayette and Chicago, which consolidated with the Indianapolis, Cincinnati and Lafayette. On February 2, 1880, the road was sold under foreclosure, and the present company organized.

In settlement of all arrears of dividends which have accrued upon the preferred stock of the St. Louis, Alton and Terre Houte Railroad Company up to January 1, 1881, the directors have declared a dividend of 55 per cent upon the preferred stock, payable in dividend bonds, for which (pending the preparation of the bonds) dividend bond scrip will be issued on the 20th inst. to stockholders of record on the 5th inst.

The Oregon Railway and Navigation Company has declared a quarterly dividend of 2 per cent, payable at the Farmers' Loan and Trust Company, 26 Exchange Place, on the 2d of May to stockholders of record on the 9th of April.

The Lake Shore and Michigan Southern Railway Company has declared a dividend of 2 per cent, payable at the Treasurer's office, Grand Central Depot, on the 2d of May.

The Michigan Central Railroad Company has declared a dividend of 1½ per cent, payable at the Treasurer's office, Grand Central Depot, on the 2d of May.

The Delaware, Lackawanna and Western Railway Company has declared a quarterly dividend of 1¼ per cent, payable April 20.

The Philadelphia and Reading Railroad Company gives notice that, pending the litigation on the subject, no forfeiture for non-payment of instalments on the deferred income bonds will be enforced, and the final payment on those bonds, due March 31, is extended to April 30.

At a meeting of the Directors of the Delaware Western Railroad in Wilmington on the 29th ult., Osman Latrobe, of Baltimore was elected one of the Board.

The Philadelphia Inquirer says that the committee having the matter in charge have approved of the scheme by which the Philadelphia and Erie Railroad is to be made use of as a connection for the new trunk line that is being established between New York and Williamsport, Penn., via the Central of New Jersey and Catawissa Railroads. It is here the connection with the Philadelphia and Erie Railroad comes in, that road being used between Williamsport and Driftwood; thence over the Allegheny Valley's low grade division to Brady's Bend, and across the river, where an additional track will be laid on the narrow-gauge road now in operation from that point. By these connections, and an additional one, Youngstown, Ohio, will be reached, and connection thus made with the Wabash system. This will be the shortest line to the East, and will inevitably cut heavily into the traffic now enjoyed by the New York Central and Canada Southern Railroads.

Capt. Coe, Chief Engineer of the Shenandoah Valley Railroad, has removed his headquarters from Hagerstown, Md., to Waynesboro', Va., and will vigorously push the work of locating a line for the road between Waynesboro' and a point on the Atlantic, Mississippi and Ohio Railroad, near Salem or Big Lick, in Roanoke county. The work of construction will quickly follow the location of the road.

Railways in Australasia.

The project of a railway between the north and south of Australasia is now fairly under way, and will reduce the time between England and Sydney by 30 days. The principal sections of the northern part is already completed. It is 312 miles long and runs between Brisbane and Rome. Between the latter point and the Bay of Carpentaria there are yet 887 miles to construct. The line will connect with that between Roehampton and Emeraldtown. There are still gaps to fill between Brisbane and Sydney, and Sydney and Adelaide. The road will link together the principal cities and most peopled regions of the great island, with the exception of those in the west. A syndicate has been empowered by the Legislature of Queensland to construct all the road within its domains, and will receive 4,000 acres of public land for each kilometre or three-eighths of a mile built.

From the returns made to the Secretary of the Treasury by Mr. Joseph Nimmo, Jr., Chief of the Bureau of Statistics, we learn that the total value of the exports from the United States of barley, corn, cornmeal, oats, rye, wheat and wheat flour for February, 1881, was $13,919,246, against $14,426,844 for the same month in 1880. For the two months of the calendar year 1881 the totals were $28,848,652, against $29,059,726 in 1880. For the eight months of the fiscal year 1881 the totals were $182,428,826, as against $188,835,659 in the corresponding period of 1880. The report by customs districts shows that while the aggregate shipments for the eight months of the fiscal year from New York are in excess of those of the corresponding period of the previous year nearly $1,000,000, from Boston nearly $2,000,000, and from New Orleans over $2,500,000, the falling off at Philadelphia is nearly $3,000,000, and at Baltimore $5,553,103. The decline in the shipments from San Francisco during the eight months is a trifle in excess of $4,000,000, and those from Willamette, Oregon, have fallen off nearly one-half, or from $3,405,677 in 1880 to $1,607,785 in in 1881.

The Chief of the Bureau of Statistics reports that the total values of the exports of domestic provisions, tallow and dairy products during February, 1881, were $14,727,671, and during February, 1880, $9,243,383; for the two months ended February, 1881, $29,946,353, and for the same period in 1880, $18,700,830. The total values of the exports of provisions and tallow for the four months ended February, 1881, were $52,168,399, and for the four months ended February 1880, $34,196,425. The total values of dairy products for the ten months ended February, 1881, $22,219,097, and for the ten months ended February, 1880, $15,399,607.

The Montreal Witness says that Hon. Isaac Burpee and Mr. E. R. Burpee have gone to Presque Isle to arrange for the immediate extension of the New Brunswick Railway in that quarter. It is expected that the whole track will be relaid and the gauge of the road widened before September.

Northern Central Railway.

The following is a comparative statement of the gross earnings, operating expenses and net earnings of the Northern Central Railway Company for the month of February:

	1881.	1880.
Gross earnings	$382,657	$330,860
Operating expenses	247,830	213,094
Net earnings	$134,827	$117,766

For the two months ending with February the gross earnings, operating expenses and net earnings were:

	1881.	1880.
Gross earnings	$768,814	$666 354
Operating expenses	493,801	427,155
Net earnings	$275,013	$238,199

The Richmond (Va.) Dispatch says that the Bright Hope Railway Company are looking to a plan of extending their line of road from their present eastern terminus at Chester to Bermuda Hundred, at the confluence of the James and the Appomattox rivers. Complete surveys have been made, and it is thought the company will finally determine the matter in a few days. They also contemplate an extension of the western end of the line from Clover Hill into Amelia county, towards Blacks and Whites, on the Atlantic, Mississippi and Ohio Railroad. This improvement will afford a means of developing the rich mineral resources there, and of giving an outlet to the fine lumber in that section.

At a meeting of the Provincial directors of the Ontario and Quebec Railway Company, held in Montreal on the 26th ult., an arrangement for the organization of the company was completed, and the directors adjourned until April 26th to receive the report of Mr. Lumsden, C. E., who has been entrusted with the preliminary survey of of the line, and is now engaged at the works. A committee of directors was also appointed to confer with the Quebec Government and the various railway companies interested in the early construction of the road, which is now a certainty.

The bill providing for the settlement of the repudiated debt of Minnesota, which recently passed the Legislature of that State and is now a law, adjusts the greater part of the debt at 50 cents on the dollar, some of the claims being disputed. The payment is to be made out of the proceeds of internal improvement lands. Selah Chamberlain, of Cleveland, Ohio, who has for years urged the payment of this debt, either personally or by his agents, will receive securities valued at more than $1,500 000.

The sale of the Levis and Kennebec Railroad to J. R. Woodward of the Quebec Central Railroad for $192,090 has already been noticed. We learn that it is contemplated to raise the roadbed several feet, the whole length of the line, and under the new ownership, it is hoped that the road will enter upon a more prosperous career than it has had in the past. A junction with the Quebec Central was effected last fall near St. Joseph de la Beauce.

Inventions.

An important combination of interests in superior modern appliances for the promotion of security in railway travel, and establishing effective safeguards against every class of railway accidents has recently been perfected. According to the Pittsburg Chronicle it consists of a consolidation of control of all the important patents and appliances manufactured by the Toucey & Buchanan Interlocking Switch Company, of Harrisburg, and the Union Electric Signal Company, of Boston. Very appropriately the general direction and management of both these companies has been placed under the immediate charge, as President, of Mr. George Westinghouse, Jr., whose famous brake systems are now world-renowned, and are saving hundreds of lives every year by their successful operation on a large proportion of the railways of this and all other civilized countries.

Philadelphia and Reading Companies.

The following is the monthly comparative statement of gross receipts, tonnage and passengers of the Philadelphia and Reading Railroad Company for the month of February, 1881 and 1880:

	1881. Month.	1881. Years to date.
Gross receipts:		
Railroad traffic	$1,277,766 73	$3,836,149 20
Canal traffic	3,858 80	6,139 92
Steam colliers	50,708 88	152,615 40
Richmond coal barges	4,093 33	14,686 45
Total Railroad Co.	$1,336,427 69	$4,009,590 97
Reading Coal & Iron Co	803,625 63	2,520,885 94
Total of all	$2,140,053 32	$6,530,476 91
Tonnage and passengers:		
Tons of coal on railroad	566,421.05	1,578,750 01
Tons of merchandise	410,650.05	1,289,490.10
Passengers carried	638,970	2,145,085
Coal transp. by steam colliers	31,261.00	109,537.00
Tons of coal mined:		
By Coal and Iron Co	235,161 08	666,619.01
By tenants	102,911.11	311,925.01
Total mined from lands owned and controlled by Co. and from leasehold estates	338,072.19	978,544.02

	1880. Month.	1880. Years to date
Gross receipts:		
Railroad traffic	$1,038 229 92	$3,737,667 60
Canal traffic	Loss 6:7 46	28,609 56
Steam colliers	45,273 37	189,972 26
Richmond coal barges	2,275 95	22,068 63
Total Railroad Co.	$1,085,161 78	$3,978,318 05
Reading Coal & Iron Co.	530,472 35	1,926,806 36
Total of all	$1,615,634 13	$5,905,124 41
Tonnage and passengers:		
Tons of coal on railroad	369,211.07	1,506,517.09
Tons of merchandise	449,305.17	1,376,312.05
Passengers carried	617,611	2,107,527
Coal transp. by steam colliers	37,307.00	127,889.00
Tons of coal mined:		
By Coal and Iron Co	169,502.11	721,922.17
By tenants	53,667.04	234,394.11
Total mined from lands owned and controlled by Co. and from leasehold estates	223,169.15	956,317.08

Comparative statement of business of the Philadelphia and Reading Railroad Company for February, 1881:

	1881. Month.	1881. Year to date.
Gross receipts	$1,336,427 69	$4,009,590 97
Gross expenses	805,106 33	2,458,936 46
Net profit	$531,321 36	$1,550,654 51

	1880. Month.	1880. Year to date.
Gross receipts	$1,085,161 78	$3,978,318 05
Gross expenses	687,273 65	2,248,619 97
Net profit	$397,888 13	$1,729,698 08

Comparative statement of business of the Philadelphia and Reading Coal and Iron Company for February, 1881:

	1881. Month.	1881. Year to date.
Receipts	$803,625 36	$2,520,885 94
Expenses	703,544 90	2,344,911 99
Profit	$100,088 73	$175,973 95
Net profit of all	631,402 09	1,726,628 46

	1880. Month.	1880. Year to date.
Receipts	$530,472 35	$1,926,806 36
Expenses	609,559 69	2,187,051 07
Loss	$79,087 34	$260,244 71
Net profit of all	318,800 79	1,461,453 37

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending March 19, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad	142,661	1,988,870	1,820,894
Schuylkill Canal	.....	.....	38,041
Lehigh Valley	166,266	1,526,990	1,140,392
Del., Lack. & Western	81,331	864,982	683,106
Shamokin Valley	18,540	199,272	168,212
Central New Jersey	90,584	814,899	611,058
United R. R. of New Jersey	34,375	333,976	205,878
Pennsylvania Coal	18,738	218,147	147,113
Delaware and Hudson	76,099	763,274	655,860
Huntingdon & Broad Top Mt.	11,635	96,804	93,733
Penn. and New York	33,359	371,268	329,124
Clearfield, Pa.	56,098	418,845	327,205

The total tonnage of anthracite coal from all the regions for the week ending March 19, as reported by the several carrying companies, amounted to 520,319 tons, against 301,204 tons in the corresponding week last year, an increase of 219,115 tons. The total amount of anthracite mined for the year is 5,397,865 tons, against 4,073,025 tons for the same period last year, an increase of 1,324,840 tons. The quantity of bituminous coal sent to market for the week amounted to 103,362 tons, against 32,220 tons in corresponding week last year, an increase of 71,142 tons. The total amount of bituminous mined for the year is 883,504 tons, against 773,700 tons for the corresponding period last year an increase of 109,804 tons. The total tonnage of all kinds of coal for the week is 623,681 tons, against 333,424 tons in corresponding week last year, an increase of 290,257 tons, and the total tonnage for the coal year is 6,281,366 tons, against 4,846,725 tons to same date last year, an increase of 1,434,644 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending March 19th was 197,216 tons, of which 145,800 tons were coal and 51,416 tons coke. The total tonnage for the year thus far has been 1,871,950 tons, of which 1,359,930 were coal and 512,020 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended March 19 were 41,682 tons, and for the year 314,586 tons—a decrease of 38,292 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 35,411 tons, year, 276,082 tons; decrease as compared with 1880, 83,251 tons. Chesapeake and Ohio Canal—week and year, 1,197 tons; decrease as compared with 1880, 1,964 tons. Pennsylvania Railroad—week, 5 074 tons; year, 37,308 tons; decrease as compared with 1880, 3,007 tons. The Reading Railroad coal shipments for last week, ending March 26, were 93,000 tons, of which 22,268 tons were sent to Port Richmond and 18,084 tons shipped thence, and 6,303 tons were sent to Elizabethport and 11,674 tons shipped thence.—[Phila. Ledger, March 28.

A map of the Brooklyn, Fort Hamilton and Coney Island Railroad has been filed in the Register's Office, Brooklyn. The route is in the town of New Utrecht, beginning at the city line, at Sixty-fourth st. and Third-ave., and extending along Third-ave. and Lexington-ave., through the village of Fort Hamilton to the New York and Brighton Beach Road, with which it connects in Mill-lane, near the village of Bath. It will afford communication from South Brooklyn and Fort Hamilton to Brighton Beach, and will doubtless run in connection with the steam transit, by dummy engines, now in Third-ave. from Twenty-fourth-st. to Fort Hamilton.

At a meeting of the stockholders of the Buffalo, Pittsburg and Western Railway Company, held in Philadelphia on the 28th ult., a new mortgage of $7,500,000 was authorized. About four-fifths of the entire stock was represented, and voted in favor of the project. The old bonds, amounting to $4,060,000, are to be taken up, and the remainder of the proceeds of the mortgage bonds will be devoted to the construction of new lines and other improvements. Work on the extensions to Salamanca and Buffalo will be commenced about the middle of April.

The directors of the Huntingdon and Broad Top Mountain Railroad Company have decided to fund the overdue issue on the $1,500,000 consolidated seven per cent bonds by the issue therefor of new stock in the proportion of two-thirds preferred to one-third common, including the interest due April 1. The holders of these consolidated bonds have consented to a reduction of the interest from 7 to 5 per cent, and the company hopes to pay the fixed charges regularly in the future.

The cable steamers Dacia and International will begin laying from Vera Cruz, Mexico, the first section of the Central and South American cable southward to Tehuantepec. When they have completed this work they will return to England and take on the cable to be laid on the Pacific coast from Callao, Peru, to the Tehuantepec isthmus via Panama, Costa Rica, Nicaragua and Guatemala.

It is stated that when the lease of the Hopkinton Railroad expires it will not be renewed by the Providence and Worcester, the present lessee.

The Legislature of North Carolina has granted a charter for the Danville and Haw River Railroad Company.

Cincinnati, Sandusky and Cleveland R. R.

A meeting of the stockholders of the Cincinnati, Sandusky and Cleveland Railroad Company is to be held at Sandusky, Ohio, on the 6th of April. A circular has been sent to stockholders which contains the following:

"The proposed lease, besides protecting in every possible way the rights and interests of this company, provides that the lessees (the Indianapolis, Bloomington and Western Railroad Company) shall build and have completed by Jan. 1, 1882, a new line of some 140 miles of railroad connecting our road at Springfield with theirs at Indianapolis, and stipulating that all business from their roads destined to points north and northeast of Springfield shall be sent over our Cincinnati, Sandusky and Cleveland Road. It further stipulates for a guaranteed minimum rental, more than sufficient to meet all the interest on our fixed indebtedness and the expense of maintaining our organization. It also provides, in addition thereto, for such a percentage of the gross earnings and receipts as will—from the enlarged business to be brought to and carried over our road—in the estimation of your committee, make our common stock a dividend-paying one as soon as the new piece of railroad provided for is built and in operation."

The Receiver of the Ohio and Mississippi Railroad Company reports receipts for the month of February (including $13,063 65 cash on hand February 1) of $511,278 06, and the disbursements $491,998 59, leaving cash on hand February 28, 1881, amounting to $19,280 06. The disbursements were for vouchers prior to Nov. 1, 1876, $750; vouchers subsequent to Nov. 17, 1876, $341,624 76; pay rolls, $148,610 09; arrearages $1,013 74.

The last spike was driven at Luray, Va., on the 28th ult., completing the Shenandoah Valley Railroad from Hagerstown, Md., to Waynesboro, Va., where it connects with the Chesapeake and Ohio Railway. The completion of this road establishes a new and independent line for business between the Atlantic seaboard, Western and Southwestern points. Through trains will be running from Hagerstown to Waynesboro by the 15th of April.

The second steamer for the Iron Steamboat Company of New York was launched at Cramp's yard on the 26th ult. She is to be called the Perseus, and is 210 feet long and 32 feet wide. Another boat, for the same company, to be called the Pegasus, will be launched in a few days, and the fourth boat will be in service in June. The Cetus, the first of the four boats launched, is now receiving her machinery.

A dispatch from Black River, Ohio, says that "the proposed New York, Chicago and St. Louis Railroad has surveyed a line and purchased the right of way from Vermilion to Cleveland, running through Lorain. Work will be commenced immediately."

At the recent annual meeting of the Maine Central Railroad Company the by-laws were so amended that the annual meeting shall in future be held on the third Wednesday of December in each year, at such hour and place as the directors may determine.

The New York, Providence and Boston Railroad Company has determined to issue $500,000 worth of bonds on a mortgage of the road between Stonington and New London.

Railroad Earnings.

The earnings of the Chicago and Grand Trunk Railway for the first ten weeks of this year were $239,659, an increase of $46,414 over those of the corresponding time last year, while the number of passengers carried was 10,458 less for the ten weeks ending March 12, 1881, than for the same period last year. The earnings for the week ending March 12, were $23,691 as compared with $22,501 for the corresponding week last year.

The earnings of the Great Western Railway of Canada for the week ending March 18, were $116,163, an increase of $5,502 over those of the corresponding week last year. The aggregate increase this year to March 18 over last year's earnings to the same date was $33,751.

For the weeks ending March 7, 14 and 21, respectively the earnings of the St. Paul, Minneapolis and Manitoba Railway were $35,546 23, $76,127 42, $74,225 45 while the earnings of the corresponding weeks last year were $38,041 47, $36,903 96, $59,324 23 respectively. The increase in the earnings from Jan. 1 to March 21, over those of the same period last year was $147,415 09.

The earnings of the Indiana, Bloomington and Western Railway for the week ending March 15, were $25,183 09 as compared with $23,791 60 for the corresponding week last year, an increase of $1,390 49.

For the week ending March 21, the earnings of the Flint and Pere Marquette Railroad were $36,201 25 as compared with $32,658 50 for the corresponding week last year, an increase of $3,542 75. From Jan. 1 to to March 21 the earnings were $358,154 15; same period last year $323,447 10; an increase for the eleven weeks of $34,707 05.

The Denver and Rio Grande earnings for week ending March 19, reported for 551 miles now operated were $35,294 as compared with $35,537 for corresponding week last year, for the 337 miles then operated.

The earnings of the Grand Trunk Railway for week ending March 19, were $216,743; same week last year $201,257; increase $15,486; aggregate increase for twelve weeks $108,369; miles open 1,406½.

A charter has been obtained from the State of Kansas for the Merchants' Telephone Company, organized for the purpose of building a line from Kansas City to connect the cities of St. Joseph, Atchison, Leavenworth, Lawrence and Topeka. The capital stock is one hundred thousand dollars, divided into one thousand shares. As soon as the frost is out of the ground work will be commenced.

Right of way has been granted to the St. Louis, Hannibal and Keokuk Railroad Company to construct its road through Lincoln county, Mo. The line is now completed and in running order from Hannibal to Prairieville, from which point it will be extended a distance of 38 miles to Perryque, where it will connect with the St. Louis, Kansas City and Northern for St. Louis. Thirty-two hundred tons of iron have already been ordered and work will be commenced in a few days.

At a meeting of the Northern, Northwestern and Sault Ste. Marie Railway Company, held in Toronto on the 24th ult., a provisional committee was formed to complete the organization of the new company. The meeting adjourned for one week.

The First Railway in Canada.

The first railway not only in this Province but in Canada was the old Champlain and St. Lawrence line between St. Johns and Laprairie. It was opened in August, 1836. Lord Gosford, the Governor-General, and other distinguished gentlemen were present at the inaugural and participated in the banquet, which was served in the station—the time-honored building, which, defying the ravages of time, still does duty as freight shed. One of the chief promoters of the railway was the late Jason C. Peirce, father of C. S Peirce, of St. Johns, and associated with him were the late Peter McGill, Robert Jones, John Shuter, &c. James McDonald, of St. Johns, was also connected with the early management of the line. The road was originally built of scrap iron—that is, thin plates of iron nailed on to wooden sleepers, and the rolling stock was very light. For about fifteen years after construction the road was not operated in the winter time. Then the track was changed from Laprairie to St. Lambert, and the line continued from St. Johns to Rouse's Point. The second locomotive used on the old Champlain and St. Lawrence Railway was called the Jason C. Peirce, and it is still in use on the road at Joliette.—[St. Johns News.

Underground railroad project is being talked up in Brooklyn, and agents are now at work obtaining rights of way from property owners along the proposed line. It is proposed to build the tunnel from Fulton Ferry and the approach of the East River Bridge to the City Hall, and thence to the Long Island Railroad depot.

Articles of consolidation were filed on the 22d inst. in the office of the Secretary of State of Ohio of the Ohio and Indiana State Line Railway with the Indianapolis and Ohio State Line Railroad, under the name of the Ohio, Indiana and Pacific Railway Company.

The survey of the route for the proposed new Northern Railroad of Long Island was commenced by J. C. Lane of New York and G. A. Roullier of Flushing on the 26th ult. The road is to run from Astoria to Northport, and the prospects for its speedy construction are said to be bright.

A charter has been procured for the West Virginia Central and Pittsburg Railway, and the route is being surveyed. It runs from Covington to the Pennsylvania State line. The projectors ask Pittsburg capitalists to build from the State line northward to that city.

The stockholders of the Penobscot and Lake Megantic Railway Company, at their meeting in Bangor on the 15th ult., voted to change the name to the International Railway Company of Maine.

The gross earnings of the Philadelphia and Erie Railroad Company for the month of February, 1881, were $225,500 90, the expenses $159,896 20, and the net earnings $65,604 70.

The Somerset and Worcester (Md.) Railroad is being put in complete order, and it is said there is now a prospect of its being extended to the lower end of the peninsula.

During the year ended March 1, 5,722,000 hogs were packed in Chicago—an increase of 1,071,000 over the previous year, and the largest number ever packed in any city in the world.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1865	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,580	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1883	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1905	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, Colorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	167,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	634,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	961,000	9	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	228,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bonds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) sk'g fd.	2,834,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	"	1885	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,600	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1877	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1898	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	570,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Phil'adelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1868, (58 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'93-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1898	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,00)	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,050,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530,000	6*	" "	" "	1890	....
Income bonds, Sinking Fund ..	3,286.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Shefl. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	..
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	3,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	838,475	7	Jan. & July.	"	1898	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd June.:						
1st Mortgage ..	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000.	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.).....	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (Sp. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ").	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1885	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879 ...	6,740,000	6-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1903	....
Winona and St. Peter—						
1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mortgage guar.....	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,255,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	...
2d Mortgage for $8,000,000.....	7,252,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage.....	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage.....	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage.....	1,996 000	8	Feb. & Aug.	" "	1886	...
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	.. ..
St. Paul and Sioux City—						
1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	756,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind.(C.,H.&D.):						
1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1908	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage.....	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.....	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1850, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort. (Cin., Laf. and Chi.)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1865	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	.. ..
Cin. Rockport and Southwestern:						
1st Mortgage, gold.....	266,500	6*	Jan. and July.	New York.	1905	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,100,300	7	June and Dec.	New York	1890	....
1st Mort. (San., Day. & Cin.)....	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage.....	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'78-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	943,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Clev land.	1901	....
1st Mortgage, new.....	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new.....	1,297,000	7	Jan. & Ju y.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	321,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Loganap't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,408,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,600,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,499,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	300,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1281	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	106,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,683,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	5,476,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	8	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1905	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1899	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division	586,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1885	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,480	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	253,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1884	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & K. Jag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,166,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	763,000	7	May & Nov.	New York.	1890	....
2d Mortgage	32,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	...
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,290	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	...
Holly, Wayne & Monroe(F.&P.M.):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	...
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'95	...
Housatonic.						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	..
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N. W. Div.)	969,000	7*	" "	" "	1903	...
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	...
2d Mortgage, gold	367,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	...
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1852	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	..
2d Mortgage, Income	2,600,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	900,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,090	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	6	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	450,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug.	" "	1896	....
Jersey City and Bergen:						
1st Mortgage	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	340,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	...
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	....
New Mortgage	1,500 000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston	....	...
Mortgage on Branches	1,325,000	...	.....	"	....	...
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So. Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	...
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct	Boston.	1607	..
Kansas City, St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1908	....
Kan. City, Top. & W. (A., T. & S. Fe)						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3d D.244.66m.& 3,000,000s)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (" ")gold	850,000	7*	March & Sept.	New York.	1898	....
1st Mort. (Leavenworth Branch)	402,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	223,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,396,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	...	.....	" "	....	....
1st Mort. (La., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,358,000	7	" "	" "	1890	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Det't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	340,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1896	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1869	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Sks. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Port Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'86	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1898	....
Debenture Bonds 18 0	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (U., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	755 800	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1906	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,264,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,100,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (Northern Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1107	....
1st Mort. (Al. L to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,318,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7 571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1895	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R.R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N.W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	500,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R.R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before	New York.		....
Second Preferred Debentures	1,850,000	7	Feby 1, out of net earnings preceding fiscal yr.	"	Sinking fund.	....
Third Preferred Debentures	600,000	7	non-acc.	"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	5,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1893	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn	893,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (McM. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1913	....
1st Mort. (Tenn & Pacific K. R)	300,000	6	" "	" "	1913	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,985,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300,000	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,.00,000	6	" "	" "	1900	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,200	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,666,000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol M., Fund. Coup. Bds	3,999,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1875	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1890	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peterab.—See Atl M&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	....	....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	238,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	....	....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,625,000	7	....	....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	" "	1919	....
Consol. Mort., l. g., gold, 1880	29,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600,000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,854,000	7	May & Nov.	New York.	1910	....
Old Colony:						....
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1906	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1896	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	293,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
2d Mortgage, Income, 1880	339,200	7	....	....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar	500,000	7	....	....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,676	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa. R.R.)	6,400,000	6	....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1883	10,000,000	4*	....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.& P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1898	....
Peoria, Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500,000	8	Jan. & July.	New York.	'79-'96	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling)	5,000,000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,806,000	4-6	....	Philadelphia	....	....
Loan of 1868, debenture	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1850	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1850	....
Mortgage Loan of 1856, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £ coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499,900	7	Jan. & July	"	1893	....
Improvement Mort. Loan, S. F	9,364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. stg. sinking fund	19,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,978	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,882,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	5-6,000	3-6	May & Nov.	Philadelphia.	1898	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000	13,036,500	7	Various.	Lond. or Phil.	92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ird.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100 0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	226,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Series B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	6	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income, bonds.....	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1896	....
Reading and Columbia (P.&R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold. 1880.....	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)..	500,000	8	.....	"	1888	...
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.	177,516	6--	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelphia.	'81- 90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.	2,100,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgge (W.&R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1893	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,703,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mo t. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" " ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,358,000	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	414,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,32	6*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute.						
1st Mortgage, S. F., guaranteed.	1,899,000	7	Jan. & July	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	...
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	...
1st Mort., L. G., sinking fund...	7,459,500	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed.....	2,803,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	800,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" " ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	290,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	...
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	...
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)....	1,628,020	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	6*	Jan. & July.	London.	'78-'88	...
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	...
2d Mort. for $3,000,000.....	1,028,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	800,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	221,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
orre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	3,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	6	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,600	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	..
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	641,000	6	March & Sept.	"	1903	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,883,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,060	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	600,000	7	" "	" "	....	..
1st Mort. (Clayton & Thero-n)	200,000	7	" "	" "	...	...
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,600,000	6	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1886	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,180,600	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	630,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,167,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. " ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb & Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1898	....
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1898	....
2d Mortgage preferred	500,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	520,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1890	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	128,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1906	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	....
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	....
Delaware and Hudson:						
1st Mort. reg. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
1st Mort. reg. 3d series, Jan. 1, 1871	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1883	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,454,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1883	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg						
1st Mortgage, extended	1,709,350	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	326,210	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,208	7	March & Sept.	London.	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,784	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	25	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,191	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	658,353	1,218,236	553,268	7	100	....
Oct. 31, 1879	242.0	17.5	62.0	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,564,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,656,432	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,869	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,300	*	5,711,049	662,784	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
June 30, 1880	60.7	—	4.5	5-0	14	7	4	175	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,600	1,700,000	4,750,000	105,215	153,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
Sept. 30, 1879	337.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,375,414	968,491	2,269,843	4,135,296	638,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,981	824,789	33,749	6	100	....
Sept. 30, 1879	406.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶.. Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,812,118	130,466	318,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,350	87	121,700	—	444	—	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va	29,543,316	12,203,068	46,223,080	835,939	19,792,666	29,386,875	1,421,260	38,204,657	547.1	3,079,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch ¶ .....Maryland.	1,650,000	—	—	—	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	....
Sept. 30, 1878	104.6	—	28.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,080	.....	104.0	1,170,746	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,048,015	136,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	347,455	669,772	173,570	—	100	....
Dec. 31, 1879	51.7	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¶	50	....
Sept. 30, 1879	9.6	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,263	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Sept. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	201.8	96.4	503.5	4-8.5	248	187	48	5,056	Boston and Albany.... Mass. & N. York	24,616,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,839,852	372.2	5,440,729	5,993,297	3,310,639	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	743	Boston and Lowell.....Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,383	2,876,581	1,068,280	1,599,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	8,508,764	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,662	934,434	6¶	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,454,338	*	49,311	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,778	58,674	284,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,043	220,751	4,000,000	500,000	607,266	891,811	67.7	852,282	3,674,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	—	1,451	48,908	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,681	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	593	Boston, Concord and Montreal.....N. H.	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	166.5	124,307	119,015	178,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,593	5,665	415,430	—	1,633,967	45,060	39.0	687,807	49,800	.....	13,197	deficit.	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	468,654	94,219	158,303	26,588	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	42,660	1,861	—	—	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,504	1,594	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brightho e.....Virginia	110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and C ney Is... ..N. Y.	39,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,669	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island. N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	87 960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630.000	*	29,408	11,870	500,000	116,500	47,946	6,827	43.8	50.896	44.117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	236	Buffalo and Southwestern.....New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.6	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,781,454	*	443,919	22,632	2,004,350	3,546,000	1,401,765	248,391	120.5	617,728	207 239	1,063,256	954,683	380,355	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,964	*	.....	.....	640,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,442	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,708	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor.. Ia. & Minn.	12,677,266	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	263,107	764,183	1,410 260	459,702	—	100	....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	167	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,595,000	2,500,000	.....	.....	146.5	305,452	.....	.....	231,520	21,228	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	Cairo and Vincennes .....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	California Pacific (C. P.).....California	18,965,068	395,014	138,906	275,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Camden and Atlantic.....New Jersey.	1,997,886	468,749	177,273	55,387	1,215,711	1,082,650	53,308	449,682	67.0	296,511	.....	.....	495,473	202,127	3¶	50	....									
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central.....Canada.	3 61,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern.....Canada.	23,717,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	18	5	325	Carolina Central.....N. C	10,262,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,624	466,519	189,270	7pf	50	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,511	.....	2,339	589,110	.....	18	13,21¹	34.6	75,090	21,672	73,578	57,929	2,559	6¶	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,248	103,703	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,663,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18561	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	52,766,60	6,341,209	.....	130.2	4,324,938	.....	.....	886,168	4,317,218	1,371,679	—	100	....
Dec. 31, 1879	833.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	95,192,285	306,605	16,382,538	1,218.1	7,203,591	6,842,307	1,875,348	17,158,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	23.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,311	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	144,941	106,122	195.0	366,526	62,884	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,892	—	37,142	28,037	648,763	500,000	990	.....	22.8	67,547	130,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Ch raw and Darlington.....S. C	680.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,668	26,631	—	100	....
Sept. 30, 1879	423.0	9.8	53.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	183,243	23,762,136	22,525,215	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire.....N. H. & Mass.	2,895,259	322,266	.....	305,141	2,153,300	806,500	27,306	35,480	64.0	674,267	184,282	501,487	602,750	164,898	3	100	....
Dec. 31, 1879	243.5	145.7	193.8	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,983	579,373	840.4	3,909 638	843.429	2,634,177	5,755,677	2,708,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,000,088	146,219	749,340	1,020,794	389,445	—	100	....
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,373	196,911	—	100	....
Dec. 31, 1879	170.0	75.6	53.6	4-8.5	29	15	12	715	Chicago & West Michigan.....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	174,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,866,795	*	8,313,765	2,811,506	36,518,610	37,685,000	11,448 446	5,989,060	1,627.6	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,227.440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	.....	270,585	45,477	—	100	....
ept 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chi ago and Tomah.....Wisconsin.	211,342	—	.....	.....	13 400	85,000	109.942	.....	30.5	1,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,278	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,466	27,270,235	16 526,547	4,492,865	1,857.8	8,600,517	2,076,184	4,686,353	14,817,105	7,260,088	8	100	....
Dec. 31, 1879	363.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,240.193	233,825	730,016	115 027	5,151,440	958,000	255,520	45,100	203.1	330,734	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	877,196	27,685,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	840.4	484 3	696 7	4-8.5	496	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,666	4,807,829	2,477,133	50,000,000	37,439,000	2,545,881	3,078,862	1,176.8	12,906,875	2,822,121	7,841,294	15,271,492	6,336,968	64	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	28,861,189	8,480,830	.....	.....	27,428,750	25,437,000	347,360	.....	298.4	4,290,681	930,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.8	—	1.8	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	18,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	696	Little Miami .....Ohio.	5,044,241	*	1,965,942	34,724	4 687,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	239	*Little Rock and Ft. Smith* ¶ .....Ark.	7,010,817	*	961,167	8,199	4,046,136	2,648,500	1,528,826	L. 293,278	165 2	238,829	54,516	.....	362,160	156,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶.....N. Y.	6,271,300	*	.....	.....	2,260,600	2,479,712	725,366	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	388,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48,403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.	809.7	—	5 0	186	67	33	3,112	Louisville & Nashville. Ill., T., Ky. & Ala.	32,703,932	*	13,326,077	1,267,520	9,059,361	23,902,820	10,425,589	3,909,759	1,839 9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington. Ky.	5,995,362	*	86,083	307,933	1,860,603	3,764,700	522,498	241,567	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,366	.....	288.2	.....	169,236	415,998	696,621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	8	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,308,855	*	.....	3,937	379,100	.....	946,104	L. 1,282	36.5	.....	6,592	10,760	17,106	df. 1,762	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,135	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,849	50,285	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,358	553,364	596,107	1,508,877	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53.132	1,000,000	—	21,964	103,292	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	30	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,425	L. 466,579	292.0	520,488	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,753	428,521	138,567	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	116	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	54	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.4	4-8.5	11	17	8	290	Midland of Canada .....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123.106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.8	4-8.5	16	8	4	288	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	28?	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	276	Missouri, Iowa and Nebraska..Mo. & Ia.	4,612,500	*	31,000	10,340	2,147,500	2,365,000	41,340	.....	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,559	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,681	296,662	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	64	24	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,687	1,664,245	800.000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,898	1,785,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	60	Mobile and Girard.....Alabama.	1,715 439	*	294,871	58,816	1,278,941	1,133,500	8,071	L. 356,286	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	796,892	1,143,042	5,320,600	16,250,000	160,115	667,463	806.0	1,468,475	238,960	333,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,386	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	349,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	16,400	2,774	11,484	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.8	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	540,963	829,081	435,285	144,911	7	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,000,581	—	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jan. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178.593	976,150	6.849 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	413	Naugatuck.....Connecticut.	1,903,464	224,086	62,625	150,1 8	2,000,000	—	33,563	317,670	56.5	296,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G. .....Cal.	582,661	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	—	9.428	33,234	887,350	1,164,500	249,154	—	58.6	118,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan. .....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	15,280	40,447	4,620	14,168	6,830	—	50	....
Sept 20, 1880	13.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	989,317	115,407	3,896	18,500	447,100	625,000	90,939	44,081	13.0	47,315	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	436	New Haven and Northamp.Conn. & Mass.	4,548,242	796,516	84'22	160,749	2,460,000	2,689,000	271,366	214,323	144.6	460,607	360,940	360,284	703,206	293,156	—	100	....
Sept. 30, 1879	31.6	—	5.7	6-0	5	15	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,664	391,500	47,535	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	10',000	136,513	1,500,000	1,492,500	99,006	158,108	121.0	517,233	365,008	469,500	591,847	183,547	6	100	....
Sept. 30, 1879	14.8	—	16.0	3-0	13	77	2	32	New York and Man. Beach. .....N. Y.	643,116	202,426	579.016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 20, 1880	208.2	66 0	62.8	4-8.5	8	119	40	1,588	N. York & N. England..M., R. I. & Conn.	7 087,936	1,616,306	322,785	685,809	20,000,000	4,468,000	2,491,564	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River.N.Y.	137,757,152	*	.....	.....	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 8	16 861,509	8,130,542	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	—	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,666	29,675,912	.....	5,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western..N. Y. &Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,178,745	8,218,228	3,911,188	1,009.8	14,393,876	5,491,431	3,715 892	18,698,109	7 049,182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,546	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,164,455	768,623	2,1 4 012	15.500,000	—	331,481	2,145,283	152.3	2,462,932	4,600,807	1,348,687	4,294,224	1,634 965	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Oswego Midland .....N. Y.	26,377,340	*	.....	.....	6,800,522	16,078 500	1,524,436	.....	244.0	410,479	218,161	216,100	523,592	84,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645,022	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,981,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.760	219.529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern¶.....S. C.	2,148,131	*	53,610	21,289	985.350	1,058,000	60,644	119,037	102.0	286,000	46,900	.....	346,288	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,894,077	1,750,936	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	688,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	—	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	164.5	4-9	152	69	42	6,006	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,530,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491.913	5,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	439,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	95,697,160	1,743,531	9,137,252	1,108,853	92,412,645	3,881,884	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	135,816	—	.....	.....	150,000	.....	750	.....	10.4	46,324	151,838	15,195	76,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.5	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,598,336	1,191,319	1,938,028	530,438	7,133,800	5,787,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	159.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,723	503,158	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	(Five mos. ending		May 31, '80	1,138,627	721,059	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	84,976	112,804	2,858,000	1,441.194	48,283	83,240	185.7	386,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.5	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....	23,729	161,744	2,156,387	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	255.915	451,400	91,104	.....	55.0	.....	47,670	22.624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,809	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,630	.....	.....	12	50	....
Dec. 31, 1879	320.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania¶.....Pennsylvania.	69,975,140	*	31,178,558	18,834,958	68,870,200	60,267,756	14,621,161	5,224,533	1,017.8	16,110,657	5,048,645	13,684,042	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,229,700	*	.....	.....	1,239,760	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,186	—	100	....
Nov.30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,943,345	—	125,092	47,896	38,040	1,924,600	593,143	.....	38.5	257,664	66,458	310.730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1.035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,595	29,624	67,782	202,936	54,767	—	100	....

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Personal.

The resignation of Charles Donnelly as vice president of the Pittsburg and Connellsville Railroad is reported.

It is proposed in England to formally celebrate the one-hundredth anniversary of the birthday of George Stevenson, the famous inventor, June 9th.

A. A. Folsom, superintendent of the Boston and Providence Railroad, makes a trip to Europe in June.

Cyrus W. Field left Alexandria, Egypt, on the 23d and was expected at Marseilles the middle of this week on his way home.

Charles Russell, superintendent of the Boston and Albany Railroad, is returning with his family from San Francisco, where they have been spending several months.

Hugh J. Jewett has sent a letter to the commissioners declining the presidency on account of not being able to spare the time which he thinks the successful administration of the office tendered him would require.

General Grant, accompanied by Mrs. Grant, Mr. and Mrs. Ulysses S. Grant, Jr., Senor Romero and Mr. Dawson, General Grant's Secretary, left this city Monday morning via the Pennsylvania Railroad on their way to Mexico.

James R. Wood, has been appointed general passenger and ticket agent of the Pennsylvania Railroad, succeeding Mr. Farmer. Mr. Wood formerly held the same position on the Chicago, Burlington and Quincy Railroad.

The directors of the Pennsylvania Railroad Company retain the legal department as it has been for some time, with John Scott as general solicitor, James A. Logan, assistant general solicitor, and George W. I. Ball, asisstant general solicitor and conveyancer.

Mrs. Lucy A. Stetson, wife of Charles A. Stetson, the veteran hotel proprietor well known among railroad men and the traveling public through having conducted the Astor House for forty years, died last Saturday at the residence of J. Henry Ford, her son-in-law, in this city, aged 73 years. Mrs Stetson was a native of Lynn, Mass.

William F. Turreff has been appointed master mechanic of the Cleveland, Columbus, Cincinnati and Indianapolis Railway, succeeding L. S. Youngs, with headquarters at Cleveland, John O. Ewan has been appointed superintendent of the Indianapolis division of that road, succeeding Mr. Turreff, with headquarters at Union, Ind.

It is reported that Charles Parsons has resigned the presidency of the Midland Railroad Company of New Jersey, and E. S. Francis and J. F. Hull hace resigned as members of the board of directors, a number of the stockholders including Mr. Parsons, having sold their stock to a construction company which is to extend the road to the Pennsylvania coal fields.

Manager Gardner who has been so long and in very important relations connected with the Hoosac Tunnel road, has accepted the position of general manager of the Mexican National Railway and Construction Company. His resignation of the position on the tunnel road went into effect April 1st. For the present his family will remain at his home in Greenfield, Mass.

The amount of stock required by the charter of the Leamington and St. Clair Railway Company has been subscribed, and ten per cent of the amount deposited to the credit of the company in the Bank of Commerce at Windsor, Canada. The company intend vigorously to push the work to completion.

The Rights of Private Property.

The St. Louis Railway Register not only gives a valuable amount of information of interest to the railroad circles of the far West, which it ably represents, and to the general public, but also has a way of editorially putting things very plainly and pointedly, as witness the following:

"There are three great rights guaranteed by the constitution of this country and of every State. Not only are these rights secured to all by the written law, but by the Divine law, which is unwritten, yet whose binding force is universally acknowledged. These three rights are of Personal Liberty, Personal Security and Private Property. While admitting the obligation of the first two, there are found men who by their actions dispute the third. They say that a man only has a right to acquire property up to a certain amount, and then he is lawful prey for beasts and communists. * * * * *

There are two classes of men who are leaders in this warfare against what they call monopolies. One is composed of unprincipled politicians, either impecunious or otherwise, and the other class is made up of vagabonds, tramps and lazy adventurers, who, like parasites, draw sustenance from the labors of others. Every man who is willing to work and who is thrifty will become rich; no combinations nor laws keep him down, and when any man or company by superior sagacity, thrift and economy, or by prolonged and incessant labor, or by inheritance from his fathers, has gained wealth, much or little, he is entitled to the protection of the laws in keeping it if he is so disposed. We take our stand firmly in defense of the rights of private property. Law and Gospel alike support us, and we are backed by the sound judgment and instincts of the great mass of the people."

Secretary Windom came to New York this week for the purpose of consulting with prominent business men in reference to the redemption of bonds. It was not intended that any definite arrangement should be entered into here, that being left to a meeting of the Cabinet after his return to Washington. It is generally supposed however that some policy will be adopted by which from $300,000,000 to $100,000,000 of the fives and sixes will be taken up this year. Washington dispatches the middle of the week said that offers for the 4 per cents had already been made on terms that would bring the interest down to nearly 3 per cent.

The Illinois Central, the Ohio and Mississippi and the Indianapolis, Decatur and Springfield Railroad Companies are about to unite in erecting a union depot at Springfield Ills.

The Levis and Kennebec Railway was sold at sheriff's sale at Levis on the 22d ult., to James R. Woodward, of Sherbrook, manager of the Quebec Central, for $192,000.

The route of the Olean, Bradford and Western (Penn.) Railroad is being surveyed. It will pass through the most prolific oil farms of McKean county.

Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 29.

	W.23	Th.24	F.25	Sa .26	M.28	Tu.29
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	42¼	42	42	43¼	43	45
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	114¼	....	....	114¼	....	....
Camden and Atlantic	21	....	....	....	....	....
Preferred	....	....	28¼	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	17	17	18¼	21	22¼	21¼
Preferred	....	....	....	51¼	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	9¼	9¼	10¼	10¼	10¼	11
Preferred	14¼	....	14	15¼	15¼	17¼
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	45	45	45¼	45¼	46¼	46¼
6s, 1884	....	....	....	....	....	106¼
Gold Loan	113	....	114	....	....	113¼
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	60¼	60	60	60	60¼	60¼
1st mort. 6s, coupon	122	....	....	....	....	....
1st mort. 6s, reg.	122	....	....	....	....	....
2d mort. 7s	....	....	125	....	....	....
Consol. mort. 6s	....	....	....	118¼	....	118
Consol. mort. 6s, reg.	....	....	....	....	....	....
Little Schuylkill	....	....	....	....	....	58
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	58¼	58	....	58	58	58
1st mortgage 6s	....	107	....	....	....	107
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup.	....	....	....	....	....	....
Gen'l Mort. 7s, reg.	....	....	....	....	....	....
Northern Central	....	48¼	48¼	....	49	49
6s	....	....	....	....	....	....
Northern Pacific	42¼	42¼	41	42¼	42¼	42¼
Preferred	68	67¼	67¼	69	80¼	71
Pennsylvania R. R.	66	65¼	66	66	66¼	66
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg.	....	....	....	127	....	....
Consol. mort. 6s	119¾	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do, 3d series	104¼	....	104¼	....	....	....
do. 5s, new	117¼	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	29	29¼	30¼	30¼	31¼	31¼
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s. new convertible	....	65	....	....	....	....
Consol. mortgage 7s	....	....	123¼	123¼	....	....
Consol. mortgage reg.	....	....	124¼	....	....	....
Gen'l mortgage 6s	92	....	....	....	....	93chp
Philadelphia and Erie	27¼	28¼	28¼	28¼	28¼	28
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	117¼	....	....	117¼	117	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.	20	20	20¼	20¼	20¼	20¼
7s	91	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	6¼	6¼
Preferred	12¼	12	....	....	12¼	13¼
6s, 1872	....	....	....	....	....	103
6s, 1882	83	....	82¼	....	....	....
United Co. of N. Jersey	....	180	....	181	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 29.

	W.23	Th.24	F.25	Sat.26	M.28	Tu.29
Baltimore and Ohio	....	....	200¼	200	200¼	201
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	114	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	88¼	88¼	89¼	....	90¼	90
3d mortgage, 8s	....	....	....	....	46¼	....
Northern Central ($50)	....	48¼	....	48¼	49	
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	117¼	....	
6s, 1900, Gold	117	....	....	....	....	
6s, 1904, gold	....	114¼	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	100¼	100¼	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	80	78¼	80	80	80¼	81¼
Consol. Coupons	....	94¼	94¼	....	....	95¼
10-40 bonds	49¼	49	49	....	49¼	50
Deferred Certificates	13¼	....	15	....	14¼	14¼
Western Maryland	....	13¼	14¼	....	15	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	113¼	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	105
City Passenger R. R.	....	....	....	....	38	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 30.

	Th.24	F.25	Sat.26	M.28	Tu.29	W.30.
Adams Express	126	....	....	128	....	
Albany and Susq.	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
American Express	70½	71½	73	73	73	
Atlantic & Pacific Tel.	....	....	46¾	....	47¼	
Burl., C.R. & Nor.	74	71½	72½	71	....	
1st mortgage 5s	....	99	99½	....	100	99
Canada Southern	77¼	80¾	80¼	81¼	81¾	82
1st mortgage guar.	99½	99¾	....	....	....	100
Central of N. Jersey	97¼	101¼	101¼	102¾	102¾	102
1st mortgage 1890	....	....	....	....	....	
7s, consolidated, ass.	116¼	....	....	117¼	....	
7s, convertible, ass.	....	....	....	....	....	
7s, Income	101½	....	....	102	102	
Adjustment	110	....	....	....	....	108½
Central Pacific	84	84½	85	86	89½	86¼
6s, gold	112¾	113¼	....	113¼	....	
1st M. (San Joaquin)	....	....	....	....	....	
1st M. (Cal. and Or.)	....	....	....	....	....	
Land grant 6s	....	....	....	....	....	
Chesapeake and Ohio	23¾	24¼	....	25	25¾	25¼
Chicago and Alton	137	136	....	139	139¾	
Preferred	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
Sinking Fund	....	....	....	....	....	
Chic., Burl. & Quincy	161¾	162¼	165	167	169¼	168
7s Consol., 1903	....	127	127	....	127	
Chic., Mil. and St. Paul	118¼	111¼	111¾	113¾	110¾x	110¾
Preferred	121¾	121¾	122	123¾	125	122
1st mortgage, 8s	....	....	....	....	....	
2d mortgage, 7 3-10s	122	....	....	....	....	
7s, gold	....	....	....	....	....	
1st M. (La Crosse div.	....	....	....	120	....	
1st M. (I. and M. liv.	....	....	....	....	....	
1st M. (I. and D. ext	123	....	....	....	....	
1st M. (H. & D. div.	....	....	....	....	....	
1st M. (C. & M. div.	....	....	....	....	....	
Consolidated S. F.	126¾	....	....	121	121¾	121
Chic. & Northwestern	120¼	125¾	122	124¾	124	123¾
Preferred	133	113	....	133¾	136¼	135¾
1st mortgage	....	....	....	....	....	
Sinking Fund 6s	110	....	....	....	....	
Consolidated 7s	....	....	131	....	131	....
Consol. Gold bonds	....	....	....	....	....	
Do. reg	....	....	....	124¼	....	
Chic., Rock Isl. & Pac.	131¾	131	132¾	136	135¾	134
6s, 1917, c.	122	....	132¾	....	123¾	125
Clev., Col., C. and Ind.	86	86	....	86¾	87	....
1st mortgage	....	....	....	....	....	
Clev. & Pittsburg guar.	130	....	131	....	....	
7s, Consolidated	....	....	122¾	....	....	
4th mortgage	....	....	....	....	....	111
Col., Chi., & Ind. Cent	23¾	24¼	24¾	24¾	24¼	24¼
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
Del. & Hudson Canal	107¾	110¾	110¼	111¼	111	110¾
Reg. 7s, 1891	....	....	....	....	....	116
Reg. 7s, 1884	....	....	....	....	....	
7s, 1894	....	....	....	....	....	
Del., Lack. & Western	118¾	122¼	121	124	123¾	123¾
2d mortgage 7s	....	....	....	....	....	
7s, Consol. 1907	....	....	....	....	....	
Erie Railway	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
3d mort. 5s, ext.	....	....	....	109¾	....	
5d mortgage	....	....	....	....	....	
4th mort. 5s, ext.	....	....	....	....	....	
5th mortgage	....	....	....	....	....	
7s, Consol. gold	....	....	127¼	127¼	127¾	
Great Western 1st mort.	....	110	....	....	....	
2d mortgage	....	....	....	....	110¼	110¼
Hannibal & St. Joseph	53¾	56¾	56¾	57	57¼	57¾
Preferred	100	102¾	101¼	103¾	103	
8s, Convertible	....	....	....	108	....	
Houston & Tex. Cent.	68	....	....	....	....	69
1st Mortgage	....	....	....	109¾	110	
Illinois Central	132¾	134¼	134¾	136¼	136¾	132¾
Lake Shore & Mich So.	126	128	128	131¾	132¼	136
Consol. 7s	....	....	....	....	....	
Consol, 7s, reg.	....	....	....	....	....	
2d Consolidated	....	....	....	....	....	
Leh. & W.B. 7s, Con	....	....	....	....	....	
Long Dock bonds	....	....	....	....	....	
Louisville & Nashville	89¾	91¼	91	92	92¼	92¼
7s Consolidated	....	....	....	122	....	
Manhattan	38¾	38¾	38¾	38¾	39¾	39
Metropolitan Elevated	112¾	115	114	115	115	
1st Mortgage	104¾	104¼	104¾	104¾	105	
Michigan Central	109¾	111¾	111¾	112¾	113¼	114
7s, 1902	127	126¾	126¾	126¾	....	126¾
M. S. and N. I. 1st, S.F.	122¾	....	....	....	....	
Morris and Essex	....	122	....	....	....	122
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
7s of 1871	....	....	....	....	....	
7s, Convertible	....	....	....	....	....	
7s, Consolidated	....	....	....	....	124	124¾
N. Y. Cent. & Hud. Riv.	142¾	144¾	144¼	146	145¾	145¾
6s, Sinking fund, 1883	....	....	105¾	105	....	
6s, Sinking fund, 1887	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
1st mortgage, reg.	132¼	....	....	....	....	
N. Y. Elevated	123¾	123¾	125¾	125	125	124¼
1st mortgage	....	....	118¾	118¾	118¾	
N. York and Harlem	....	....	....	....	....	
Preferred	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
1st mortgage, reg.	....	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 30.

	Th.24	F.25	Sat.26	M.28	Tu.29.	W.30.
N.Y., Lake Erie & W.	45¼	47¼	47	47¾	48	48¼
Preferred	86	86¼	85¾	85¾	86¼	85¼
2d Consolidated	99	99¼	99¾	101	100¾	101¾
New 2d 5s fund	....	....	....	95¾	....	96¼
N.Y., N. Haven & Hart	165	164¼	165	167	169	170
North Missouri 1st M.	123	....	....	....	....	
Northern Pacific	43	41	42¼	42¾	42¾	42¼
Preferred	67¾	68¼	69¼	71	70¾	71¼
Ohio and Mississippi	42¾	43	43⅝	44¼	44¼	44¼
Preferred	....	....	....	....	....	
2d mortgage	....	126¼	....	....	....	
Consolidated 7s	118¼	....	....	....	....	
Consol. Sinking fund	119¼	....	....	....	....	120
Pacific Mail S. S. Co.	54¾	56	56	57¼	55¾	55¾
Pacific R. R. of Mo.	....	....	....	....	....	
1st mortgage	....	....	....	....	....	106¾
2d mortgage	....	....	....	....	....	
Panama	....	....	....	228	....	
Philadelphia & Reading	63¾	60	60¾	63¼	63¼	62¾
Pitts., Ft. W. & Chi. gtd	131¾	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	130	....	....	....	130	
3d mortgage	....	....	....	....	....	
Pullman Palace Car	144	....	145¾	145¾	146	143
Quicksilver Mining Co.	....	....	13¾	....	....	14¼
Preferred	....	....	....	61	....	61¼
St. Louis & San Fran.	....	42¼	40¾	42	42	
Preferred	....	62¼	62¾	....	....	63
1st Preferred	....	93¾	95	95	96	95¾
St. L., Alton and T. H.	41¾	....	42	....	47	47
Preferred	125¾	126	154¾	127	127¾	....
1st mortgage	....	....	....	....	....	
2d mort. preferred	....	....	....	....	....	
Income bonds	....	....	....	....	104¼	
St. L., Iron Mt. & S. As.	63	64¼	64¼	65	64¾	64¼
1st mortgage	....	117¼	....	....	....	
2d mortgage	111	....	....	....	....	
Tol., P. & War. 1st E.D.	....	....	....	....	....	
1st mort., West. Div.	....	....	....	....	....	
Union Pacific	116¾	118¾	118	119¾	119	119
1st mortgage	113¾	....	113¾	113¾	113¾	....
Land Grant 7s	....	115¼	....	116	116	116
Sinking Fund 8s	120¾	....	120¾	....	....	
United States Express	....	58	56¼	58¾	....	57
Wabash	....	....	....	....	....	
1st mortgage	....	....	111	111¾	....	
2d mortgage	....	....	110	....	110¾	
7s, Consolidated	110	....	....	....	....	
St. Louis Division	....	....	109	....	....	109
Wabash, St. L. & Pac.	44¾	45¾	45¾	47	46¾	46¾
Preferred	86	88	88¼	89¼	88¾	88¾
New Mort. 7s	109¾	....	....	....	110	110
Wells-Fargo Express	118	....	....	....	....	113
Western Pacific bonds	....	....	....	....	....	
Western Union Tel	112¾	114¼	113¾	114	113¾	113¾
7s, S. F. conv., 1900	....	....	....	....	....	

Boston Stock Exchange.

Closing Prices for the week ending Mar. 30.

	Th.24	F.25	Sat.26	M.28.	Tu.29.	W.30.
Atch., Top. and San. Fe.	137	137¼	138	139	139¾	139¼
1st mortgage	....	....	120	....	120	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	119	....	....	....
Boston and Albany	168	168	....	167	....	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	103	102¾	101¼	101¼	101¼	101
Boston and Maine	....	149¾	149	149¼	150	149¾
Boston and Providence	....	....	161	161	....	....
Boston, Hart. & Erie 7s	59¾	60¾	60¾	60¾	61	60¾
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	162	162	....	167	169	168
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	27	27¼	27	28	29¾	29¼
Concord ($60)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	38	36¾	38	....	37¾	
New 4½ Bonds	105	104¾	....	....	....	104
Fitchburg	....	145	144	....	144	143¾
Kan. C., Top. & West.	....	....	....	....	....	
Michigan Central	....	....	....	....	....	113¾
N. Y. & New England	....	57¾	57¾	58¾	58¾	58¾
7s	....	118¾	118¾	....	....	118¾
Northern, N. H.	102¾	103	....	....	....	....
Norwich & Worcester	....	....	110	161	....	....
Ogden. & Lake Champ	47¾	47	49	47	47	47¾
Preferred	....	....	....	....	....	....
Old Colony	127¾	....	127¾	127¾	128	127
Ph., Wil. & Balt. ($50)	78	78	78	78	78	77¾
Portl'd, Saco & Ports.	....	....	....	113	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	143	142	144¾	144¾	145	144¾
Union Pacific	....	117	....	....	....	119¾
8s	....	....	112¾	....	112	....
Land Grant 7s	....	....	111¾	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	18	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	60	....	60
Cambridge (Horse)	....	....	131	....	....	....
Metropolitan (")	....	....	72¾	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	244	242	242	240	240	
Quincy	33	32¾	32¾	32	32	

New York Stock Exchange.

Closing Prices for the week ending Mar. 30.

Th.24. F.25. Sat.26 M.28. Tu.29. W.30.

Federal Stocks:—						
U. S. 4s, 1907, reg.	112¾	....	112¾	113	....	....
U. S. 4s, 1907, coup.	113¾	113¾	113¾	114¼	113¾	
U. S. 4½s, 1891, reg.	....	....	....	....	....	
U. S. 4½s, 1891, coup.	....	....	....	....	....	
U. S. 5s, 1881, reg.	....	....	....	....	....	101¾
U. S. 5s, 1881, coup.	101¾	101¾	101¾	....	102	
U. S. 6s, 1881, reg.	....	....	....	....	....	
U. S. 6s, 1881, coup.	....	....	....	....	....	
U. S. 6s, 1880, reg.	....	....	....	....	....	
U. S. 6s, 1880, coup.	....	....	....	....	....	
Dt. of Col. 3-65s, reg.	....	....	....	....	....	
Dt. of Col. 3-65s, coup.	....	....	....	....	....	

London Stock Exchange.

	Closing Prices. Mar. 11.	Mar. 4.
Baltimore and Ohio (sterling)	113 —115	113 —115
Central of New Jersey $100 shares	110 —112	110 —112
Do. Cons. Mort. Oct. '79 coupon	119 —121	118 —120
Do. Adjustment bonds	115 —120	115 —120
Do. Income bonds	106 —108	106 —108
Det., Gd. Haven & Mil. Equip. bds.	115 —117	115 —117
Do. Con. M. 5 p.c. till '84 after 6 p.c. till	110 —113	111 —113
Illinois Central $100 shares	157 —159	157 —159
Lehigh Valley Consol. mortgage	116 —118	116 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —138
Do. $100 shares	150 —152	152 —154
Do. Mort. bonds (sterling)	120 —122	120 —122
N.Y., Lake Erie & West., $100 shs.	49¼— 50	50¼— 51
Do. 6 p. c. pref. $100 shares	90 — 92	91 — 93
Do 1st Con. Mort. Bonds (Erie)	130 —132	129 —131
Mort. Funded Coupon bonds	126 —128	126 —128
Do. do. 2d do.	103 —104	103 —104
Do. 2d Consol. Mort. bonds	99 —101	99 —101
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	68 — 69	68¼— 69
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	67¼— 68¼	68 — 69
Do. Con. Sink. Fund Mort.	120 —122	120 —122
Philadelphia & Reading $50 shares	33¾— 34¼	34¼— 34¾
General Consol. Mortgage	115 —117	114 —116
Do. Improvement Mortgage	104 —105¼	104 —104¾
Do. Gen. Mort. '74, ex-deferd. cou.	96 — 98	96 — 98
Do. Scrip for the 6 def. ¼ coupons	98 — 98	98 — 98
Pittsbg, Ft. W. & Chic. Equip bds.	109 —111	108 —110
St. Louis Bridge 1st mort. gold bonds	125 —127	125 —125
Do 1st pref. stock	85 — 87	84 — 86
Union Pacific Land Grant 1st mort.	116 —118	116 —181

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, March 31, 1881.

The rates for call loans during the day have been 5@6 per cent on stocks and 4@5 per cent on United States bonds. Time loans were 4@5 per cent, and prime mercantile paper 5@6 per cent. In the last hour the Money Market was fairly active at 6 per cent, and a few borrowers paid an additional commission.

The posted rates for prime bankers' sterling were 4.81@4.83½; the actual rates, 4.80@¼ and 4.82¼@½. Cables, 4.82¾@4.83. Prime commercial bills, 4.78½@¾.

The Governors of the Stock Exchange have admitted to dealings at the Board the following securities:

Missouri, Kansas and Texas Railroad Company—Consolidated mortgage bonds, dated December 1, 1880, payable December 1, 1920. Rate of interest 6 per cent per annum in gold, payable semi-annually on the first days of June and December. Authorized issue $45,000,000, of which amount $20,097,000 are now admitted to the list as follows: Bonds Nos. 1 to 18,217, amounting to $18,217,000, which are to be issued for the purpose of retiring the following prior bonds: 1. To retire Union Pacific Railway Company Southern Branch bonds, $2,296,000. 2. To retire Tebo and Neosho Railroad Company Bonds, $349,000. 3. To retire Hannibal and Central Missouri Railroad Company bonds, $800,000. 4. To retire Missouri, Kansas and Texas first consolidated bonds, issues February 1, 1871, June 1, 1872, November 1, 1872, and June 1, 1873, $14,772,000,

and bonds Nos. 30,218 to 32,097, both inclusive, amounting to $1,880,000, have been issued to acquire ninety-four miles of additional railway in Texas, completed and in operation by the Missouri, Kansas and Texas Railway Company. Of the bonds originally issued and outstanding, viz., $1,150,000, on said ninety-four miles, nearly, $1,000,000 have been surrendered and the remainder are likely to be presented within a very short time for exchange. By acquiring these bonds the Missouri, Kansas and Texas Railway Company acquires all rights on and to this ninety-four miles of railway.

New York and New England Railroad Company—Capital stock, $20,000 000, in shares of $100, of which $8,562,000 is issued and $11,438,000 is reserved for conversion of Boston, Hartford and Erie bonds: First mortgage 7 per cent bonds, $600,000, due 1905, and first mortgage, 6 per cent bonds, $2,000,000, also due in 1905.

Sterling Iron and Railway Company—Capital stock, $2,300,000, in shares of $50 each: Income coupons, 7 per cent bonds, series B, $418,000, and unsecured income 6 per cent bonds, $491,000. The property of the company is situated in Orange and Rockland Counties, in the State of New York, and consists of about 25,000 acres of land, on which are numerous veins of iron ore, of which five are now being worked and are fitted up with necessary engines, etc. On the property are two blast furnaces complete with necessary machinery, hot blast ovens, etc., having a productive capacity of 15,000 tons of pig iron per year; and at the mines and furnace are 173 dwelling-houses, three school houses and one church, belonging to the company. There are also two railroads owned by the company, one of seven and a half miles, branching from the Erie Road at Sterling Junction (thirty-five miles from New York), and one of a mile long, branching from the Erie Road at South field (forty-two miles from New York). The company owns and operates two stores.

Vermont Marble Company—Capital stock $3,000,000, in shares of $100 each, and $1,200,000 5 per cent gold sinking fund mortgage bond, payable December 1, 1910 or at 105 and interest at an earlier date at the option of the company. The company is organized under the General Laws of the State of New York. The business of the company consists in the quarrying of marble at West Rutland, and at Sutherland Falls, Vt.; in the sawing and selling of marble at the following mills, viz., their Sutherland Falls Mills, Vt., with 66 gangs of saws; their Centre Rutland Mills, Vt., with 28 gangs of saws; their West Rutland Mill, Vt., with 24 gangs of saws; their Salem, N. Y., Mill, with 8 gangs of saws; and by one additional mill (under contract) at Centre Rutland, Vt., with 12 gangs of saws; and in the selling of marble at their branch yards in Philadelphia, Boston, Chicago and Toledo. The gross sales of marble from the above quarries and mills in 1880 amounted to $654,049 97, at a cost for production of $499,977 50. The company's property consists of some 800 acres of land, comprising seven quarries, located at West Rutland, at Centre Rutland, and at Sutherland Falls, Vermont; valuable water powers and extensive mills at each of the two last mentioned places, and at Salem, N. Y.; a large steam mill (250 horse power) at West Rutland, twenty steam engines with quarrying machines, many large and expensive buildings, together with all the machinery, live stock, implements and improvements necessary to perfect their extensive works.

The Finance Commissioners of Baltimore will receive proposals, at the Mayor's office, until 12th inst., for $200,000 City 4 per cent stock. The interest on the bonds is payable semi annually, 1st January and 1st July, and the principal matures in 1920. This is the first issue of 4 per cent attempted by the city. A portion of this loan has been taken by the commissioners for the city sinking fund.

The first mortgage dollar bonds of the Philadelphia and Erie Railroad Company, amounting to $2,000,000, which matured on the 31st ult., will be paid upon presentation at the office of the Pennsylvania Railroad Company in Philadelphia. The first mortgage sterling bonds, amounting to $3,000,000, and which matured at the same date, will be paid in London.

The Secretary of the Treasury gives notice that his order of 24th February last, authorizing the purchase of called 5 per cent bonds at par and accrued interest up to date of presentation, is modified as far as the registered bonds are concerned, none of which can be purchased during the month of April, as the transfer books of the Treasury will be closed in order to make preparation for the payment of interest due 1st May next. The call for 5 per cents was made on 21st February, and the bonds embraced within it mature on 21st May.

The closing quotations on Thursday were: Adams Express, 129@130; American Express, 72@73; American District Telegraph, 64½@65; Atlantic and Pacific Telegraph, 46½@47½; Chicago, Burlington and Quincy, 166@167; Canada Southern, 81¼@81¾; Chicago and Northwestern, 124@124¼; do. pref., 135¼@136; Chicago and Alton, 130@140; Chicago, Milwaukee and St. Paul, 111¾@111⅞; do. pref., 120@122; Chicago, Rock Island and Pacific, 136½@137; Columbus, Chicago and Indiana Central, 25⅛@25¼; Delaware and Hudson Canal, 111⅞@112; Delaware, Lackawanna and Western, 122½@122⅝; Hannibal and St. Joseph, 59⅜@59½; do. pref., 104⅛@104¼; Illinois Central, 136½@137; Lake Erie and Western, 53@54; Lake Shore and Michigan Southern, 131¼@131⅜; Metropolitan Elevated, 115½@116⅛; Manhattan Elevated, 38¾@38⅞; Michigan Central, 113⅛@113¼; New York Elevated, 124½@125; New York, Lake Erie and Western, 48⅜@48½; do. pref., 88@88½: New York, Ontario and Western, 36¾@36⅞; New York Central and Hudson River, 146⅛@146⅜; Ohio and Mississippi 44⅛@44⅝; Panama, —@239; Pacific Mail, 55¾@55⅞; St. Louis, Iron Mountain and Southern, 65¼@65⅜; St. Louis, Alton and Terre Haute, 47@47½; do. pref., 129@130; Texas and Pacific, 55½@56¼; Union Pacific, 120@120¼; United States Express, 57½@58⅛; Wells Fargo Express, 118@118½; Western Union Telegraph, 114@114¼; do. ex. div., 78¼@79; Wabash, St. Louis and Pacific, 46½@46¾; do. pref., 89⅝@89⅞.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Am, Dock and Imp. Co. 7s, ass., 132; Albany and Susq. 1st consol., 125½; Atchison, Colorado and Pacific 1st, 101⅛; Boston, Hartford and Erie 1st, 60⅝; Buffalo, New York and Erie 1st, 1916, 128; Buffalo and Erie 7s, new, 123; Clev., Col., Cin. and Ind. consol., 121; Chicago, St. Louis and New Orleans, 73½; Chesapeake and Ohio 1st pref., 43⅜; do. 2d pref., 31⅝; do. 1st, Series B, 85; do. cur. int., 58; Chicago, St. Paul, Minneapolis and Omaha, 42½; do. pref., 100⅞; do. consol., 104¼; Cincinnati, Sandusky and Cleveland, 60⅝; Cedar Falls and Minnesota, 24⅞; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass. sup., 108¼; do. Inc. 68¼; Central Iowa 1st, 112½; Cairo and Fulton 1st, 110; Chicago, St. Paul and Minneapolis, 111½; Cleveland and Toledo S. F., 110; Chicago, Milwaukee and St. Paul S. W. div. 6s, 107; Denver and Rio Grande, 106⅞; do. 1st, 117¾; do. 1st consol., 113½; Danbury and Norwalk, 73; Denver, South Park and Pacific 1st, 106¾; Delaware and Hudson 1st, Penn. div., 121½; Flint and Pere Marquette 1st, 111; Galveston, Harrisburg and San Antonio 1st, 102; Ind., Bloom. and Western, 79½; do. Inc., 83¾; do. 1st, 89; International and Gt. Northern, 69; do. 1st, 110; do. Inc., 96; Indianapolis, Decatur and Springfield 1st, 108; do. 2d, 59⅜; Houston and Texas Central 1st inc. and ind., 100½; do. 2d, M. L., 127½; Keokuk and Des Moines, 16; do. 1st, 105; Kansas Pacific 1st consol., 105½; do. 6s, J. & D., 1896, 112; do. 6s, Denver Div. ass., 108¼; Louisiana and Missouri River, 23; Lake Erie and Western, 53; Laf., Bloom. and Muncie 1st, 109; Lehigh and Wilkesbarre consol. ass., 111; Louisville and Nashville Gen'l mort., 6s, 104; Louisville, New Albany and Chicago 1st, 102; Manhattan Beach, 37; Mobile and Ohio, 25½; do. 1st deben., 86; do. 2d deben., 53¾; do. 1st mort., 109; Missouri, Kansas and Texas, 43; do. consol. ass., 106¼; do. 2d, 84¾; Milwaukee, Lake Shore and Western, 44⅝; Marietta and Cincinnati 1st pref., 11; do. 2d pref., 7; Metropolitan 2d, 96⅛; Minneapolis and St. Louis 1st, Iowa ext., 109; Missouri Pacific 1st consol., 107½; Nashville, Chattanooga and St. Louis, 77½; New York, Ontario and Western, 36¼; New York, Pennsylvania and Ohio inc., 65; New Jersey Southern 6s, guar., 100½; Ohio Central, 30¾; do. Inc., 63; do. 1st, 104; Oregon Railway and Nav., 149; do. 1st, 106; Ohio and Mississippi 1st, Springfield div., 115¾; Peoria, Decatur and Evansville, 38½; do. Inc., 78½; Rome, Watertown and Ogdensburg, 26; do. 1st consol., 86; St. Louis and Iron Mt., 1st pref. inc., 93½; do. 2d pref. inc., 86; St. Louis, Kansas City and Northern, Omaha div. 1st, 119; do. St. Charles Bridge 1st, 104¼; do. R. E. 7s, 1895, 112; St. Paul and Duluth, 38½; St. Paul, Minn. and Man., 91; do. 1st, 110½; St. Louis and San Francisco 2d, class A, 102½; do. B, 87¼; do. C, 86; South Pacific, 1st, 105; St. Paul and Sioux City 1st, 112; Syracuse, Binghamton and New York 1st, 123; Toledo and Wabash Equip., 50; Texas and Pacific, 55½; do. income L. G., 85½; do. Rio Grande div., 97½; Toledo, Delphos and Burlington, 31½; do. Inc., 47½; Toledo, Peoria and Western 1st, 117¾; Union Pacific 1st, Cen-

tral Branch, 104¾; Wabash Gen'l mort. 6s, 99¾; Winona and St. Peter 1st, 108; do. 2d, 118½; Alabama Class A, 72; do. B, 96; do. C, 85; Arkansas 7s, (M. & L. R. R. R.) 12; do. (M. O. & R. R. R. R.,) 9; Georgia 7s, end., 11; Louisiana 7s, consol., 58½; South Carolina 6s, nonfund., 5; Tennessee 6s, old, 62½; do.new, 64; Virginia 6s, consol., ex-mat. coupon, 81½; do. 6s, def., 15½; Am. Dist. Tel., 64; Sutro Tunnel, 1⅝; Consolidation Coal, 37¾; Colorado Coal and Iron, 56⅛; Maryland Coal, 27; New York and St., 56½; New Central Coal, 26; Central Mining, 5; Excelsior, 5; Homestake, 27½; Little Pittsburg, 3½; Mariposa, 3; do. pref., 5¾; Ontario, 36; Standard, 24⅜; Starmont, 2⅛.

Philadelphia.—Belvidere Delaware 1st, 116; do. 2d, 105; Chesapeake and Delaware Canal 6s, 90¾; Central Transp., 47½; Empire Car Trust, 102¾; Huntingdon and Broad Top Mt. consol. 7s, 95½; do. 1st mort. 7s, 120; Junction 1st mort. 6s, 105½; Pennsylvania and New York Canal 7s, 1906, 128; Philadelphia, Germantown and Norristown, 109; Pennsylvania Company 6s, 107½; Pittsburg City 7s, 109; People's Pass. R. R. 6s, 106; Philadelphia and Reading C. and I. deben. 7s, 56; Philadelphia and Reading R. R. scrip, 63; St. Paul and Duluth pref., 71; Texas and Pacific consol. mort. 6s, 102½; do. 1st mort., 106; West Jersey 1st 6s, 119; Warren and Franklin 7s, 115. The latest quotations are: City 6s, 110@111; do. free of tax, 127@129; do. 4s, new, 106⅛@113; Pennsylvania State 6s, 2d series, 101@101½; do. 3d series, 104¾@105; do. 5s, new loan, 117¼@117½; do. 4s, new, 108 @111; Philadelphia and Reading R. R., 81¾@ 31⅞; do. consol. mort. 7s, coup. 123¾@125; do. reg., 123¾@124; do. mort. 6s, 117@—; do. 7s, 1893, 121¾@122¼; United New Jersey R. R. and Canal, 180@184; Buffalo, Pittsburg and Western, 20⅛@20⅜; Pittsburg, Titusville and Buffalo 7s, 91@92; Camden and Amboy mort. 6s, 1889, 114½@115; Pennsylvania R. R., 66@66⅛; do. gen'l mort., coupon 124¾@125; do. reg., 126¾@127¼; do. consol. mort. 6s, reg., 118¾ @119¼; Little Schuylkill R. R., 53@54; Morris Canal pref., 164@170; Schuylkill Nav., 5¾@6¼; do. pref., 13¼@13½; do. 6s, 1882, 82¾@83¼; do. 1872, 102¾@103¼; Elmira and Williamsport pref., 54@—; do. 6s, 112@115; do. 5s, 98@100; Lehigh Coal and Navigation, 46@46⅛; do. 6s, 1884, 106¾@107; do. R. R. loan, 115@115¼; do. Gold Loan, 113¼@113¾; do. consol. 7s, 118 @—; Northern Pacific, 42⅜@42½; do. pref., 70⅝@70⅞; North Pennsylvania, 58@58½; do. 6s, 107@108; do. 7s, 120½@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 28⅛@ 28⅝; do. 6s, 102⅜@102⅝; do. 7s, 117¼@118; Minehill, 58@58¼; Catawissa, 21⅛@22½; do. pref., 51⅜@51⅝; do. new pref., 51@51¼; do. 7s, 1900, 120@—; Lehigh Valley 60½@61; do. 6s, coupon, 121@122; do. reg., 122@122½; do. 2d mort. 7s, 135@136; do. consol. mort., 118½ @—; Fifth and Sixth streets (horse), 125@—; Second and Third, 110@118; Thirteenth and Fifteenth, 73@75; Spruce and Pine, 55@56; Green and Coates, 85@96; Chestnut and Walnut, 100 @105; Hestonville, 20@20¼; Germantown, 70 @75; Union, 119@122½; Lombard and South, 24¾@25; West Philadelphia, 89@90; People's, 19⅛@20¾; Continental, 103@108.

Baltimore.—Atlanta and Charlotte Air Line, 73; do. 1st, 100½; do. inc., 90; Baltimore City 6s, 1893, 122½; do. 6s, 1890, 119; do. 6s, 1886, 112¼; do. 5s, 1900, 121½; Baltimore and Ohio 1st pref., 122¼; Chesapeake and Ohio Canal 6s, 80; Charlotte, Columbia and Augusta 1st, 108; Marietta and Cincinnati 1st Sterling, 119; Richmond and Danville, 93⅜; do. 6s, 1885, 104½; Union Railroad bonds endorsed by Canton Co., 119¾; Virginia Black Scrip, 12½; Virginia Peelers, 82⅞; Peeler coupons, 15¼; Virginia 10-40 coupons, 94¾; Virginia and Tennessee 6s, 102¼: Wilmington, Columbia and Augusta 6s, 107⅞. The latest quotations are: Atlanta and Charlotte, 1st, 110@110¾; do. Income, 89¼@ 90; Baltimore and Ohio, 200@205; Central Ohio 1st, 113½@114½; Charlotte, Columbia and Augusta 1st, 107½@108; Marietta and Cincinnati 1st, 120@121; do. 2d, 89⅝@90; do. 3d, 45⅜@ 47; Northern Central, 6s, 1926, 99@100; Ohio and Mississippi 2d, 126@—; do. Springfield Division, 115@117; Orange, Alex. and Manassas 7s, 100½@101; Pittsburg and Connellsville 7s, 128 @125½; South Side 3d, 102@—; Virginia and Tennessee 6s, 103@104¼; Western Maryland, 15¾@16¾; do. 1st unindorsed, 113½@—; do. 2d pref., 108@108½; do. 2d guar. by Washington Co., 118@—; Wilmington, Columbia and Augusta, 6s, 107½@108; Baltimore City 6s, 1890, 118½@119; do. 6s, 1893, 122⅜@122½; do. 6s, 1902, —@130; do. 6s, exempt, —@126; do. 5s, 1916, 122½@—; Norfolk Water 8s, 126 @—; North Carolina 4s, 84@85; Virginia consols, 81¼@81⅜; do. 10-40 bonds, 49⅞@50.

Boston.—Atchison, Topeka and Santa Fe 5s, 100; do. 6s, 1920, 95; Atlantic and Pacific block, 116; Atchison, Colorado and Pacific 6s, 1905, 101¼; Boston Land, 10¼; Boston Water Power, 11¼; Burlington and Missouri River in Nebraska 6s, non exempt, 105½; Boston, Revere Beach and Lynn, 118; do. 6s, 1897, 114¾; Boston, Concord and Montreal, 10¼; do. 6s, 1890, S. F., 106; Boston, Clinton, Fitchburg and New Bedford old, 30; Boston and Maine 7s, 1893, 126½; Boston and Albany 6s, 1892, 126¼; Chicago and West Michigan, 78½; Connecticut and Passumpsic Rivers pref., 84; do. 7s, 116; Chicago, Milwaukee and St. Paul, Wisconsin Valley div., 6s, 100; Cheshire pref., 61¾; Connotton Valley, 26; do. 7s, 1910, 90; Cedar Rapids and Missouri River, 150¼; do. 7s, 1909, 120; Chicago and Eastern Illinois 6s, 1907, 107; Chicago, Clinton, Dubuque and Minnesota 7s, 1884, 103; Detroit, Lansing and Northern 7s, 117½; Eastern (N. H.) R. R., 92; Essex R. R. 6s, 1886, guar. by Eastern, 104; Flint and Pere Marquette, 29¼; do. pref., 89¼; Florence, El Dorado and Walnut Valley 7s, 1907, 118; Kansas City, Lawrence and Southern 4s, 108½; Kansas City, St. Joseph and Council Bluffs 7s, 1907, 120¼; Kansas City, Fort Scott and Gulf, 87; do. pref., 120; do. 7s, 112; Louisiana and Missouri River, 24¾; do. pref., 45; Little Rock and Ft. Smith, 67; do. 7s, 112¾; Marquette, Houghton and Ontonagon pref., 73; Massachusetts Central 6s, 1900, 98½; Mexican Central Blocks, old, 116; do. new, 101½; Milwaukee, Lake Shore and St. Paul, 44½; Metropolitan Horse R. R. 7s, 1884, 107; Nodaway 7s, 108; New York and New England 6s, 106½; Ogdensburg and Lake Champlain 6s, consol., 1920, 96; do. Inc., 6s, 58½; do. 1st 6s, 1897, 104¾; Old Colony 6s, 1895, 117¾; do. 6s, 1896, 117½; do. 1897, 117¾; do. 7s, 1894, 126¾; Old Colony Steamboat 6s, 105½; Oregon Railway and Nav. 6s, 1909, 105½; Oregon Improvement Co. 6s, 1910, 94; Portsmouth, Gt. Falls and Conway, 20; Quincy Railroad Bridge, 148¼; Rutland, 5½; do. pref., 29; do. 5s, 79; do. 6s, 99½; do. 7s, 80; Republican Valley 6s, W. D., 105; Summit Branch, 27½; Sonora Blocks No. 3, 70; Sioux City and Pacific 6s, 1898, 103½; Toledo, Delphos and Burlington, 15½; do. income, 48½; do. 6s, 1910, 95; Tarkio Valley 7s, 108; Union Pacific Collateral Trust 6s, 1908, 106¾; Vermont Central consol. 7s, 1886, 12; Wisconsin Central, 25; Chicago 7s, 1888, 114½; Cincinnati 6s, 1884, 104¾; Cleveland 6s, 1897, 115½; Concord (N. H.) 6s, 1894, 116¾; St. Louis 6s, 1888, 103¾; do. 1886, 108; do. 1888, 110; Taunton 6s, 1892, 105¼; Toledo 6s, 1900, 105¾; Massachusetts 5s, 1894, gold, 116½; New Hampshire 6s, 1892, 123; do. 1898, 125; Allouez Mining Co., 3; Atlantic, 13¾; Blue Hill, 4¾; Catalpa, 2¼; Central, 34; Contentment, 2¾; Duncan, 3¼; Franklin, 13½; Harshaw, 10¼; Huron, 3¾; Osceola, 36; Phœnix, 2½; Pewabic, 16; Pine Tree, 2⅞; Ridge, 4; Sullivan, 6¾; Silver Islet, 28; Star, 1⅛.

Payment of Called Bonds.

The following circular to holders of called bonds was issued by the Treasury Department at Washington on the 30th ult.:

Notice is hereby given that this department will redeem on and after April 1, 1881, any of the outstanding United States five per cent funded loan bonds of 1881 embraced in the one hundred and first call (which will mature May 21, 1881) at the rate of $101 25 in full payment for each $100 of the bonds. All bonds forwarded for redemption should be addressed to the Secretary of the Treasury, Loan Division, Washington, D. C., and all registered bonds should be assigned Secretary of the Treasury for redemption. Where parties desire checks in payment for registered bonds drawn to the order of any one but the payee, they should assign them to "the Secretary of the Treasury for redemption for account of" (here insert name of person or persons to whose order the check should be made payable.)

Holders of income bonds of the Allegheny Valley Railroad Company are notified that the cash fund applicable to the payment of the interest due April 1, 1880, being insufficient to pay the whole of the interest on said bonds, will be distributed pro rata, allowing $9 on each $35 coupon, and proportionately for those of lower denominations, and the deficit paid in orders upon the Trustees for Bonds of the same issue and scrip convertible into such bonds for sums less than $100, at the office of the Company, Pittsburg, Pa., on and after April 1, according to the terms of the Bonds.

The Denver and Rio Grande Railway system, is to be extended to Houston, Texas, and the surveying party has already arrived at that point to commence the survey of a narrow gauge line from Houston to Laredo, where a connection will be made with the Mexican National road.

The track of the Richmond and Alleghany Railroad has been completed to Scottsville, a distance of 80 miles from Richmond.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. 80 5
" " pref.100	4,549,578	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany.....100	20,000,000	quarterly	Mar. '81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar.—100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. 80 4
Boston and Providence.100	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 5
Burl. & Mo. Riv in Neb.100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic.....50	377,400	quarterly	Apl.'80 3. e
" " pref. 50	338,311	quarterly	Apl.'80 3½e
Camden & Burl. Co.....100	381,925	J & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*.....50	1,159,500	Oct.ber	Oct.'80 $1½
" pref.....50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref.....50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '81 1
" " pref.100	769,600	F. & A	Feb. 81 3½
Central of Georgia.....100	7,800,000	J & D.	June 80 3
Central of New Jersey.100	15,563,200	quarterly	Apl. 78 2½
Central Ohio*.....50	2,425,000	J & J.	Jan. 81 3½
" pref.....50	400,000	J. & J	Jan. 81 3
Central Pacific.....100	54,275,500	F. & A.	Feb. '81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred.....100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. 81 4
" " pref.100	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy.100	31,004,456	M. & S	Mar. '81 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12 279,483	A. & O.	A. '81 3½
Chicago & N. Western.100	14,988,257	J. & D	Dec. '80 3
" pref.100	21,625,353	quarterly	Mar. '81 1½
Chicago, R. I. & Pacific.100	50,0.0 000	quarterly	May '81 1½
Chicago & West Mich.....100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton.....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,087	M. & N.	Nov. '80 3
Clev., Col., Cin. & Ind.—100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Mar. '81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Mar. '81 2
Colum. & Hocking Val...100	2,500,000	F. & A	Feb. '81 4
Concord.....50	1,500,000	M. & N.	Nov. 80 5
Concord and Porta.*.....100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A	Feb. '81 2
Connecticut River.....100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Oct. '80 4
" 1st pref..50	241,900	A. & O.	Oct. '80 4
" 2d pref...50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk...50	600,000	quarterly	Mar. 81 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*.....2	1,330,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor...100	1,874,000	F. & A.	Aug.'80 2½
" " pref 10	2,503,300	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. 81 3
East Mahanoy*.....50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga...100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,800	J. & D.	Dec. '80 2½
Kel River.....100	3,000,000	— & —	Mar. '81 4
Elmira, Jef. & Canand*. 00	500,000	Sept.	Sept.'80 5
Elmira & Williamsport*.50	500,000	M. & N.	Nov.'80 2½
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '81 5½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,260.000	J. and J	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '81 2
Housatonic, pref.....100	1,180,000	quarterly	Jan. '81 3½
Illinois Central.....100	38,000.000	M. & S	Mar. '81 1
Iowa Falls & Sioux City*100	4,635,000	quarterly	Feb. '81 1½
Iowa Railroad Land Co 100	7,640,000	quarterly	May '81 2
Io. So. & Mo. Northern. 25	000.000	quarterly	May '81 1½
Jeffersonv., Mad. & Ind..100	000.000	quarterly	June'80 1½
Joliet and Chicago*.....100	1,400.000	quarterly	May '80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	Dec. '80 1
Kentucky Central.....100	4,500,000	J. & D.	Dec. '80 3
" pref.100	500 000	J. & D.	May '81 2
Lake Shore & Mich. So...100	49,466,500	quarterly	Feb '81 5
" " (guar.)100	533,500	F. & A.	Oct. '80 2
Lawrence*.....50	450,000	quarterly	Apl. '81 1½
Lehigh Valley.....50	27,232,555	quarterly	Apl. '81 2½
" pref. 50	106,300	quarterly	Mar. 81 2
Little Miami*.....50	5,871,450	quarterly	

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*.....50	$2,448,100	J & J.	Jan. 81 2½
Louisville & Nashville..100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley.....100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	5,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 1½
Michigan Central.....100	18,738,204	quarterly	Mar. '81 1½
Middlesex Central.....100	2,136 shs	F & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....100	42,416,000	quarterly	Apl. '81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*.....50	15,000,000	J. & J	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800.000	M. & N	Nov.'80 3½
Nashua and Rochester..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '81 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '81 2
New York and Harlem..50	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	... .	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref....100	8,146,700	.....	....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '81 2
Ning. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S. C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania.....50	4,527,150	quarterly	Feb. '81 1½
Northern Central.....50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav..100	4,455,000	quarterly	May 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 4½
Panama.....100	7 000,000	quarterly	Feb. '81 5
Paterson and Hudson*.100	682,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Jan. '81 4
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania.....50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '76 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,250,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt.....50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apr. '81 1½
" Special Imp..100	5,504,300	quarterly	Apl. '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Ports., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 3
Providence & Worces...100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb.'76 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley*.....50	576,050	J. & J.	Jan. '81 3½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,300	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Steakbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*.....50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific.....100	36,745,000	quarterly	Apl. '81 1½
United Cos. of N. J*....100	20,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar.'79 2
Vermont and Mass.....100	3.050.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" " pref.100	20 000,000	quart.rly	Feb. 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,453,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	Jan '81 5
Balt., Cat. & El. Mills..100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	300,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & S.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180.000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry.—100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Phila) 50	600.000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050.000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105.000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.).....25	206,054	.....	July '79 2
Philadelphia City.....50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston).....100	115,000	M. & N.	Nov.'80 3
South Boston.....50	600,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.)..50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston).....100	374,300	J. & J.	Jan. '80 5
Union (Phila.).....50	400,000	J. & J.	July '80 7
West Philadelphia.....50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division.....50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,883,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Feb. '81 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '81 $5
Central Mining Co.....100	... .	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,683,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '81 5
Mohegona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Apl. 81 3
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car.....100	5,990,200	F.M.A.N	Feb. '81 2
Quicksilver, common ...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge....100	1,750,000	J. & J	Jan. '81 5
Sioux C. & I. F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '81 5
United States Express....100	7,000,000	F.M.A.N	Feb. '80 1
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	80,000,000	quarterly	Apl. '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167,750	124,510	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	.....	.....
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,644	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., Laf., and Chicago:													
1880	155,697	172,541	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	392,632	375,619	302,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	388,454	4,396,019
1881	299,903	271,176	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	176,079	166,965	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,009	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	808,010	803,490	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1879	194,454	194,856	224,559	189,318	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,928	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	358,672	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,366,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,487	1,713,697	1,515,835	1,398,944	16,509,121
1880	1,296,781	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881	1,143,437	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul and Sioux City:													
1880	88,422	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	111,731	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	149,211	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	156,818	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,933	490,195	450,620	403,300	372,280	365,300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,419
1881	559,400	548,344	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,482	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	925,603	933,143	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,152
1881	811,617	811,922	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B. May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20, '65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,, 1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,750 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,-504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

The Pennsylvania Railroad Company is straightening the track of the great curve near Millstone Junction, N. J. materially shortening the line of the New York division.

Trains on the Pittsburg, Virginia and Charleston Railroad are now run as far south as California.

COUPONS of the CENTRAL PACIFIC RAILROAD COMPANY (San Joaquin Valley Branch) and of the LAND BONDS, due April 1, 1881, will be paid at the banking house of Fisk & Hatch, No. 5 Nassau st., New York.

C. P. HUNTINGTON, Vice-President.

COUPONS OF THE FIRST MORTGAGE BONDS of the SOUTHERN PACIFIC RAILROAD COMPANY (of California), due April 1, 1881, will be paid at the office of the Company, Nos. 9 Nassau and 11 Pine sts., New York.

C. P. HUNTINGTON.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, March 25, 1881.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of TWO PER CENT. upon its capital stock, payable on Monday the 2d day of May next, at this office.

For the purpose of this dividend, and also for the annual election for Directors, which is to be held on the 4th day of May next, the Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 31st inst., and will be reopened on the morning of Friday, the 6th day of May next.

E. D. WORCESTER, Treasurer.

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GOOD HANDS BY DOZENS, HUNDREDS OR Thousands promptly supplied. Please call or send order to G. BARRICELLI & CO., Italian Laborers' Employment Agency, No. 8 City Hall Place.

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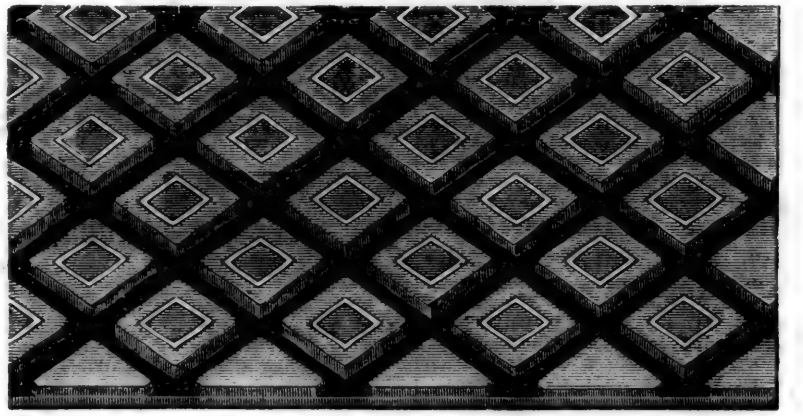
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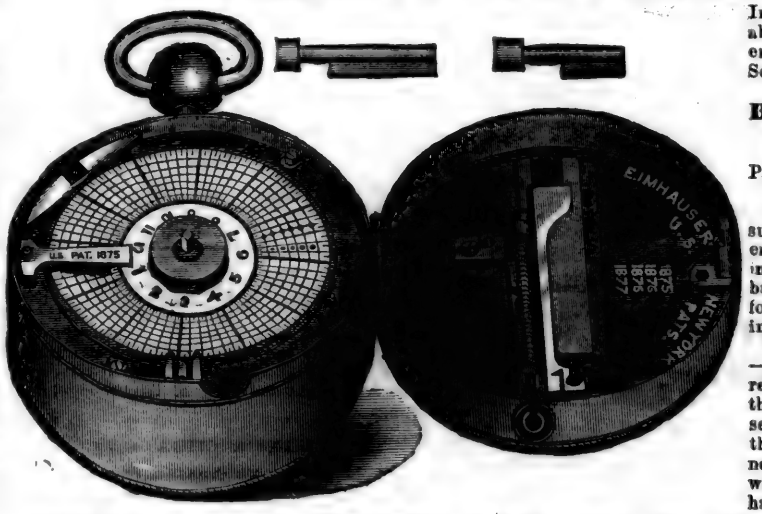
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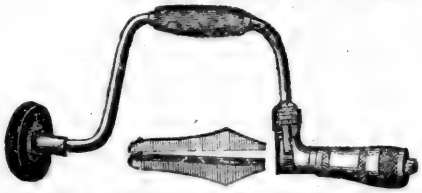
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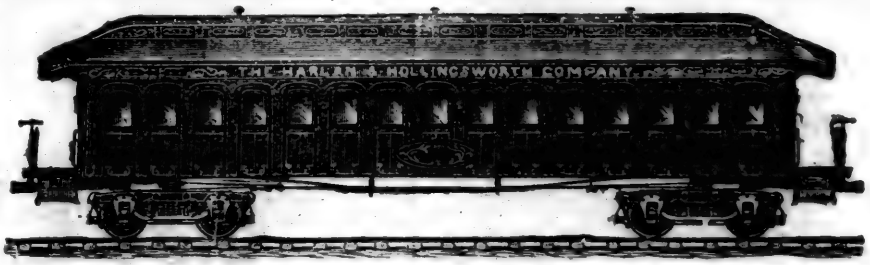
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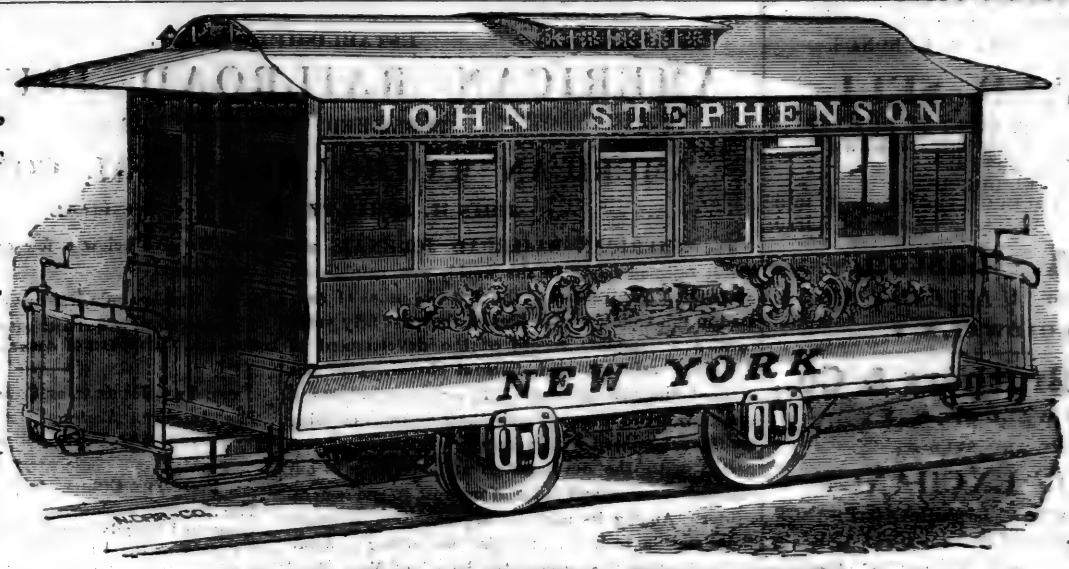
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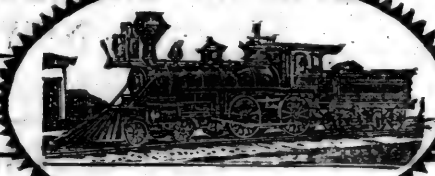
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The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

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STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 15.] NEW YORK, APRIL 9, 1881. [WHOLE No 2,346, VOL. LIV.

The Northern Pacific.

HISTORY OF ITS MANAGEMENT—ITS LAND GRANTS, BONDS AND STOCKS—REORGANIZATION IN 1875—THE VILLARD SUIT AND FACTS PRESENTED BY IT.

A valuable history of the Northern Pacific Railroad, and of much interest just at present can be made up from the documentary evidence to be used in the suit of Henry Villard to annul the recent issue of 180,000 shares of the common stock of the company. The Times has recently published much of the evidence from which a connected story is made as follows: Congress chartered a line of railroad and telegraph from a point on Lake Superior to Puget Sound, with the right to construct a branch to Portland, Oregon, under the name of the Northern Pacific Railroad Company. To aid in the construction of this line lands were granted to the amount of 10 sections per mile on each side of said road in the States, and of 20 sections per mile on each side in the Territories, the land thus granted amounting to nearly 47,000,000 acres. J. Gregory Smith, of St. Albans, Vt., and his associates, who procured this charter, were at an expense therefor of $102,000 in cash. In order to provide for the building and development of the road, the enterprise was divided into 12 shares of $8,500 each, by an agreement made Jan. 10, 1867. These shares were distributed as follows: J. Gregory Smith, 4⅞ shares; W. B. Ogden, 1½ shares; and 1 share each to R. H. Burdell, D. N. Barney, R. H. Barney, George W. Cass, J. Edgar Thomson, and Edward Reilley. It was mutually agreed by these subscribers that the best efforts of each and all should be given to obtain from Congress the passage of a bill granting aid to the company for construction purposes, and each party, it was agreed, should contribute, according to his interest, the necessary funds for that purpose, provision being made that not over $12,500 should be assessed on a single share. Having thus secured control of the charter, the syndicate, on May 20, 1869, made an agreement with Jay Cooke & Co., of Philadelphia, by which that banking firm became the Northern Pacific's sole fiscal agents. The 12 original shares were increased to 18, the additional 6 being assigned to Jay Cooke & Co. The capital stock of the company it was agreed should be appropriated as follows: The representatives of the 18 shares should subscribe for $80,000,000, an equal portion to each share, which should be issued in full paid-up stock. Each of the 18 shares was to receive $124,500 immediately, and $54,000 additional was to be issued to each share as often as 25 miles of railroad were constructed, and the residue of the capital stock, $10,999,000, was deliverable to Jay Cooke & Co., and as often as the fiscal agents sold and placed to the credit of the company the proceeds of $1,000 of stock the agents themselves were entitled to receive $200 of the same stock.

Bonds of the company were issued to the amount of $100,000,000, payable in 30 years in gold, bearing interest at the rate of 7 3-10 per cent per annum. These bonds were secured by a first mortgage upon the railroad, its lands and property. Claims against the company, including the moneys expended by the original shareholders, were paid in these first mortgage bonds at 88 cents on the dollar, with interest. This first agreement with Jay Cooke & Co. was supplemented Jan. 1, 1870, in that the 18 shares were increased to 24, the extra 6 to go to Jay Cooke & Co., and to be paid for as were their first 6. In consideration of this and other arrangements, and to facilitate construction, it was stipulated by Jay Cooke & Co. that $5,000,000 should be raised by subscription within 30 days for the immediate use of the company; the fiscal agents also agreed to pay the drafts of the syndicate from time to time to the extent of $23,175 as security. As collateral Jay Cooke & Co. had transferred to their account one-thirtieth part or share in the Northern Pacific Railroad Association.

But Jay Cooke & Co. became bankrupt, and it was necessary to determine upon a plan for the re-organization of the company. At a general meeting of the bondholders held March 18, 1875, a committee was appointed to consider this matter and recommend a plan. This committee consisted of Johnston Livingston, J. N. Hutchinson, William McKnight, John M. Denison, Abner Coburn, William Windom, and George Stark. On April 16 preceding the United States Circuit Court had appointed a Receiver for the company. The order making this appointment was given under proceedings brought by the Trustees of the Northern Pacific bondholders. On May 12 following the court granted a final decree under which the road and all its property were directed to be sold for the benefit of the bondholders. This decree was in accordance with the desire of the committee. They reported that they considered this "an arrangement between all parties in interest which shall satisfy every equity, avoid tedious litigation, and secure the extension of the road. This extension is indispensably necessary to restore value to your investments."

The bondholders subsequently held a meeting at which the plan recommended was adopted. That plan proposed that Johnston Livingston, of New York; Frederick Billings, of Woodstock, Vt.; George Stark, of Boston; William Thaw, of Pittsburg; J. N. Hutchinson, of Philadelphia, and John M Denison, of Baltimore, be appointed a committee to attend the sale of the railroad and its property with a view to purchase the same and take title therefor, to assume the management of the road after purchase, and attend to the issuing of bonds and stock, and do all things necessary to place the railroad and property again under the control and management of a Board of Directors to be elected by the preferred stockholders. Other detail matters were provided for, and it was arranged that preferred stock should be created and issued to the amount of $51,000,000, the entire stock of the company, preferred and common, being $100,000,000. This preferred stock was to be entitled to dividends not exceeding 8 per cent per annum, as the net earnings might suffice to pay. After and during the time the income of the road was sufficient to pay the 8 per cent dividend on both preferred and common stock, the surplus was to be divided on both alike per share, according to the number of shares issued of

each. Common stock was to be issued to the amount authorized by the charter, less the $51,000,000 preferred. "Certificates of this stock," was the verbiage of the plan adopted, "shall be issued to holders of, or to those now entitled to, certificates, share for share, and the residue ratably to those originally entitled thereto or their assigns."

The purchase of the road and its property was made Aug. 12, 1875, by the committee, in accordance with the provisions of the "plan." The price paid was $100,000. There was at this period 550 miles of road in paying operation, substantially free from debt, and attached was a domain of nearly 10,000,000 acres of land. In an official statement of the Northern Pacific Railroad Company made July 16, 1879. President Billings enumerates the proportion of preferred and common stock of the company as recognized by the management: Preferred, 438,000 shares, 72,000 shares of preferred having been extinguished by exchange for lands; common, 490,000 shares. Of the 490,000 shares of the common the President's report states that there were entitled to be issued 299,526 shares, and of this amount 283,844 shares had been issued, and 15,682 shares were then being issued. The remaining 190,474 shares of this common stock, regarding the issuance of which, or a portion of which, the present litigation has arisen, were to be issued. It was at this time that the Northern Pacific Railroad Company made application to have the entire amount of its preferred and its common stock (including the residue of the common stock) placed on the regular list of the New York Stock Exchange. In his annual report to the stockholders at the annual meeting, Sept. 24, 1879, President Billings said: "Of the 490,000 shares of the common stock there were entitled to be issued 299,526 shares, and which are nearly all issued. The remaining 190,474 shares of the common stock are to be issued, according to the plan of reorganization, to the numerous owners of the old proprietary interest, as the road progresses."

Pork Packing in the West.

THIRTY-SECOND ANNUAL STATEMENT OF THAT INDUSTRY BY THE CINCINNATI PRICE CURRENT.

The history in the past year of the pork packing industry in the West, beginning on the first of March, 1880, shows that there were indications of liberal supplies of hogs for the spring and summer markets, exceeding corresponding time in the previous year, and also indicating that the deficiency in numbers packed during the winter of 1879-80, compared with the preceding winter, would be made up by May, in the increased supply. This view of the case, which we took as early as January, and which we urged upon the consideration of the trade, was verified by the results. The winter had been exceptionably favorable for stock, and the promise of good prices led farmers to the taking of good care of young swine.

The movement of hogs to market in the latter part of the summer season exceeded our expectations, and the quality of the stock marketed indicated that many farmers were putting their hogs into market earlier than they had intended, under the inducement of prevailing high prices, and an encouraging outlook for better values for corn. Later events made it plain that a large number of hogs were marketed before November which were not calculated for market before that month.

THE SUMMER SEASON OF 1880

commenced with good promise of abundant supplies of hogs, and packing operations progressed more rapidly than the preceding year, or any previous season at corresponding time. On the first of May, at the end of the first two months of the summer season, there was an increase of 500,000 in the number of hogs packed as compared with the preceding year, and on the first of June the increase was about 640,000; this was increased to about 780,000 on the first of July and to about 1,075,000 on the first of August. On the first of September the packing was about 1,800,000 ahead of the corresponding date in 1879, and on the first of October the increase had reached 1,400,000, but during October the business was not so active as in the same month in 1879, and the summer season closed with a total packing of 5,323,898 hogs, against 4,051,248 in the corresponding eight months of 1879, showing an increase of 1,272,650 hogs. The six large cities made a gain of 1,050,078, of which 815,709 is credited to Chicago; St. Louis gained 60,000, and Cincinnati fell off 39,000, while Indianapolis increased to the extent of 140,000, and Milwaukee made a gain of 69,000 Cleveland packed 5,000 more than the preceding summer, Cedar Rapids 118,000 more, Kansas City 94,000 more and Atchison 52,000 more.

Prices of hogs in March were $4 20@4 50 per 100 lbs. gross in the leading markets, ranging slightly lower in April, and about $4@4 25 in May; in June about the same, and in July $4 25@4 50, and late in the month $4 50@4 75; August $4 75@5; September $4 85@5 25, and in October reduced to about $4 50@4 75. The average price was 75@85c per 100 lbs. gross higher than during corresponding time in 1879.

Our returns show that the average gross weight of hogs in the summer of 1880 was 1.41 pounds heavier than in 1879, and the yield of lard 1.33 pounds per hog less. The production of lard was equal to 494,538 tierces.

THE WINTER SEASON OF 1880-81,

beginning November 1, opened with hogs in the leading markets about $1 per 100 pounds gross higher than a year before, but this difference was subsequently reduced considerably, and the average price paid during the winter at all points is about 46c. per 100 pounds gross higher than the preceding winter. Cold weather began about the middle of November, and the season continued favorable for slaughtering operations throughout the remainder of the winter. In our estimate of the probable supply of hogs available for the winter packing, published the first of December, we said: "There is not much in the present indications favoring any material change in the number of hogs for winter marketing, compared with a year ago, and an approximate estimate we deem it safe to suggest 7,000,000 head for the entire season." On the 1st of January our returns showed an increase in packing to that date of about 260,000, and the estimate for the season indicated a total of 7,030,000 to March 1. But the final figures have fallen about 110,000 below these estimates. Had Chicago returns of packing for the past winter sustained the same relation to the net supply of hogs at that point, as for the preceding winter, our final figures for the winter would not have varied 10,000 hogs from our first of January estimates.

The winter has closed with a packing of 6,919,456 hogs, or 30,995 less than the preceding winter, the average weight showing a reduction of 5.23 pounds per hog, and the total packing at the average weight of the preceding winter is equivalent to a reduction of 200,865 in number of hogs. The yield of lard is 35.65 pounds per hog, or .67 of a pound less than 1879-80.

The cost of hogs has averaged $5 80 per 100 lbs. net, or $4 64 gross, an increase of 58 cents net, or 46 cents gross per 100 lbs.

The production of mess pork has been 359,691 barrels, or 170,867 less than the preceding winter, and the total of barreled pork of all kinds amounts to 451,497 barrels, or 175,305 decrease for the season.

GENERAL SUMMARY OF PACKING IN THE WEST.

The packing in the West during 1880-81 compares with the previous year as follows:

WINTER SEASON.

Nov. 1 to March 1.	1880-81.	1879-80.
Number of hogs packed	6,919,456	6,950,451
Average net weight, lbs.	207.71	212.94
Aggregate net weight, lbs	1,437,252,661	1,480,068,518
Average yield of lard, lbs	35.65	36.32
Aggregate pounds of lard	246,677,145	252,439,188
Tierces of lard, 330 lbs. each	747,506	764,967
Av. cost of hogs per 100 lbs. net	$5 80	$5 22
Aggregate cost of hogs	$83,831,087	$77,281,648
Mess pork made, bbls.	359,691	530,558
Other kinds of pork, bbls	91,806	96,244
Total, all kinds pork bbls	451,497	626,802
Hogs packed at interior points	2,211,646	2,376,817
Number at six cities	4,707,810	4,573,634

The total number is equal to 6,749,566 hogs at the average weight of 1879-80, equal to a decrease of 200,865 head.

SUMMER SEASON.

March 1 to Nov. 1.	1880.	1879.
Number of hogs packed	5,323,898	4,051,248
Average net weight	184.66	188.53
Aggregate net weight, lbs	983,109,336	743,525,500
Average yield of lard, lbs	30 65	31.98
Aggregate pounds of lard	163,197,754	129,580,672

TOTAL FOR TWELVE MONTHS.

Year ending March 1.	1880-81.	1879-80.
Number of hogs packed	12,243,354	11,001,699
Aggregate net weight.	2,420,361,997	2,223,594,018
Aggregate pounds of lard	409,874,899	382,019,860

PACKING AT THE SIX PRINCIPAL CITIES.

Number of hogs packed at the six large cities in the West, from November 1 to March 1:

NUMBER PACKED.

	1880-81.	1879-80.
Chicago	2,781,064	2,525,219
Cincinnati	522,425	534,559
St. Louis	474,159	577,793
Indianapolis	388,763	364,021
Milwaukee	325,729	340,783
Louisville	215,670	231,259
Total	4,707,810	4,573,634

AVERAGE NET WEIGHT.

	1880-81.	1879-80.
Chicago	212.55	222 77
Cincinnati	214.70	213.05
St. Louis	200.69	206.54
Indianapolis	187.22	186.37
Milwaukee	206.91	211.37
Louisville	208.80	202.50
Gen. ave	208.94	214.81

AVERAGE YIELD OF LARD.

	1880-81.	1879-80.
Chicago	37.94	40.59
Cincinnati	39.46	36.18
St. Louis	35.56	36.08
Indianapolis	28.48	25.73
Milwaukee	32 79	32.22
Louisville	32.12	29.80
Gen. ave	36.46	37.16

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New York, Saturday, April 9, 1881.

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Centralization of Railroad Management.

Illinois, containing as it does nearly one-tenth of the entire amount of railroad in operation in this country, presents a good field in which to investigate the workings of railroads and the tendencies of the same. Especially is this so since railroad traffic is presented there in a greater variety of phases than in any other State. Covering such a vast extent of territory from North to South it sends not only its own wealth of agricultural products by many routes to the seaports, but it lies where much of the production of the farther West must seek a right of way for its Eastward course. While it possesses on its boundaries rare facilities for river and lake navigation, its great internal domain with its traffic commanding situation is a section where railroads have no important rivals in navigation and to their network of interests is left the working of the laws of railroad competition, probably in as unadulterated a form as it would be possible to find in any of the most important of railroad fields.

It is a well known fact that last year was conspicuously one in which the policy of consolidation was in active use and its workings were being practically tested. The centralization of management was a prominent feature last year in the changes made among the railroads of Illinois. Thirteen railroads were sold to or incorporated with other organizations during the year ending June 30, 1880, in Illinois, with arrangements about completed for the consolidation or change in management of several others. With the railroads overcrowded with traffic and travel to an unprecedented degree and with a renewal of general prosperity and business activity and the consequent buoyancy of prices, those who are clamoring against consolidation might if ever have expected then to see an increase in freight charges or other prophesied burdens placed upon the people. In Illinois the average freight rate on twelve representative roads for 1876 was 1.81 cent per ton per mile; in 1877 and 1878, 1.53; in 1879, 1.40, and in 1880 it was 1.23 cent per ton per mile. During last year the passenger rates were also reduced, from 3½ and 5 cents per mile to 3 cents per mile on the leading railroads. On account of the improved management it was possible as it could not otherwise have been, to turn the activity of business to its best account and to nearly double the net earnings of the leading railroads even at the greatly reduced rates, while by the same means a number of Illinois railroads were saved from financial ruin, to the further benefit of commerce, the people and the State.

THAT the International Cotton Fair to be held in Atlanta next Fall can be made of great benefit to the South, seems to be fully appreciated by the enterprising projectors who are successfully pushing the enterprise, subscriptions for more than one-half of the necessary funds having been already obtained. The exposition will be held during the last three months of the year. Among the interesting features will be a model cotton factory in full operation, which it is proposed to erect on the grounds. There will also be displays of cotton from all parts of the world growing in the field, and of the latest improved machinery for its manufacture, including several new ideas for picking cotton, which promise to largely do away with the performance of the work by the fingers. The enterprise seems to have no lack of energy and enthusiasm bestowed upon it, and well carried out it will prove a practical demonstration of Southern manufacturing advantages and resources which will do much to draw to the South the capital and industries she most needs for her development and prosperity.

Philadelphia and Reading Accounts.

The ninth audit of the accounts of the receivers of the Philadelphia and Reading Railroad Company was filed by George M. Dallas, master, in the clerk's office of the United States Circuit Court, Philadelphia, on the 1st inst. The report embraces the financial affairs of the railroad and coal and iron companies for the month of February. The balance on hand February 1 was $217,457 31; receipts during the month, $2,331,008 54; payments, $2,244,333 53; balance on hand March 1, $304,182 32. The actual receipts of installments on the deferred income bonds during the month, kept in a seperate account, were $109,427 22, making the total to March 1, $265,564 15. The accounts of the coal and iron company show a balance on hand March 1 of $52,997 27.

Illinois and Michigan Canal.

At an adjourned meeting of the Illinois and Mississippi River and Canal Improvement Company, held at Rock Island, Illinois, on the 1st inst., arrangements were made for a northwestern convention to be held in Davenport, Iowa, on the 25th of May, and a committee was appointed to make preparation for the same. The call, when issued, will invite each Governor of a Northwestern State to appoint 10 delegates, each Board of Trade 5, and each farmers' club 3, to attend this convention. All State officers, United States Senators and Congressmen will be invited. Secretary Windom has already promised to attend if possible. A long list of noted public men will be especially invited. The call will state the object of the convention to be an appeal to Congress for a speedy extension of the Illinois and Michigan Canal to the Mississippi River, by way of Hennepin, for the purpose of opening an all-water route from the Upper Mississippi to Chicago, the lakes, and the Erie Canal. The City of Davenport and Rock Island, by a vote of the Boards of Aldermen, have each appropriated money to pay the expenses of the convention.

Mexican Southern Railroad.

The Mexican Southern Railroad, of which Gen'l Grant was recently elected President, is to start at Anton Lizarado, a harbor 15 miles south of Vera Cruz, and run by way of Tuxtepec and Oaxaca across to Huatalco on the Pacific, a distance of 503 miles. The estimated cost of the road is put at $30 000 a mile, or a total of $15,150,000. As the Mexican concession proposes a narrow-gauge line, this estimate may not be excessive; but $30,000 a mile for a road in a new country, which is to cross at least one pass at the city of Oaxaca at a height of 5045 feet above the ocean, and will probably have other higher points to surmount in passing over the Mexican Cordilleras, is certainly not an extraordinary estimate. The concession granted by the Mexican Government gives the option of building the line on a standard gauge, and as the new road is to connect on the north with the Vera Cruz Railroad, and on the south with the Tehuantepec line, the new road will probably be built from the start on the standard gauge. The road, it is said, will run through the most fertile and best developed section of Mexico.

American Steamship Co.

At the annual meeting of the stockholders of the American Steamship Company, held in Philadelphia on the 4th inst., the directors submitted the tenth annual report of the transactions of the company, for the year ending December 31st, 1880. During this period the four steamships accomplished 35 voyages. The receipts from freight were $554,952 90; passengers, $384,351 81; miscellaneous sources, $3,680 13—total receipts,

$942,984 84. The disbursements were: for operating expenses, $730,759 39; expenses of agencies at Philadelphia, New York, Liverpool, Chicago, &c., $66,174 27; advertising, $17,043 46; wharf expenses at Philadelphia and Liverpool, $12,726 28; expenses of general office, $6,078 88; extraordinary expenses, $78,107 71; interest paid on mortgage bonds of the company, $89,610—total expenditures, $1,000,494 99; showing a deficit for the year of $57,510 15.

Personal.

F. J. McWade has been appointed general baggage agent of the Pennsylvania Railroad in place of C. R. Clement deceased.

Colonel Sidney B. Jones has been appointed General Southern Traveling Passenger Agent of the Panhandle Company.

Mr. Stickney, Superintendent of the Canada Pacific Railway, was expected in Montreal this week, on business connected with the transfer of the finished portion of the line to the Syndicate.

The cost of the three brown stone houses being erected on Fifth Avenue by William H. Vanderbilt is said to be over $1,500,000. A $400,000 house is also being built by William K. Vanderbilt.

Abram S. Hewitt presided at a banquet recently given in this city to S. G. Thomas, the Englishman who made the important improvement on the Bessemer steel process.

James Buell, formerly president of the Importers and Traders Bank and of the United States Life Insurance Company died in this city on Monday. Mr. Buell was one time Secretary of the Bankers' Association and a director of the Fifth Avenue Bank.

Mr. Evarts, Mr. Thurman and Mr. Howe, representing the United States in the Monetary Conference, sailed for Liverpool in the Arizona Tuesday. Henry F. Gillig of London was also among the Arizona passengers.

Mr. Senecal, manager of the Occidental Railway, and Mr. Chaffee, manager of the South Eastern, of Canada, are in the city this week, to make arrangements in favor of the Occidental in regard to western trade.

At a meeting of the Directors of the Western Union Telegraph Co., April 2, Cornelius Vanderbilt resigned as a director, and Gen. Eckert was made a member of the Executive Committee, in place of S. F. Barger, resigned.

Alvin Bronson died in Oswego, April 2d, in his ninety-eighth year. Mr. Bronson was formerly a member of the firm of Bronson & Crocker, who nearly fifty years ago carried on a large commercial business on the lakes. He was one of the projectors of the Oswego Canal.

The resignations of William H. Vanderbilt and Samuel F. Barger from the Directory of the Western Union Telegraph Company, were accepted at a meeting of the directors March 26. Frederick L. Ames, of Boston, was elected to fill one of the vacancies, the other being left open until a future meeting.

Mrs. Emily J. Kiernan, wife of John J. Kiernan of the Wall Street Financial News Bureau, died in Brooklyn on Saturday, March 26th. Mrs. Kiernan was an active worker and a liberal subscriber for the support of charitable institutions, being widely known throughout Brooklyn for her generous acts of charity. She died of pneumonia after an illness of less than three weeks.

J. C. Anderson, who has been connected with the Midland Railroad of New Jersey for a term of years, and for the last three years the General Freight and Passenger Agent, with office at 93 Liberty street, has accepted a like position with the New York, Ontario and Western Railway Company, with headquarters since April 1st at Middletown, N. Y. He succeeds Mr. Thacher who goes as Treasurer and Auditor of the Frontier division of the Mexican National Railway Company.

A dispatch from Springfield, Mo., April 3, to the St. Louis Republican, says: P F. Galt, for the past three years auditor of the S. and W. M. railroad at this point, has resigned the office and accepted an official position with the Oregon Navigation and Transportation company at the solicitation of Mr. T. F. Oakes of that corporation. Mr. Galt left this morning for his new field of operations in Washington territory and carries with him the regard and best wishes of many friends in this city.

A. A. Hayes, Jr., secretary of the Brush Electric Light Company, delivered a lecture Tuesday evening, on "New Journeys Round the World," at the Railroad Reading Room in the Grand Central Depot under the auspices of the Railroad Branch of the Young Men's Christian Association. Among the audience were Cornelius Vanderbilt, C. M. Bissell, superintendent of the Harlem Railroad, J. R. Collins, general freight agent of the New York and Harlem Railroad, and F. A. Haskell, general agent of the New York Central and Hudson River Railroad.

Hocum Hosford, manager of the Boston and Lowell Railroad died at his residence in Lowell Tuesday, after a long illness of a rheumatic nature. Mr. Hosford was elected to the position of manager of the Boston and Lowell Railroad and branches in 1875, after having been on the board of directors for many years. He was formerly Mayor of Lowell and had been for many years prominently identified with important manufacturing and business enterprises being esteemed as one of the representative men in the business and social circles of that city.

Among the many forms of invitation issued April 1st in honor of that historical day is one said to have been sent out by a passenger agent of the Hoosac Tunnel Route, to about 1500 personal friends to join in an excursion trip from Chicago to Boston and return. Among the hospitalities mentioned in the invitations are the following, which in their character remind one of the liberality that the lamented Mr. Sothern used to incorporate in somewhat similar invitations. "A ball-room car will be attached to the train, and some of the best theatrical talent has been engaged for performances when no balls are in progress and the stage unoccupied by the three fine bands provided. The train will pass through the Niagara Falls tunnel, and on the way the visitors will inspect the electric locomotives in the shops."

Official circulars have been received announcing the resignation of Colonel W. L. O'Brien and Mr. F. R. Myers and the appointment of Mr. E. A. Ford as General Passenger and Ticket Agent of the Pennsylvania Company, with headquarters at Pittsburg. Circular No. 2 by Mr. Ford, announces Henry Monett as Chief Assistant General Passenger Agent, Pittsburg; C. C. Cobb, Assistant General Passenger Agent, Cincinnati, and C. W. Adams, Assistant General Passenger Agent, Chicago. Circular No. 4 by Mr. Ford, referring to circular Nos. 2 and 3, says: Henry Monett, Chief Assistant General Passenger Agent, Pittsburg, will have immediate control of all clerks in the General Passenger and Ticket office, and they will report to him for instructions. He has authority to conduct local and general correspondence; issue instructions to all subordinates in regard to passenger rates, tickets and the various matters pertaining to passenger business, using the signature of the General Passenger and Ticket Agent, or his own, as circumstances may seem to require. No one but Mr. Monett will be allowed to sign the name of the General Passenger and Ticket Agent to any document whatever, except upon special authority. When the General Passenger and Ticket Agent is absent from Pittsburg, Mr. Monett will represent and act for him. C. W. Adams, Assistant General Passenger Agent, Chicago, will have immediate charge of the various matters pertaining to passenger business west and northwest of Chicago, including Chicago and Logansport, and all territory tributary to this company's lines via Chicago or via Logansport, except the business controlled by the agent of the Chicago, Cincinnati, Indianapolis and Louisville pools. C. C. Cobb, Assistant General Passenger Agent, Cincinnati, will have immediate charge of the various matters pertaining to passenger business south of the Ohio and east of the Mississippi rivers (including Texas) and in the territory east of Indianapolis, south of Logansport and west of Newcomerstown, including the cities of Cincinnati, Columbus, Dayton and Indianapolis.

Organization.

Articles of incorporation of the Boulder Mining and Improvement Company have been filed in the office of the clerk of New York County. Capital stock, $10,000, divided into 100 shares. Trustees, Alfred L. Rowe, James E. Chandler and Charles H. Young.

The Indianapolis Car Works Company has filed articles of incorporation in the Recorder's office of Marion county, Indiana The capital stock is $100,000, and Charles S. Millard, W. R. McKeen and Wm. B. Howard are directors.

Articles of incorporation of the Terre Haute and Merom Railroad Company were filed with the Secretary of State of Indiana on the 1st inst. The object is the construction of a narrow gauge railroad from Terre Haute to Merom, Sullivan county, a distance of thirty-five miles.

At the annual election of directors of the Long Beach Improvement Company, held in Hartford, on the 2d inst., the following board was elected to serve for the ensuing year: Conrad N. Jordan, F. D. Tappan, E. K. Goodnow, Washington Lee, Lewis A. Hall, F. H. Smith, W. M. Laffan and Thomas M. Foote.

The directors of the American Steamship Company, elected on the 4th inst., are Henry D. Welsh, President; John Price Wetherill, D. B. Cummins, N. Parker Shortridge, Strickland Kneass, William D. Winsor, G. B. Roberts, Geo. N. Allen, Henry C. Butcher, J. N. Dubarry, Joseph W. Lewis. Mr. Robert W. Smith was continued as Secretary and Treasurer.

The Indiana Coal and Railway Company has filed articles of incorporation at the office of the Secretary of State in Indianapolis. This company proposes to build a railroad from Terre Haute, through the counties of Vigo, Clay, Omer, Monroe, Brown and Bartholomew to Columbus, in the latter county, a distance of eighty miles. The capital stock is placed at $1,500,000.

At the recent annual meeting of the Franconia Railroad Company the following officers were elected: President, Cyrus Eastman; Directors, Eleazar B. Parker, George B. Redington, J. A. Dodge, Henry L. Tilton, Chas. H. Greenleaf, Samuel Bell; Treasurer, Henry L. Tilton; Clerk, E. C. Stevens; Additional Corporators, J. Thomas Vose, Peter Butler and Benjamin H. Corning.

The following gentlemen have been elected directors of the Second Avenue (N. Y.) Railroad Company for the ensuing year: William S. Thorn, Samuel Willets, Adolphus Hamilton, Waldo Hutchins, Peter Schneider, James Everard, James D. Fish, George Bell, Robert Willets, Julius Wadsworth,

Henry K. Sheldon, C. Schwarzwaelder and M. Mattson.

The stockholders of the Long Beach Improvement Company have elected a new Board of Directors, consisting of the following gentlemen: Conrad N. Jordan, F. D. Tappan, E. K. Goodnow, Washington Lee Lewis A. Hall, F. Hopkinson Smith, Thomas M. Foote, and W. M Laffan. Mr. Smith was re-elected, President of the company, and Mr. W. M. Laffan Managing Director.

Articles of incorporation have been filed with the Secretary of State of Wisconsin for the incorporation of the Minneapolis, St. Paul, and Sault Ste. Marie Railroad Company, the intention being to build a line of railroad from Abbotsford to some point in Oconto County not yet decided on. The capital stock is to be $15,000 per mile of road actually built. The incorporators are Charles L. Colby, Edwin H. Abbot, Fred N. Finney, James L. Colby, and Howard Morris, all of Milwaukee.

At a meeting of the stockholders of the Chicago, Burlington and Quincy Railroad Company, held in Chicago on the 30th ult., the following board of directors were elected: J. M. Forbes, Sidney Bartlett, Chas. J. Paine, T. J. Coolidge, J. L. Gardner, Jr., W. Endicott, Jr., Edward Bangs, J. N. A. Griswold, Peter Geddes, Wirt Dexter and Chas. E. Perkins. Wirt Dexter is elected in place of Jas. M. Walker deceased.

Articles of incorporation have been filed in Denver of the Boulder and Denver Air Line Railway Company, which proposes the construction of an air line railroad between Boulder and Denver. The proposed route is to run via Marshall to an intersection with the Denver, Western and Pacific road at or near the point known as Buffalo Hill. The capital stock of the company is $300,000, divided into 3,000 shares of $100 each.

At a meeting of the Iron Steamboat Company on the 4th inst., John Roach, Rufus Hatch, William Cramp, R. Cornell White, and J. C. Fergusen resigned from the Board of Directors, and Sidney Dillon, G. M. Dodge, George F. Baker, John H. Hall, and G. P. Morosini were elected directors to fill the vacancies. A. R. Whitney was elected Vice-President. The board authorized the President to take immediate steps for establishing a line of the iron steamers to Rockaway, and also a night line to Albany.

The stockholders of the International and Great Northern Railroad Co., at their annual meeting in Palestine, Texas, on the 4th inst, elected the following officers for the ensuing year: Directors, Jay Gould, Samuel Sloan, S. W. Pearsall, W. W. Phelps, of New York; R. S. Hayes, H. M. Hoxie; D. S. H. Smith, of Palestine; James A. Baker, F. A. Rice, of Houston; President, R. S. Hayes; First Vice President, S. W. Pearsall; Second Vice-President and General Superintendent, H. M. Hoxie.

At a meeting of the stockholders of the Panama Railroad Company, held in this city on the 4th inst., T. W. Park, John R. Marshall, Charles G. Francklyn, D. O. Mills, J. G. McCullough, Joseph Ogden, William B. Dinsmore, Samuel C. Thompson, George Garr, Charles D. Leverich, George A. Hoyt, Thomas Maddock, and Christopher Meyer were re-elected Directors to serve for the ensuing year. The officers are: T. W. Park, President; J. G. McCullough, Vice-President; W. J. Emmett, Secretary and Treasurer; E. Z. Penfield, Accountant.

At the recent annual meeting of the stockholders of the Megantic Railway in Bangor, Me., the amended charter was accepted and a company organized under the name of the International Railway Company with the following officers: John H. Pope, President; Noah Woods, E. R. Burpee and F. A. Wilson, all of Bangor; William B. Ives, T. S. Morey and Donald McFee, all of Sherbrooke, Que., directors; James F. Rawson, Secretary; C. F. Woodward Treasurer. The President and Messrs. Ives and McFee were appointed Construction Committee. The location of the line will be commenced as soon as the weather will permit.

A company, consisting of Hamilton Disston, William C. Parsons. William L. Elkins, John L. Hill, Edward W. Keene, Albert B. Linderman, William H. Wright, Robert E. Rogers, Samuel H. Grey, William S. Stokely, E. A. Protois, A. P. K. Safford, and J. Coryell, has been formed, and a charter obtained from the State of Florida to construct a ship canal across the State. The route will be by the way of the Caloosahatchee River, Lake Okeechobee, and thence to the Atlantic Ocean at or near the mouth of the St. Lucie River. Capital $30,000,000. This is substantially the same company having the contract with the State to drain Okeechobee Lake. The advance surveying parties leave this city to-morrow for the Everglades.

Railroad Earnings.

Th earnings of the Central Pacific Railroad for March were, $1,643,000; March, 1880, $1,373,438; increase, $269,562; first three months 1881, $4,645,907; do. 1880, $3,644,540; increase, $1,001,367.

The gross earnings of the New York and New England for the month of February, were $173,614 77; operating expenses, $151,422 00; net earnings, $22,192 77.

The earnings of the Great Western Railway of Canada for the week ending March 25, were $110,787, an increase of $4,241 over those of the corresponding week last year. The aggregate increase for the months of January, February and March to the 25, over that of the earnings for the same time last year were $37,992.

The earnings of the Grand Trunk Railway for the week ending March 26, were $217,488; for corresponding week 1880, $209,882; increase $7,606. The aggregate increase for 13 weeks of the year over same period last year were $115,975.

The earnings of the Indiana, Bloomington and Western Railway for week ending March 23, were $26,569 10; corresponding week last year, $37,834 41; decrease, $11,265 31. The road suffered from a two days snow blockade this year, in the week reported above.

The Denver and Rio Grande Railway earnings for the fourth week of March, were $168,464; same week last year, $61,972; miles operated this year 551, last year 337.

The aggregate earnings of the Flint and Pere Marquette Railroad for January, February and March, were $414,850 80; same month last year, $375,029 70; increase, $39,821 10.

The gross earnings of the Denver and Rio Grande Railway for the three months ending March 31, 1881, were $1,023,650, against $421,345 for the corresponding period of the previous year—an increase of $602,305. Miles now operated, 551; operated last year, 337.

The gross earnings of the Northern Pacific Railroad Company on 722 miles of road from July, 1880, to February, 1881, inclusive, were $1,843,889 52; same months in 1879-'80 (same mileage), $1,454,406 07; increase, $389,483 45 The approximate earnings for March, 1881, were $143,835; March, 1880, $119,357 53; increase, $24,477 47. Increase for the first eight months of fiscal year, $413,960 92.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for the four weeks ending March 3d, were $320,962 46, as compared with $261,797 52, for the same period last year; an increase of $59,164 94. For the first three months of this year the earnings were $734,631 66; same period last year, $579,681 07; increase, $154,950 59.

The Cincinnati Price Current has published its thirty-second annual report of pork packing in the West for the winter and year ending March 1, showing for the winter a total of 6,916,456 hogs packed, being 30,995 less than the preceding winter. The total for the twelve months is 12,243,354, an increase of 1,241,655. The winter's average is 207.71 pounds, against 212.94 pounds last year. The average yield per hog of lard is 35.65 pounds, against 32.62 last winter. The reduction in the number and weight during the winter is equivalent to 200,000 hogs of the average of a year ago. The amount of mess pork made during the winter is 359,691 barrels, a reduction of 170,867 barrels. The reduction in the production of lard is 5,762,043 pounds.

The Interlocking Switch and Signal Company recently purchased the works of the Jackson Manufacturing Company at Harrisburg. It has also bought the works of the Bidwell Plow Company, in Pittsburgh, where it will employ about 250 hands. Geo. Westinghouse, Jr., is President; C. T. Jackson, Vice President; A. T. Rowand, Secretary; D. W. Dickey, Treasurer; F. S. Guerber, Engineer, and James Jenkins, Superintendent. A number of the men employed at Harrisburg will remove to Pittsburgh about the first of May.

Part of the Galveston, Brazos and Colorado narrow-gauge railroad was sold at Philadelphia on the 29th ult, under foreclosure of a mortgage for $100,000 issued by the Guarantee Trust and Safe Deposit Company of the latter city. It was bid in for $5,000 on account of the owners of the remainder of the property.

There is a possibility of a compromise in the suit of Henry Villard against the Northern Pacific Railroad Company. It is said that the leading holders of the stock in this city and Philadelphia will pool their holdings to prevent injurious action on the part of adverse parties.

The Michigan Central Railroad Company assumed control on the 1st inst. of the Detroit and Bay City Railroad, which will form a new division. Mr. S. C. Callaway, at present the General Superintendent, is to be the Division Superintendent.

The Toledo, Bellevue and Detroit Railroad Company has been incorporated with a capital of $300,000.

The Philadelphia and Darby Railroad was sold at Sheriff's sale on the 4th inst.

Mexican Central Railway.

At the annual meeting of the stockholders of the Mexican Central Railway Company, held in Boston on the 4th inst., the reports of the President and Treasurer were presented and accepted. The former, after explaining causes of delay, and giving minor details of construction, says:

It is hoped that the Atchison, Topeka and Santa Fe system of roads will be completed to El Paso in May; and we expect to have a section of our line graded and ready to commence laying track in June. Engineers are at work locating our line from the Gulf of Mexico at Tampico to the Pacific via the city of San Luis. There has been ordered to Tampico two thousand tons of steel rails, with their fastenings, and it is expected to commence construction on that section at an early date. A force of engineers, under C. A. Sweet, Esq., chief of the party, are in the field making a reconnoissance between Laredo and our main line near Durango, after which the party will explore the country between Laredo or Camargo, and a point south upon the Gulf line in the State of San Luis Potosi. The government of Mexico has carried out faithfully the provisions of the concession, and treated the company with great fairness; and our relations with the government and the people of Mexico are harmonious. The absence of the General Solicitor in Mexico has delayed the completion of a report which is now being prepared, and which will contain all important legal documents, and a history of the enterprise to date. This report will be mailed to the stockholders at an early date.

From the Treasurer's balance sheet it appears that the total cost of road to date is $1,494,006 97. The total deposit as guarantee to the Mexican Government, representing $300,000 Mexican currency, is $264,000, and the cash assets are $312,755 79; making the total assets, $1,971,862 76. The subscriptions, viz: 35 per cent of subscriptions to 1,270 blocks of $4 250 each, less $5,950 unpaid, amount to $1,883,175. Total liabilities, $1,971,862 76.

It was voted to fix the number of directors at nineteen. Of these, by the terms of the grant from the Mexican Government, two are to be named by that Government. The other seventeen are elected by the stockholders, who proceeded to ballot, with the following result: Thos. Dana of Boston, William Rotch of Boston, Warren Sawyer of Boston, Royal M. Pulsifer of Boston, William O. Taylor of Boston, Theodore Nickerson of Boston, Levi C. Wade of Boston, George B. Wilbur of Boston, Benjamin P. Cheney of Boston, Isaac T. Burr, of Boston, Thomas Nickerson of Boston, Robert R. Symon of New York, Charles J. Paine of Boston, Fred. L. Ames of Boston, Rudolph Fink of Mexico, Sabastian Camacho of Mexico, Ramon G. Guzman of Mexico. Of these, ten were chosen an Executive Committee, as follows: Thomas Nickerson, Thomas Dana, Fred. L. Ames, Isaac T. Burr, Warren Sawyer, Royal M. Pulsifer, William O. Taylor, Theodore Nickerson, Levi C. Wade, George B. Wilbur. The former by laws of the company were repealed, and a new set, which has been approved by the Mexican Government, was adopted. The meeting then adjourned.

Immediately after the adjournment, the directors met and organized as follows: President, Thomas Nickerson; Vice President, Robert R. Symon; Second Vice President, Levi C. Wade; Clerk and Treasurer, S. W. Reynolds; Assistant Treasurer, B. T. Lenzerdar; General Solicitor, Levi C. Wade; General Manager, Rudolph Fink; Auditor, J. H. Goodspeed.

Valley (Va.) Railroad.

The Supervisors of Botetourt county, Virginia, have agreed, on behalf of the county, to the transfer of the road bed and property and franchises of the Valley Railroad Company in that county to the Shenandoah Valley Railroad Company, or to any other company, in any way which may be agreed upon by the Valley Railroad Company, but upon these express conditions:

"That the county of Botetourt shall be forever released and discharged from any obligation to pay or deliver any part of the $95,000 of bonds not yet delivered, and that the subscription heretofore made by this county of $200,000 to the capital stock of the Valley Railroad Company shall be cancelled to the extent of said sum of $95,000, and that this county shall hold for the $105,000 of bonds heretofore delivered and paid $105,000 of fully paid up stock in said Valley Railroad Company, without any further claims upon the county, and upon this further condition: That the company which may so acquire the property and roadbed and franchises of the Valley Railroad Company south from Lexington shall build and complete a line of railway from Lexington through the counties of Rockbridge and Botetourt to some point on the Atlantic, Mississippi and Ohio Railroad, in the county of Roanoke, within two years from the date of the acquisition by said company of the road-bed, property and franchises of the Valley Railroad south of Lexington, and upon this further condition: That the individual subscriptions made by the citizens of Botetourt county to the capital stock of said Valley Railroad Company, which are now unpaid, shall be released so far as unpaid."

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending March 26, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	93,764	2,082,635	1,931,438
Schuylkill Canal....	4,070	4,070	38,041
Lehigh Valley.....	66,645	1,593,636	1,198,108
Del., Lack. & Western.	60,035	925,017	742,229
Shamokin Valley....	21,522	220,794	185,216
Central New Jersey.	68,747	883,146	666,073
United R. R. of New Jersey.....	21,473	355,450	225,171
Pennsylvania Coal ..	16,950	236,097	162,199
Delaware and Hudson	57,786	821,061	703,838
Huntingdon & Broad Top Mt.....	11,363	108,168	99,185
Penn. and New York.	25,796	397,064	347,658
Clearfield, Pa.....	51,947	470,792	331,849

The total tonnage of anthracite coal from all the regions for the week ending March 26, as reported by the several carrying companies, amounted to 373,453 tons, against 359,400 tons in the corresponding week last year, an increase of 14,053 tons. The total amount of anthracite mined for the year is 5,771,319 tons, against 4,432,436 tons for the same period last year, an increase of 1,338,883 tons. The quantity of bituminous coal sent to market for the week amounted to 103,296 tons, against 27,138 tons in corresponding week last year, an increase of 76,158 tons. The total amount of bituminous mined for the year is 990,442 tons, against 784,994 tons for the corresponding period last year an increase of 205,448 tons. The total tonnage of all kinds of coal for the week is 476,749 tons, against 386,538 tons in corresponding week last year, an increase of 90,211 tons, and the total tonnage for the coal year is 6,761,761 tons, against 5,217,430 tons to same date last year, an increase of 1,544,331 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending March 26th was 181,923 tons, of which 131,491 tons were coal and 50,432 tons coke. The total tonnage for the year thus far has been 2,053,873 tons, of which 1,491,421 were coal and 562,462 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended March 26 were 39,805 tons, and for the year 854,391 tons. The coal was carried as follows: Baltimore and Ohio Railroad—week 32,976 tons; year, 309,058 tons. Chesapeake and Ohio Canal—week, 2,477 tons; year, 3,674. Pennsylvania Railroad—week, 4,350 tons; year, 41,658 tons. The Reading Railroad coal shipments for last week, ending April 2, were 97,250 tons, of which 18,000 tons were sent to Port Richmond and 19,000 tons shipped thence, and 10,700 tons were sent to Elizabethport and 9,400 tons shipped thence.—[Phila. Ledger, April 4.

Pennsylvania Railroad.

Some remarks made by Mr. John Taylor, a banker and broker of London, on the occasion of the last annual meeting of the stockholders of the Pennsylvania Railroad Company, held at Philadelphia on the 8th of March, 1881, have attracted considerable attention in railway circles, and in some particulars the views expressed were of so original and common sense a character as to create a demand for their publication. Among other things said by Mr. Taylor are these:

I have taken and have a very great interest in the prosperity of this company.

I know in past years, when this company was subjected to great attack, I took a much more hopeful view than even some of the officers themselves of its condition and of its future. It has so happened that I have grown up in England with the railway system of that country.

I recollect going back to the primeval days of the first public railway in England, the Stockton and Darlington, so that I have taken an interest in railways apart from my business as a stock broker.

The officers of the company will bear me witness, if necessary, that when this company was the subject of great attack in the press, on our side and in the London market, I did render them some service, and helped to sustain them by my pen and by my voice. When your shares were forced down to that most unreasonable figure which they were some short time ago, I was able with my numerous clients, I think with some four or five exceptions, to hold them all true to their holdings in this company.

Yet I have some little criticism to pass upon the management of your company, and I am sure it shall be done in a friendly way. I had the offer of proxies, but I declined them, and the proxies of my own friends I sent, as I have done in previous years, to the Board. Therefore in what I am to say I am simply addressing the reason of the Board and the reason of the shareholders. There are one or two things in which you rather differ from our mode of procedure in England. In England a Board of Directors always announces beforehand what dividend they propose to recommend, but the declaration of that dividend is left in the hands of the meeting of shareholders. Here the Board have got it apparently in their own hands. It is only in the hands of shareholders to make suggestions. That announcement of the dividend is made somewhat in this form: "The account of the past year subject to audit will allow, say, a dividend of five and a half per cent, carrying forward a balance of twenty thousand pounds." The declaration of the dividend, whether it shall be five and a half, or five and a quarter, or five and three-quarters is entirely in the hands of the meeting. This simple declaration of the earnings of the company, and how they are disposed of, takes the place of a great deal of writing of reports.

We have that succinct account of what the railway has done, and what it is proposed to do with the money, and there we rest satisfied. Now we do not feel altogether satisfied in England with the dividends you have paid us in the past years, notwithstanding they are superior to anything we get for most of our own lines of railway.

I wrote a letter on this subject, and sent it to my friend of the "Ledger," and he was good enough to put it in his paper; but he added a a few words, and suggested whether it was not better to have a regular six per cent dividend, without fluctuations, than a fluctuating dividend. My own feeling is that a regular six per cent dividend from a corporation earning what the Pennsylvania Road earns, is too monotonous for our tastes, and a six per cent dividend, with a variation of from eight to ten per cent, we think would be much better.

Now, I say that, without any increase of earnings on the basis of the earnings of 1879, there was sufficient to pay the dividend of seven per cent which has been declared in the past year. But the excess earnings for the past year are $3,917,180, upon which we do not get a cent, and, in addition, we bring forward a balance of $1,181,000 from last year.

Now, Mr. Chairman, the way we manage railway accounts in England is, that the balance brought forward from last year is the basis of the profit and loss account of the following year.

Quicksilver Mining Co.

The payment of interest on the preferred stock of the Quicksilver Mining Company was prevented by litigation, which lasted from 1870 until last year. In the meantime, four persons, named Jameson, Drake, Smith, and Cotting who owned a number of certificates of preferred stock, assigned them to two persons named Kemp and Marsden. Subsequently the four persons named assigned to Margaret Manning, as Administratrix, their claim to the interest upon the stock which had accrued up to the time they transferred the certificates to Kemp and Marsden. During the controversy respecting the rights of the holders of the preferred and common stock of the Quick silver Mining Company, Mrs. Manning put in a claim for the accrued interest assigned to her The claim was rejected, and she began a suit in the Supreme Court, making the Mining Company the principal defendant, with Messrs. Kemp and Marsden. The defendants demurred to her complaint, and the Special Term sustained the demurrer. Mrs. Manning appealed to the General Term, which, on the 1st inst., affirmed the decision of the lower court. The opinion of the General Term, written by Judge Daniels, says:

"The interest which had accrued at the time when the shares were assigned was simply an incident or accessory of the shares themselves. The right to it depended wholly upon the title to the shares, and as no moneys had been appropriated in any form for its payment, the authority to demand it was wholly dependent upon that title."

Atlantic, Mississippi and Ohio Railroad.

In the United States Circuit Court, Richmond, Va., on the 4th inst., Judges Bond and Hughes presiding, the report of M. F. Pleasants, the Master who conducted the sale of the Atlantic, Mississippi and Ohio Railroad, was presented, and Judge Shipman, counsel for the English bondholders, asked the Court to confirm the sale. After a conference between the Court and counsel the form of an order of confirmation, including the manner in which the purchase money shall be paid, was agreed upon. The order provides for the deposit of $5,000,000 of the purchase money with the Union Trust Company of New York, and the balance, $3,605,000, with the Fidelity Trust Company of Philadelphia, both subject to the order of the Court; and upon evidence being furnished of the said deposits having been made, a deed of sale is to be given to the purchasers, and the property handed over to them. The order was to have been formally entered on the 5th inst.

A prospectus has been issued in London of the Atlantic Express Steam Navigation Company, formed for the purpose of establishing an express line of steamers between Milford Haven and New York, by which it is anticipated the journey from London and the continent will be shortened by two days. The steamers will be specially constructed to convey between London and New York first-class passengers, mails and perishable cargoes within seven days. The capital is placed at £2,500,000, of which it is proposed to issue first £1,700,000, in shares of £20 each. The new line will be especially adapted to the conveyance of fresh meat. It is proposed to contract for building five powerful steamers of 5,000 tons each, which it is anticipated can be commenced in fifteen months from the date of the allotment of shares. McGregor, Gow & Co., of the Glen line, have undertaken to act as general managers. The shares are to be called up within the next eighteen months.

The Supreme Court of Appeals of West Virginia decided on the 2d inst. the suit between the Pittsburg, Wheeling and Kentucky Railroad Company and the Baltimore and Ohio Railroad Company, involving the right of way for the former through the lower limits of the city to the village of Benwood in favor of the former company. In deciding the case the court held that the Baltimore and Ohio Company was a domestic and not a foreign corporation, and that Federal courts had no jurisdiction in the case. The court also held that the property of one railroad company not in actual use and necessary for the proper exercise of the franchise of the company may, under the general railroad law of the State, be condemned for the purposes of another railroad company.

Thomas McMahon, having entered a car on the Third Avenue Horse Railroad, at Fiftieth Street, this city, in July, 1878, he rode as far as Sixty-fifth street. There he purchased, at the depot, for 1 cent, a transfer ticket, which, on its face, was described as "good from Sixty-fifth street up to Yorkville and Harlem for a continuous ride." He did not continue on his way up town until some time later. The conductor of the car into which he then got refused to take the transfer ticket because he had not ridden continuously, and ejected him from the car. McMahon sued the railroad company and recovered damages in the Superior Court, and on the 4th inst. the General Term of the Supreme Court affirmed the judgment.

A company consisting of Hamilton Disston, William C. Parsons, William L. Elkins, John L Hill, William S. Stokley and others, has been chartered by the Legislature of Florida to construct a ship canal across that State. The route will be from the Gulf via the Caloosahatchee river and Lake Okeechobee to the Atlantic Ocean, at or near the mouth of the St. Lucie river, and the capital is fixed at $30,000,000. This is substantially the company having the contract to drain Lake Okeechobee. The advanced surveying party left Jacksonville on the 6th inst. for the Everglades.

The Springfield Southern Railroad, which recently passed under the control of the Indiana, Bloomington and Western Railway Co., is 108 miles in length, running from Springfield, O., to Jackson, O., and an extension of the line to connect with the Chesapeake and Ohio Railway is contemplated. The road now has connections with the Little Miami division of the P., C. and St. L., Cincinnati and Muskingum, the Dayton and Southeastern, Scioto Valley and the Portsmouth branch of the Marietta and Cincinnati Railroad.

The stockholders of the Moshannan and Bellefonte and Snow Shoe Railroad Companies met at the office of the Pennsylvania Railroad Company in Philadelphia on the 5th inst., and approved the agreement of consolidation with the Bald Eagle Valley Railroad Company, the latter corporation owning a line from Tyrone to Lock Haven, which is operated by the Pennsylvania Railroad Company, and the two companies named are branches.

The annual meeting of the Catawissa Railroad Company was held in Philadelphia on the 5th inst. The road is operated by the Philadelphia and Reading Railroad Company, and the only report made was in relation to the payment of interest under the terms of the lease. There was a large increase in the business of the road during the past year as compared with that of the previous year. The election of officers will take place on May 2d.

The Chicago Times states that the Chicago and Northwestern Railway Company has decided to extend its line westward from Florence until it reaches the Agogebic country, thence north down the Iron River valley, so as to reach the Porcupine Mountain district, and thence along the shore to the port of Ontonagon.

At a meeting of the stockholders of the Pullman Palace Car Company, held in Chicago on the 2d inst., it was voted to increase the capital stock of the company from $6,000,000 to $8,000,000. Forty five thousand shares, or three-fourths of the entire stock, were represented.

The arrivals of immigrants at this port during the month of March were 29,708, against 21,094 during the corresponding month last year. For the quarter just ended the arrivals numbered 47,513, an increase over the corresponding period in 1880 of 12,868.

It is announced that the new management of the Norfolk and Western (late Virginia and Tennessee) Railroad will reduce passenger travel 1⅛ cents per mile, or to 3⅛ cents per mile, and freights and express in corrresponding proportion.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1865	1,000,000	7	June & Dec.	Philadelphia.	1890	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,500	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	...
Construction Notes	75,000	7	Jan. & July.	"	1881	....
Land Income bonds, 1878	480,000	8	" "	"	83-'88	....
Bonds for Stocks purchased 1880	1,155,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	..
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, Eldorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line:						
1st Mortgage (registered)	800,000	7	April & Oct.	New York.	1897	....
1st Mortgage pr ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	468,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'0	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	96[illegible],000	9	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,00[illegible]pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'95	1,710,000	6	April & Oct.	Baltimore.	1895	....
Loan of 1855-'90 (Balt.) sk'g fd.	2,833,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	3,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to estate of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	"	1885	....
2d Mortgage	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,6[illegible]	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1893	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'84	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6&7	Apr. and Oct.	"	1895	...
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 187[illegible]	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $[illegible],500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	550,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1892	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	...
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,[illegible]00,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,[illegible]00,000	7,005,[illegible]00	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,300,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,800,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'83-'86	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	...
Funded Interest Bonds	610,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $[illegible],000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of N. J. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	5,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.).	657,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 830.000	6*	" "	" "	1890	....
Income bonds, Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,006	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1895	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1905	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,367,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Buri. to Peoria)	663,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1975, Sinking Fund...	394,000	5	June & Dec.	"	1895	....
Plain 7 per cent bonds	858,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Mich:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage ..	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division)	6,500,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	2,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4 000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.).....	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division).	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1910	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.)..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1885	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	500,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,140,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,250,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mortgage guar.....	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1910	....
Chicago, Pekin & Southwestern:						
1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468.000	7	May & Nov	New York.	1897	....
2d Mortgage for $3,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage.....	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage.....	845,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage.....	1,996 000	8	Feb. & Aug.	" "	1898	...
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,000,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000.	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind.(C., H.&D.):						
1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage.....	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.....	1,845,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1850, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '53	1,800,000	7	April & Oct.	" "	1888	....
1s Mort. (C'n. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort. (Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.& I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold.....	266,500	6*	Jan. and July.	New York.	1909	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)....	750.000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
2d Mortgage.....	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'76-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,504,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1899	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1906	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096 000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new.....	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new.....	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'92-'96	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'96	....
1st Mort. (Col. and Ind. Cent.)	2,652,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort. (Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,429,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	106,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	627,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,230,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1883	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh. & M.S.):						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division	586,000	7	" "	" "	1894	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,393,450	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	254,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & K. Jag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1905	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1909	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1908	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1909	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.)						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3 ,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	807,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'95	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	.. .
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1898	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L G.(M.&W.D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	...
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,0 0	1,00 ,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	8*	Jan. & July.		1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	.. .
2d Mortgage, Income	2,6 9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	8,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514.000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1861	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	335,000	7			....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	896,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1868	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1869	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1902	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1900	....
Kansas City, Buri. & Santa Fe:						
1st Mortgage	600,000	8			....	....
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Bos on.	....	...
Mortgage on Branches	1,825,000	...		"	....	...
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7		"	1910	..
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,498,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct	Boston.	1907	.. .
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City,Top.&W.(A.,T.&S.Fe)						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income B nds	200,000	...			....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1896	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	350,000	7*	March & Sept.	New York.	1898	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1919	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,295,000	6	Various.	Boston.	'80-'92	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	...		" "	....	....
1st Mort. (La., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon.		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1852 (Reg. & Coupon)	2,706,000	7	April & Oct.	" "	1892	.. ..
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,800	7	April & Oct.	" "	1893	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	356,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	470,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd	468,000	7	April & Oct.	Philadelphia.	1892	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7		" "	'81-'82	....
1st Mort. (Smithtown & Pt.Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb. & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6				
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed	100,000	7	" "	" "	1897	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 900	7	Jan. & July.	"	1898	....
Extension (gold) Loan	498,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1888	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O.	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..		" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,000,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,000,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7				
Income Bonds conv., non-cum.	2,000,000	3				
Mexican National:						
1st Mortgage, gold	7,500,000	6*			1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	8.000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1896	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	"	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (North rn Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 .000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349.000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	955,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000						
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort (Carondelet Branh)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000		6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R.R.)	409,000	...				
1st Mort. (Lex. Atch. & N.W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...				
1st Mort. (Kan. C ty and East.)	248,000	6	Jan. & July.		1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...				
1st Mort (Lexington & Southern)	1,050,000	...				
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	700,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R.R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.		1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284.000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7				....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	893,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn & Pacific K. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.)						
1st Mortgage sinking fund, guar.	1,925,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...				
Newburg and New York:						
1st Mortgage	250,000	7		New York.		
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1883	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1892	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'96	....
Consol. Sinking Fund Bonds	1,000,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D. & H. C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B. & N. F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,726,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	3,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,666 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400 000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,46[illegible],000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1995	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1877	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1109	....
Norfolk & Petersb.—See Atl. M. & O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,980,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3 000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1880	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N. W.):						
N 1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600,000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,007,350	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	"	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1898	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar.	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.	350,000	7	May & Nov.	New York.	1918	....
Income Mortgage	200,000	7	Feb. & Aug	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar.	358,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C. B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,99[illegible]	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	889,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guar.	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	6	June & Dec.	" "	1909	....
State lien for $7,500,000, sks fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa. R. R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4[illegible]	.....	"	1921	....
Pennsylvania & New York (L. V.):						
1s. Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C. R. I. & P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,500	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan. & July.	New York.	'79-'86	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1891	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	8,680,500	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800,000	4-6	.....	Philadelphia	....	....
Loan of 1868, debenture	1,155,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-45 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1850	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499 900	7	Jan. & July.	"	1893	....
Improvement Mo. t. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort, s'g. sinking fund	10,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1893	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1893	....
Bonds for Berks Co. Railroad	5 6,000	3-6	May & Nov.	Philadelphia	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1893	....
Do. Guar. Mort. for $30,000,000	15,036,500	7	Various.	Lond. or Phil.	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg.	7.0,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,00[illegible]	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Ctr. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10[illegible]0,000	6,641,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)	226,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction Bonds	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort. (Portland Loan) akg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	300,000	7	April & Oct	"	1887	....
2d Mort. (Portland Loan) B. F.	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	1,000,000	4½	June & Dec	Boston.	1937	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	....
Providence and Worcester:						
New bonds	1,212,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	320,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelph a.	1896	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold	300,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, akg. fd.	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.	109,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)	500,000	5	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	177,516	6-7	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon	450,000	6	Jan. & July.	Philadelph a.	'81-'91	....
Richmond and Petersburg:						
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Sr'g Fd.	472,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage	1,500,000	6	Feb. and Aug.	Boston.	1898	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1864	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific)	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mo t. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage akg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage akg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,366,000	7	April & Oct.	New York.	1894	....
2d Mortgage	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold	284,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) sold	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000	414,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000	5,064,-32	5*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R Mort.	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds	200,000	....	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F. guaranteed	1,899,000	7	Jan. & July	New York.	1897	....
1st Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund	7,459,500	7*	" "	N.Y. & Lond	1909	....
2d Mort. age, gold	3,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.) for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,866,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida)	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ")	200,000	7	" "	" "	1880	....
Savannah, Griffin & North Ala.:						
1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.	200,00.	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income	1,400,000	....	.....	.....	....	....
Shenango and Alleghany:						
1st Mortgage	871,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina)	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage	1,623,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsidy)	1,623,040	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling	1,482,667	6*	Jan. & July	London.	'78-'88	....
1st Mortgage (L.) currency	1,051,800	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds	65,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N. Y.):						
1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	" "	1883	....
1st Mortgage, Interest Bonds	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold	400,000	7*	Jan. & July.	Char. & N. Y.	1897	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1897	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Consol. Mortgage ..	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.'						
1st Mortgage	221,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,°60,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,431,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	2,1?7.000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	..
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan(" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,838,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Merristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Thereas)	200,000	7	" "	" "	...	...
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	6	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	...
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	...
3d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	..
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	..
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	...
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	....	" "	....	...
3d Pref. Income (do.)	1,000,000	...	.....	" "	....	..

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (S&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1902	....
2d Mort. (" ")	833,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. " ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb. & Danv.)	1,810,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1901	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1891	....
2d Mortgage guar.by Cent.Geor	1,188,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	890,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	200,000	6	" "	"	1896	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	850,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,399,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1890	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	122,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,800,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1880	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1886	....
Plain Bonds	490,000	5	Feb. and Aug.	"	1896	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	800,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,043,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1836	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1899	....
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1860	3,500,000	7	Jan. and July.	New York.	1894	....
reg. { 3d series, Jan. 1, 1871	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,331,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1893	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	108,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg):						
1st Mortgage, extended	1,709,339	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1895	....
3d Mortgage (Susqueh. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1909	....
Bonds(S.F.) Conv. till May 1885	3,920,000	8	" "	" "	19 0	....
Sterling Bonds, Sinking Fund.	961,898	7	March & Sept.	London.	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. &c.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Transported. Passengers.	Operations. Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,263,000	6,000,000	1,791,734	.....	60.0	48,694	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	6-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,191	92,668	—	50	....
Sept. 30, 1879	142.8	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. †(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,451	.....	177.2	877,547	289,615	653,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley†.....Pennsylvania.	21,568,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	269.6	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	22,247	.....	1,666,432	1,500,000	12,989	.....	62.6	246,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,677,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	289.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	153,846	289.0	.....	.....	.....	777,296	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia.	1,192,499	*	52,650	97,766	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.8	19.7	4-8.5	165	47	53	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,308,347	9,935,149	.....	.....	34,675,800	68,550,311	.....	.....	422.8	5,373,414	963,491	2,269,843	4,135,296	648,598	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	.....	.....	.....	3,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	38,749	6	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Atlantic, Mississippi and Ohio†..Virginia.	19,686,610	*	.....	.....	6,493,300	14,692,373	392,393	.....	428.0	1,312,118	130,466	338,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	.....	1,350	87	121,700	.....	.....	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Baltimore and Ohio †.....Md. & W. Va.	29,543,315	12,203,068	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	9,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	104.0	—	26.0	4-8.5	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	....
June 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Parkersburg Branch.....W. Virginia.	3,343,715	.....	.....	.....	3,680,685	.....	2,668,930	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Ohio and Chicago O., I. & Ill.	12,666,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,043,016	136,507	—	50	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bald Eagle Valley (Pa.).....Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6†	50	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,906	11,574	4,979	—	100	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bell's Gap.....Penn.	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Sept. 30, 1880	201.8	96.4	503.5	4-8.5	248	187	48	5,055	Bennington and Rutland.....Vt.	1,479,000	.....	13,992	10,657	1,004,000	475,000	18,814	5,836	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	748	Boston and Albany.....Mass. & N. York.	24,816,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,330,852	372.2	5 440,729	5,993,297	3,310,639	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Lowell.....Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	88.3	1,225,383	2,876,531	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1880									Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,220	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6†	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	6	140	Boston and New York Air Line.....Conn.	4,454,338	*	49,311	28,831	3,559,027	732,500	13,647	187,309	53.8	183,585	88,776	58,674	281,892	169,451	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	.....	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,463	1,323,926	424,179	8	100	....
Sept. 30, 1880	36.6	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	—	1,461	49,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	39	30	17	593	Boston, Concord and Montreal.....N. H.	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.6	124,307	119,015	175,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	3.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,593	5,665	415,430	.....	1,633,957	45,000	39.0	637,307	49,800	.....	13,197	deficit.	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	46[illegible],614	94,219	158,303	26,558	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	42,660	1,881	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia	110,000	*	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	182,500	175,013	.....	.....	110,500	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.5	—	2.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island. N.Y	1,477,408	*	.....	.....	300,000	80,000	4,439	.....	7.0	74,400	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,856	44,117	10,358	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	236	Buffalo and Southwestern.....New York.	1,238,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,646,500	1,401,765	248,391	120.5	617.728	207 239	1,063,256	934,683	380,356	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,962	.....	.....	.....	540,700	850,000	.....	.....	35.0	44,692	21,291	32,994	39,775	4,442	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,031	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,208	*	1,227,691	111,303	5,500,000	6,850,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410 260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,555,000	2,500,000	.....	.....	146.5	305,452	.....	.....	231,520	21,228	—	100	....
June 30, 1879	157.0	—	16.2	4-9	10	8	4	167	Cairo and Vincennes.....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	64.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,055	395,014	138,806	275,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	468,749	177,273	65,387	1,215,711	1,082,650	53,308	449,632	67.0	296,511	.....	.....	496,473	202,127	3†p	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... .....Canada.	3,761,235	*	.....	.....	985,400	2,433,335	200,000	.....	150.0	295,682	107,682	66,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... .....Canada.	23,777,145	*	6,088,639	485,484	15,000 000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	18	5	825	Carolina Central.....N. C	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,513	169,270	7p†	50	—
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612.135	79,641	.....	2,339	589,110	.....	18	18,21[illegible]	34.6	75,090	21,672	73,578	57,929	2,559	6†	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	718.5	1,079,243	103,705	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18563	Central of New Jersey.....New Jersey.	17,024,378	3,150,000	.....	.....	18,563,200	12,766,600	6,241,209	.....	130.2	4,324,988	.....	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	196.8	4-8.5	264	302	68	5,244	*Central Pacific*†.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	95,192,285	306,606	15,382,538	1,213.1	7,203,591	6,842,307	1,875,348	17,185,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	278.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	481.4	2,311,811	648,184	1,204,687	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga	5,132,315	*	372,892	23,526	2,578,000	2,700,971	144,941	105,122	195.0	566,525	62,884	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.6	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,034,893	—	37,142	26,037	648,763	500,000	990	.....	22.6	67,547	130,743	167,571	84,860	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Ch raw and Darlington..... .....S. C	650 000	*	.....	.....	292 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,581	—	100	....
Sept. 30, 1879	423.0	9.3	68.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	34,238,716	*	534,267	183,248	23,762,136	22,526,215	5,718,662	457,197	432.3	2,060,344	166,389	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire.....N. H. & Mass.	2,295,229	322,266	.....	305,141	2,153,300	806,500	27,396	35,480	64.0	574,267	134,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	193.6	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,603	*	3,537,150	4,663 316	12,490,872	11,627,850	2,507,983	579,373	540.4	3,600 638	843.429	2,684,177	5,755,677	2,705,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,600,088	146,219	749,340	1,020,794	389,445	—	100	....
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,373	196,911	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	713	Chicago & West Michigan..... .....Mich	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	637,908	248,287	348 467	654,293	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,965,795	*	8,318,765	2,811,506	36,513,610	37,688,000	11,443 446	5,983,060	1,627.6	12,769,566	3,064,798	8,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	6.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,727,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	....
Sept. 30, 1879	80.5	—	1.5	5-0	2	2	—	73	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	28,000	109,942	.....	80.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.6	1,973	474.9	4-8.5	374	149	70	11629	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,596,547	8,722,845	1,634,371	31,004,466	27,270,225	16 526,547	4,492,866	1,857.3	8,670,517	2,076,184	4,666,353	14,817,106	7,260,088	8	100	....
Dec. 31, 1879	63.0	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,240 198	233,825	780,016	115 027	5,161,440	953,000	253,520	45,100	204.1	330,784	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,308	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,068,744	41,349,500	1,691,292	3,531,838	2,231.0	7,665,701	1,556,446	2,559,784	10,012,820	4,539,025	7p†	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1879	440.1	484 3	606 7	4-8.5	495	134	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,668	4,807,629	2,477,153	50 000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,236,968	6¼	100	....
Nov. 29, 1879	161.0	182.4	364.2	4-8.5	238	71	36	6676	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	980,204	4,670,023	6,540,364	3,643,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	16	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....	.....	10.5	12,876	13,176	12,642	18,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,966,942	84,724	4 637,300	2,013,000	34,946	359,661	195.8	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	166.2	—	4.1	4-8.5	10	6	2	239	*Little Rock and Ft. Smith* ¶ ..... Ark.	7,010,817	*	961,167	8,199	4,096,138	2,648,500	1,528,826	L. 293,278	165 2	233,829	54,516	.....	362,160	156,629	—	100	....
Sept 30, 1879	94.5	63.5	12 4	4-8.5	78	211	19	881	Long Island ¶ .....N. Y.	6,271,200	*	.....	.....	3,260,600	2,479,712	725,286	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	388,389	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	5	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48 403	502,500	.....	.....	L. 56.210	16.9	.....	.....	.....	.....	.....	—	100	..
Jan. 30, 1879	185.2	909.7	—	5-0	186	67	33	3,112	Louisville & Nashville..Ill., T.,Ky. & Ala.	32,703,982	*	13,326,077	1,267,520	9,059,361	27,902,820	10,425,589	3,909,769	1,289.9	5,627,177	.....	.....	7,435,848	3,227,644	8	100	....
Jan. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,552	*	86,083	307,987	1,860,603	3,764,700	522,495	241,567	232.8	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	248.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,864	2 502	3,000,000	.....	57,356	.....	258.2	.....	169,236	415,998	696 621	99,974	—	100	....
Jan. 30, 1879	3.5	—	0.2	4-8.5	2	1	—	6	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,803,865	*	.....	3,937	879,100	.....	946,104	L. 1,282	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,186	.....	387,600	398,000	48,114	.....	22.1	40,088	23,802	100,349	80,235	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	553,364	496,107	1,508,377	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	*	40,124	53,132	1,000,000	.....	21,964	103,292	26.7	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,812,935	1,050,376	20,667	33,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,880	644,887	552,671	275,743	—	100	....
Jan. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 934	*	1,373,069	412,558	5,312,725	4,220,000	1,360,425	L. 466,579	292.0	520,485	.....	.....	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,758	428,621	188,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	116	34	5,193	Michigan Central.....Mich.	33,679,901	*	1,770,782	195,821	18,788,204	13,891,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,246,794	2,647,202	6¼	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,860	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	19.4	4-8.5	11	17	8	290	Midland of Canada .....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,564	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	0.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,586	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	18	6	3	286	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	114,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	1[illegible]	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2147,500	2,365,000	41,240	.....	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	676.0	232.0	101.0	4-8.5	88	34	27	1,569	Missouri, Kansas and Texas..M.K.& Tex.	47,210,382	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621	296,652	676,786	3,344,292	1,868,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	2	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,667	1,564,245	800,000	15,123,000	676,970	1,560,323	421.6	2,641,542	896,401	1,593,657	3,922,8s8	1,783,734	—	100	....
May 31, 188[illegible]	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 [illegible]	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.5	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,429,244	*	796,892	1,143,042	5,320,600	16,250,000	160,118	667,463	506.0	1,468,475	238,960	335,552	2,284,616	824,906	—	100	....
Nov. 30, 1879	28.0	—	2.0	5-0	[illegible]	[illegible]	1	14	Montrose..... Pa.	332,141	37.909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,336	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muney Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	200	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	546,963	829,031	435,235	146,911	7	100	....
Mar. 31, 1880	43.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,000	*	178,593	976,160	6,849 900	7,512,000	948,591	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.6	—	10.7	4-8.5	10	13	8	413	Naugatuck .....Connecticut.	1,902,494	224,086	62,526	150,138	2,000,000	.....	33,563	317,670	56.5	296,826	352,288	223,195	592,151	242,068	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G. .....Cal.	582,651	*	8,043	48	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19 814	101,949	44,789	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	2	112	New Brunswick .....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,066	170,000	622,000	.....	120.0	115,237	32,324	95,565	161,315	36,408	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	58,224	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.5	—	0.4	4-8.5	2	1	—	8	New Canaan. .....Conn.	230,746	27,108	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby..... Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,815	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,523,242	796,516	84,22[illegible]	160,749	2,460,000	2,689,000	271,396	214 323	144.6	460,607	360,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,818	.....	34.0	157,064	391,500	47 538	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21?0	22.4	4-8.5	22	16	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	10[illegible],0[illegible]	136,5[illegible]	1,500,000	1,492,500	99,006	158,108	121.0	517,223	365,008	469,500	691,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	18.0	3-0	13	77	2	32	New York and Man. Beach. .....N. Y.	642,116	202,426	579,016	66,100	800,000	975,200	6,258	9,206	22.8	164,624	1,062,980	12 072	290,464	112,048	16	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	8	119	40	1,558	N. York & N. England..M., R. I. & Conn.	27 067,938	1,616,306	322,786	6[illegible],809	20,000,000	4,468,000	2,491,664	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River.N.Y.	137,757,152	*	4,050,054	4,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,543	9,441,248	25,747,588	10,496,183	8	100	....
Sept. 30, 1879	16.6	1.0	17.7	4-8.5	181	292	—	—	New York Elevated.....N. Y.	16,000,000	*	.....	.....	6,500,000	5,500,000	.....	.....	17.5	2,979,666	29,575,912	.....	5,289,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	628	314	97	—	N. Y., Lake Erie & Western..N. Y. &Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,293,576	5,491,431	8,715,892	18,693,109	7,049,182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,645	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,184,455	768,623	2,164 012	15,500,000	.....	331,481	2,145,283	162.5	2,462,932	4,600,507	1,348,687	4,294,234	1,634 985	10	100	....
Sept. 30, 1879	249.0	96.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Oswego Midland .....N. Y.	26,377,340	*	.....	.....	6,800,522	16,078 500	6,524,436	.....	344.0	410,479	213,161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645,021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,855	859,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	985,350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	56.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,894,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	658,550	586,547	607,724	1,021,184	560,436	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	*	.....	.....	81,550	160,000	140,019	.....	9.8	31,468	69.562	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	184.5	4-9	152	69	42	6,008	Northern Central .....Md. & Pa.	18,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,530,879	7,920,466	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	18	10	580	Northern .....New Hampshire.	4,068,400	*	424,147	491,913	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,258	489,006	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	95,997,160	1,243,581	9,137,252	1,108,853	92,412,645	3,881,334	9,610,931	1,281,388	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-9	3	4	2	50	Olean, Bradford and Warren .....Pa.	155,616	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,888	18,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	218	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,819	1,938,028	529,433	7,133,800	5,737,000	636,697	764,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	169.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,802	.....	.....	.....	10,960,000	62,570	.....	199.1	270,950	105,138	54,723	503,158	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191.663	6,000,000	5,070,000	72,026	174,190	172.5	(Five m	os. ending	May 31, '80	1,138,627	721,059	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,686	*	34,976	112,804	2,863,000	1,441,194	48,283	83,240	185.7	388,527	48,105	276,765	352,471	83,283	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	28,729	161,744	2,156,367	1,120,907	15	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	677,700	73,040	36,000	.....	255,915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.8	75.1	4-8	25	11	2	2,889	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,416	1,848,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.8	4-9	876	550	174	15618	Pennsylvania ¶.....Pennsylvania.	69,975,140	*	81,175,558	18,834,958	68,870,200	60,267,786	14,621,161	5,224,533	1,017.6	16,116,667	5,948,645	13,684,041	21,743,628	9,902 068	4½	50	....
Jun. 30, 1879	93.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,289,700	*	.....	.....	1,289,700	2,146,780	509,564	.....	93.0	199,997	71,283	137,208	215,415	8,184	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,143,345	—	125,092	47,896	38,040	1,924,600	593,143	.....	38.5	257,564	66,458	310,730	194,690	68,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1,085,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,598	29,524	67,762	202,936	54,767	—	100	....

South Carolina Railroad.

The report of Receiver Fisher, of the South Carolina Railroad, for the fifteen months ended December 31, shows that the earnings have been $2,641,096 93, and the expenses $1,786,664 16, leaving the net earning $854,432 77. Out of this has been paid interest on bonds, premium, legal expenses, taxes, new equipment, ($137,988 68,) &c., amounting to $565,257 64. The gross earnings for the year 1880 show an increase over those of 1879 of $165,732 54, being an increase of 15.7 per cent.

Statement of the Public Debt of the United States, April 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. bonds, 1881 (Oregon,) 1861	$668,200 00	$10,323 00
6 per cent. 1881 bonds, 1861	140,514,650 00	2,109,169 75
6 per cent. 1881 bonds, 1863	65,145,750 00	827,186 25
5 per cent. funded loan of 1881	463,520,850 00	3,863,267 08
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907	738,571,850 00	7,385,718 50
Refunding Certificates	775,950 00	7,759 50
3 per cent. navy pension fund, 1868	14,000,000 00	105,000 00
Aggregate of debt bearing interest	$1,663,317,250 00	$15,244,914 03
Interest due and unpaid		2,140,893 07

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 31
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860	10,000 00	6.0 00
6 per cent. 5-20 bonds, called 1862	371,550 00	786 81
6 per cent. 5-20 bonds, called June, 1864	64,850 00	4'6 92
6 per cent. 5-20 bonds, called 1865	77,550 00	49,499 80
5 per cent. 10-40 bonds, called, 1864	1,160,300 00	225,350 34
6 peir cent. Consol. bonds, called, 1865	496,650 00	11,868 21
6 per cent. Consol. bonds, called, 1867	1,592,200 00	222,574 86
6 per cent. Consol. bonds, called, 1868	480,650 00	80,051 15
6 per cent. loan, 1861, matured Dec, 31, 1880	1,165,000 00	22,853 00
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,669 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863	44,675 00	2,245 85
5 per cent. 3 year notes, 1863	55,750 00	1,832 99
6 per cent. compound interest notes, 1863-64	233,510 00	47,568 57
7 3-10 per cent. 3 years' treasury notes, 1864-65	143,050 00	5,179 94
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
6 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,093,465 26	$743,877 02

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,845 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	6,805,000 00	
Coin certificates, 1863	6,171,800 00	
Silver certificates, 1878	50,178,900 00	
Unclaimed interest		8,546 51
Fractional currency, 1862, 1863 and 1864	$15,507,912 92	
Less amount estimated as lost or destroyed, act of June 21, 1879	8,375,934 00	
	7,131,978 92	
Aggregate of debt bearing no interest	$417,029,389 92	$8,546 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$196,378,600 00	
Bonds at 5 per cent	463,520,850 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,571,850 00	
Refunding certificates	775,950 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,663,317,250 00	$17,385,807 15
Debt on which interest has ceased since maturity	6,093,465 26	743,877 02
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,681 00	
Certificates of deposit	6,805,000 00	
Coin and Silver Certificates	56,350,700 00	
Fractional currency	7,131,978 92	
	$417,029,389 92	
Unclaimed interest		8,546 51
	$2,086,440,055 18	$18,138,230 68
Total debt, principal and interest, to date, including interest due and unpaid		$2,104,578,285 86

AMOUNT IN TREASURY.

Interest due and unpaid	$2,140,893 07
Debt on which interest has ceased	6,093,465 26
Interest thereon	743,877 02
Gold and silver certificates	56,350,700 00
U S. Notes held for redemption of certificates of deposit	6,805,000 00
Cash balance available April. 1, 1881	156,680,756 88
	$239,814,692 23
Debt, less amount in Treasury, Apl. 1, 1881	$1,872,763,593 63
Debt, less amount in Treasury, on the 1st ult.	1,870,956,412 77
Decrease of debt during the month	$6,192,819 13
Decrease of debt since June 30, 1880	$68,408,701 71

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$383,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64	27,236,512 00	4'8,547 68
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,583 40
Sioux City and Pacific bonds, 1862-64	1,628,320 00	24,424 80
Totals	$64,623,512 00	$869,352 68

Interest paid by United States, $49,528,566 66; interest repaid by transportation of mails, &c., $15,244,859 74; interest repaid by cash payments: 5 per cent net earnings, $654,198 87; balance of interest paid by United States, $34,628,508 05.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, March 31, 1881.

H. F. FRENCH,
Acting Secretary of the Treasury.

The trustees of the Cincinnati Southern Railroad have given notice to the Cincinnati Southern Railroad Company, now operating the road under a license, that the license will terminate October 1, 1881. The trustees are required to give six months' notice of the termination of the license. This action is taken to indicate the purpose of the trustees to effect a sale or re-lease for a long time of the road, under the provisions of the act recently passed by the Legislature.

The quarterly statement of the funded indebtedness of the District of Columbia and late corporations of Washington and Georgetown for April 1 shows the total bonded debt to be $22,-182,450. The reduction of the debt by the operation of the sinking fund under the management of the Treasury Department has been $641,900, and the reduction in the annual interest has been $40,600 77.

The dividend of the Bank of England for the half year ended February 28 is 4¾ per cent being the fourth half-yearly dividend of that amount. The stock sells at about 275.

Philadelphia Stock Exchange.

Closing Prices for the week ending April 5.

	W. 30	Th. 31	F. 1	Sa. 2	M. 4	Tu. 5
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	46	46	....	61¼	59	59
Camden & Am. 6s, 1883	....	....	....	....	104	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	29¼	....	....
1st mortgage	....	....	121¼	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	20¼	21	21	....	....	20
Preferred	....	....	32	....	32	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	10¼	....	10	....	....	....
Preferred	16¼	16¼	16¼	17	17	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	46	46¼	46¼	46¼	46	46¼
6s, 1884	....	....	....	....	....	106¼
Gold Loan	114	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	119	....
Lehigh Valley	60¼	60¼	60¼	60¼	60¼	61¼
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	119	....	120	....	....	....
Little Schuylkill	....	....	....	53	53	....
Minehill & Sch. Haven	53	....	....	53	....	....
North Pennsylvania	53	53	53	....	....	....
1st mortgage 6s	....	....	106¼	....	....	....
2d mortgage 7s	....	....	122	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	49	.	49	49	49	....
6s	....	....	....	....	....	....
Northern Pacific	42¼	42¼	42¼	45	42¼	42¼
Preferred	71¼	72	71¼	74¼	72¼	72¼
Pennsylvania R. R.	66	66¼	66¼	67¼	67¼	68
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	120	....	120	120	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	104¼	....	....	....	104¼	104¼
do. 5s, new	....	....	....	....	117	117
do. 4s	....	....	....	....	....	....
Phila. and Reading	31¼	31¼	31¼	32¼	31¼	31¼
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	60	....	....	....	....
Consol. mortgage 7s	....	....	....	....	....	123¼
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	92	chp.	....	....	....	94
Philadelphia and Erie	28¼	28	28¼	28	27¼	27¼
1st mortgage, 6s	....	....	....	....	....	106
2d mortgage, 7s	....	....	117	....	....	....
Pittsb., Cin. & St L. 7s	....	....	....	....	122¼	....
Pittsb., Titusv. & Buff.	20¼	20¼	20¼	20¼	20¼	20¼
7s	....	92	94¼	95	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	13¼	13¼	....	13¼	13¼	13¼
6s, 1872	....	....	....	....	....	103
6s, 1882	....	....	....	85	....	86
United Co. of N. Jersey	181	181	181	181¼	....	....
Hestonville, (Horse)	19¼	....	20	20	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	93	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending April 5.

	W. 30	Th. 31	F. 1	Sat. 2	M. 4	Tu. 5
Baltimore and Ohio	203¼	....	....	200¼	201	
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	121	121	121	129¼	121	
2d mortgage, 7s	90	90	90	89¼	90	
3d mortgage, 6s	....	46¼	46¼	46	44¼	
Northern Central ($50)	49	49	....	48¼	....	
2d mortgage, 6s 1885	109	....	110	....	....	
3d mortgage, 6s, 1900	....	117¼	....	....	....	
6s, 1900, Gold	117	....	117	....	....	
6s, 1904, gold	....	....	114¼	....	....	
Orange and Alex. 1st	....	....	....	....	128	
2d mortgage, 6s	....	....	....	....	....	
3d mortgage, 6s	....	....	....	....	....	
4th mortgage, 6s	....	....	....	....	....	
O., Alex. & Manassas 7s	101	....	....	....	....	
Pittsb. & Connellsv. 7s	....	....	....	....	....	
Virginia 6s, Consol	31¼	32¼	32¼	....	....	32¼
Consol. Coupons	95¼	95¼	95¼	95¼	95¼	95¼
10-40 bonds	49¼	49¼	49¼	....	....	50
Deferred Certificates	15¼	14¼	....	15	19	
Western Maryland	16	17¼	17¼	18	19¼	20
1st M., end. by Balt	....	....	....	....	120¼	....
2d M. do.	....	....	....	....	....	....
3d M., do.	122	....	....	....	....	....
1st M., unendorsed	....	....	118	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	108¼	108¼	....	108¼	....	....
City Passenger R. R.	....	....	....	....	....	38

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending April 6.

	Th.30	F.31	Sat.2	M.4	Tu.5	W.6.
Adams Express	128½	129½	129½	129	130	
Albany and Susq.	....	....	123	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
American Express	73	73	74	73	74½	75
Atlantic & Pacific Tel. 46½	....	47	....	....	....	
Burl., C. R. & Nor.	....	....	71½	....	....	
1st mortgage 5s	99½	99½	....	....	100½	....
Canada Southern	81½	81½	80	80½	80½	
1st mortgage guar.	100	100½	100½	100½	100½	100½
Central of N. Jersey	102½	102½	99½	100½	100	
1st mortgage 1890	....	....	....	....	....	118
7s, consolidated, ass.	....	....	....	....	116½	116½
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	102½	102½	102	....	....	....
Adjustment	110½	....	110½	111	....	....
Central Pacific	88½	87½	87½	87½	87	87½
6s, gold	114	114	....	....	....	114½
1st M. (San Joaquin)	....	....	....	....	107	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	26½	25½	26	25½	24½	25½
Chicago and Alton	....	....	128	140½	....	....
Preferred	141	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	168	164½	164½	164½	166	165
7s Consol, 1903	127	127½	127½	....	....	....
Chic., Mil. and St. Paul	111½	110½	111½	110½	111½	112½
Preferred	119½	119½	123½	....	121½	123
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	121	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1st M. (I. and M. Div.)	120½	....	....	122	....	....
1st M. (I. and D. ext.)	121	....	....	....	....	122
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	122½	....	124	122½	122	122
Chic. & Northwestern	124	123½	124½	122½	112½	123½
Preferred	136½	136	136½	135½	....	135
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	131½	....	131½
Consol. Gold bonds	125	....	....	....	....	....
Do. reg	124½	....	....	....	....	....
Chic., Rock Isl. & Pac.	136½	137½	138	137	136½	136½
6s, 1917, c.	....	....	....	....	....	....
Clev., Col., C. and Ind.	87½	87½	90½	87½	88½	....
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	132	....	132	....	....	132½
7s, Consolidated	....	....	....	....	....	....
4th mortgage	111	....	....	....	....	....
Col., Chi., & Ind. Cent	25½	25	25½	24½	24½	24½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	112½	111½	112½	111½	111½	111½
Reg. 7s, 1891	....	....	116	....	116	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	123½x	121½	122½	120½	120½	123½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
3d mort. 6s, ext.	....	....	....	....	....	....
3d mortgage	....	108	107½	107½	....	....
4th mort. 5s, ext.	....	107½x	....	108	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	128	128	....	128	128½	128
2d mortgage	....	....	....	111	....	110½
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	110½	....	....	....	....	....
Hannibal & St. Joseph	59½	59½	59½	57½	58½	58½
Preferred	104½	103½	104½	101½	102	103½
8s, Convertible	108½	....	108½	108½	....	....
Houston & Tex. Cent.	66½	....	....	....	....	....
1st Mortgage	110½	....	111	....	110½	....
Illinois Central	136½	136½	138	137	137½	137½
Lake Shore & Mich So.	131½x	130½	131½	129½	129½	130½
Consol. 7s	....	....	....	....	128	128½
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	125	124½	125	....	....	....
Leh. & W. B. 7s, Con.	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	91½	92	91½	91½	92	91½
7s Consolidated	....	....	118½	....	....	....
Manhattan	39	38½	38½	38½	38½	38½
Metropolitan Elevated	115½	115	115	114½	114½	114
1st Mortgage	105½	102½	....	105½	....	105
Michigan Central	113½x	112	113	111½	112½	112½
7s, 1902	126½	....	....	....	....	128½
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	122½	122½	122½	121½	122½	122½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	117
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	124	....	124½	....	....	....
N. Y. Cent. & Hud. Riv.	146½	146½	145½	145½	145½	145½
6s, Sinking fund, 1883	....	....	....	....	....	105½
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	124½	123	122	122½	123	
1st mortgage	118½	118½	....	118½	....	118½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	132	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending April 6.

	Th.31	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
N.Y., Lake Erie & W.	48½	47½	48½	47½	47½	47½
Preferred	88½	88½	88	87½	....	87½
2d Consolidated	102½	102½	102½	102½	101½	102
New 2d 5s fund	97	98	....	....	97½	....
N.Y., N. Haven & Hart	175	173	175	....	....	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	42½	42½	43½	43½	43½	43½
Preferred	72	72½	73½	72½	73	73½
Ohio and Mississippi	44½	43½	44½	43½	43	43½
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	55½	54½	56	56½	56	54½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	108	....
2d mortgage	115½	....	....	....	....	....
Panama	237	241	....	....	....	....
Philadelphia & Reading	63½	63½	64½	63½	63½	63½
Pitts., Ft. W. & Chi. gtd	132	....	....	....	....	....
1st mortgage	....	....	....	....	....	135
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	145½	....	....	145	....	....
Quicksilver Mining Co.	15½	....	16½	17½	18½	
Preferred	62½	64	63½	64½	66	
St. Louis & San Fran.	42½	....	40	....	....	
Preferred	63	....	63	....	....	
1st Preferred	96½	96½	....	....	96	
St. L., Alton and T. H.	43	47½	....	46	....	....
Preferred	129½	129	128½	127	127	127½
1st mortgage	120	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	116
Income bonds	....	....	....	165	....	....
St. L., Iron Mt. & S. As.	65½	64½	66	65½	64½	65½
1st mortgage	....	....	....	....	....	....
2d mortgage	112½	....	112½	....	112½	112½
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	120½	120	121	119	119½	119½
1st mortgage	114	114	114	114½	114	114½
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	121	120½
United States Express	57½	57½	57	58	58½	
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	110½	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	108	....	....	
Wabash, St. L. & Pac.	46½	47	47½	47½	46½	47½
Preferred	89½	89½	90½	89½	89½	90½
New Mort. 7s	110	....	....	....	....	....
Wells-Fargo Express	118½	....	118	119	118½	
Western Pacific bonds	109½	....	....	....	....	....
Western Union Tel	114½	114	117½	115½	116½	116½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending April 5.

	Th.31	F 1.	Sat.2.	M 4.	Tu.5.	W.6.
Atch., Top. and San. Fe.	139½	139	138½	138½	138	138
1st mortgage	120½	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	110½
Boston and Albany	167	....	167	....	167	167
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	101	100½
Boston and Maine	149½	161	....	....	....	....
Boston and Providence	161	....	....	....	....	....
Boston, Hart. & Erie 7s	60½	59½	60	59½	60	60½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	89	....	89	....	....
Chi., Burl. and Quincy	168½	165½	165	164½	164½	166
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	30½	10½	29½	29½	29½	30½
Concord ($50)	....	....	....	....	....	100
Connecticut River	....	....	....	....	....	....
Eastern	39	37½	37½	....	37½	....
New 4½ Bonds	....	104	104	104	103	104
Fitchburg	....	143	143	143½	144	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	57½	57½	57½	57½	57½	58
7s	118½	....	118	....	118	....
Northern, N. H.	....	102	....	103	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	47½	....	48	50	49	49
Preferred	....	....	....	....	....	....
Old Colony	....	....	128	127½	127	126½
Ph., Wil. & Balt. ($50)	....	....	....	....	....	....
Portl'd, Saco & Ports.	....	....	....	115	....	....
Pueblo & Ariz. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	144	144	145	144	144½	144½
Union Pacific	....	....	120½	120	....	120
6s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	119½	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	62½	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	72½	....	....	72	72½	....
Middlesex (")	....	....	....	....	....	....
Cal. & Reels Mining Co.	240	....	239	240	244	245
Quincy	84½	84	82	83	....	83

New York Stock Exchange.

Closing Prices for the week ending April 6.

	Th.31.	F.1.	Sat.2	M.4.	Tu.5.	W.6.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	113½	114	113½	....	113½	....
U. S. 4s, 1907, coup.	114½	114	113½	....	113½	....
U. S. 4½s, 1891, reg.	....	....	112½	....	....	....
U. S. 4½s, 1891, coup.	112½	112½	....	112½	....	....
U. S. 5s, 1881, reg.	....	....	....	....	110½	....
U. S. 5s, 1881, coup.	....	10½	....	102½	....	102½
U. S. 6s, 1881, reg.	102½	....	....	....	....	....
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	103	....	103	....	....

London Stock Exchange.

	—Closing Prices.— Mar. 11.	Mar. 4
Baltimore and Ohio (sterling)	113 —115	113 —115
Central of New Jersey $100 shares	110 —112	110 —112
Do. Cons. Mort. Oct. '79 coupon	119 —121	118 —120
Do. Adjustment bonds	118 —120	118 —120
Do. Income bonds	106 —108	106 —108
Del., Gd. Haven & Mil. Equip. bds.	115 —117	115 —117
Do. Con. M. 5 p.c. till '84 after 6 p.c.	111 —113	111 —113
Illinois Central $100 shares	137 —139	137 —139
Lehigh Valley Consol. mortgage	118 —118	118 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —138
Do. $100 shares	150 —152	152 —154
Do. Mort. bonds (new)	120 —122	120 —122
N. Y., Lake Erie & West., $100 shs	49[illegible]— 50	[illegible]— 51
Do. 6 p. c. pref. $100 shares	90 — 92	91 — 93
Do 1st Con. Mort. Bonds (Erie)	130 —132	130 —131
Mort. Funded Coupon bonds	126 —128	126 —128
Do. do. 2d do.	103 —104	103 —104
Do. 2d Consol. Mort. bonds	99 —101	99 —101
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	68 — 69	68[illegible]— 69
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	67[illegible]— 68[illegible]	68 — 69
Do. Con. Sink. Fund Mort.	120 —122	120 —122
Philadelphia & Reading $50 shares	33[illegible]— 34[illegible]	34[illegible]— 34[illegible]
General Consol. Mortgage	115 —117	114 —116
Do. Improvement Mortgage	104 —106[illegible]	104 —104[illegible]
Do. Gen. Mort. '74, ex-deferd. cou.	98 — 99	98 — 98
Do. Scrip for the 6 def. (coupons.	93 — 98	93 — 98
Pittsbg, Ft. W. & Chic. Equip. bds.	109 —111	108 —110
St. Louis Bridge 1st mort. gold bonds	125 —127	125 —125
Do 1st pref. stock	85 — 87	84 — 86
Union Pacific Land Grant 1st mort.	116 —118	116 —181

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, April 7, 1881.

The quotation for call loans throughout the day has been 5@6 per cent on stocks, and 4@5 per cent on Governments. During the last hour a good many loans were made at 6 per cent. Money was offered freely at 5 per cent for sixty days, and some loans for four months are reported at four per cent on prime stocks.

The posted rates for prime bankers' sterling are 4.81½@4.84. The actual rates are 4.80¾@4.81¼ and 4.82¾@4.83½. Cables are 4.83½@4.83¾. Prime commercial bills are 4.79½@4.79½.

The bill which passed both branches of the Tennessee Legislature, to pay the State debt at par and three per cent interest, has been signed by the Governor and is now a law, hence the rapid appreciation in the value of the securities of that State. The present bonds will be adjusted on the basis of principal and interest from 1876 in a new three per cent bond.

By reference to the public debt statement in another column it will be seen that the gross amount of debt on the 31st of March was $2,104,578,285 86, less cash in the Treasury $230,814,692 22, saving net $1,873,763,593 68, which is $6,192,819 14 less than at the commencement of the month, and $68,408,701 71 less than on the 30th of June, 1880. Of the bonded debt $196,878,600 bears 6 per cent interest, $463,590,850 bears 5 per cent, $250,000,000 bears 4½ per cent, $789,847,800 bears 4 per cent, (including $775,050 in refunding certificates,) and $14,-

000,000 bears 3 per cent. Interest has ceased on $3,093,465, and $417,029,340 bears no interest, being in the shape of legal tenders, certificates of deposit, gold and silver certificates, and fractional currency. In the past month 6 per cent bonds were reduced $5,887,950, and 5 per cent bonds $5,729,800. In addition to the above there are outstanding $64,623,512 in bonds issued to the Pacific Railroad Companies and known as the currency 6s.

The payments from the United States Treasury in March, other than interest or principal of the public debt, were as follows: On account of civil and miscellaneous $1,917,331 49; war $2,296,271 18; navy, $1,204,077 03; interior (Indians) $333,383 66, and do. (pensions) $3,322,178 58—total, $17,073,241 94.

The coinage executed at the United States Mints in March was as follows: Gold, 1,281,226 pieces, value $10,730,010; silver, 2,301,000 pieces, value $2,299,925; base 2,814,209 pieces, value $28,226. Total, 6,496,468 pieces, value $13,058,161.

The closing quotations on Thursday were: Adams Express, 129@131; American Express, 76@78; American District Telegraph, 55⅜@56; Atlantic and Pacific Telegraph, 47@48; Chicago, Burlington and Quincy, 164⅜@164½; Canada Southern, 80@80½; Central Pacific, 89@89⅜; Chicago and Northwestern, 123½@123¾; do. pref., —@137; Chicago and Alton, 135@138; Chicago, Milwaukee and St. Paul, 113⅛@111¼; do. pref., 123½@123¾; Chicago, Rock Island and Pacific, 137@137½; Cleveland, Columbus, Cincinnati and Indianapolis, 88½@89; Columbus, Chicago and Indiana Central, 24½@25; Delaware and Hudson Canal, 111½@111¾; Delaware, Lackawanna and Western, 121¼@121⅝; Hannibal and St. Joseph, 57¾@58¼; do. pref., 102½@103; Illinois Central, 137@137½; Lake Erie and Western, 51½@52¼; Lake Shore and Michigan Southern, 130⅞@131; Metropolitan Elevated, 113½@—; Manhattan Elevated, 38⅜@38¾; Michigan Central, 112¼@—; New York Elevated, 122½@123½; New York, Lake Erie and Western, 47¾@47⅞; do. pref., 87½@88; New York, Ontario and Western, 35¾@36; New York Central and Hudson River, 146@146⅛; Ohio and Mississippi 43½@44¾; Panama, —@247½; Pacific Mail, 53¾@53⅞; St. Louis, Iron Mountain and Southern, 65@65¼; St. Louis, Alton and Terre Haute, 42@46; do. pref., 127½@128; Texas and Pacific, 56@56½; Union Pacific, 119⅞@120; United States Express, 59@59½; Wells Fargo Express, 118@119; Western Union Telegraph, 115⅞@116; do. ex. div., 80½@80⅝; Wabash, St. Louis and Pacific, 47⅜@47½; do. pref., 90⅛@90¼.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Colorado and Pacific 1st, 102; Am. Dock and Imp. Co. 7s, 132; Boston and New York Air Line, 47½; Boston, Hartford and Erie 1st, 60¼; Chicago, St. Paul and Minneapolis, 1st, 111¼; Chicago, St. Louis and New Orleans, 74⅜; Chesapeake and Ohio 1st pref., 42¼; do. 2d pref., 31¾; do. cur. int. def., 57¼; do. 1st, Series B, 85; Chicago, St. Paul, Minneapolis and Omaha, 48; do. pref., 99½; do. consol., 104; Cincinnati, Sandusky and Cleveland, 61½; Cedar Falls and Minnesota, 23; Central Iowa 1st, 112⅜; Chicago, Milwaukee and St. Paul 1st, La C. and Dav. div., 98½; do, S. W. div. 6s, 107½; do. S. M. div. 6s, 107; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass. sup., 108¼; do. Inc. 69¾; Cairo and Fulton 1st, 110⅛; Chicago, Burlington and Quincy 8s, 108; Denver and Rio Grande, 107; do. 1st, 118¼; do. 1st consol., 113¾; Danbury and Norwalk, 71⅜; Delaware and Hudson 1st, Penn. div., 122; Denver, South Park and Pacific 1st, 107½; Flint and Pere Marquette 1st, 110; Iowa Midland 8s, 132; International and Gt. Northern, 70; do. Inc., 95⅛; Ind., Bloom. and Western, 83⅛; do. 1st, 90; do. 2d, 81; do. Inc., 84¾; Indianapolis, Decatur and Springfield 1st, 104½; do. 2d, 60; Kansas Pacific 1st consol., 107; do. 6s, Denver Div. ass., 109; Keokuk and Des Moines, 19; do. pref., 48; do. 1st, 102½; Lake Shore div. bonds, 121¼; Laf., Bloom. and Muncie 1st, 109; Lehigh and Wilkesbarre inc., 96½; do. consol. ass., 111; Louisville and Nashville Gen'l mort., 6s, 105½; Lake Erie and Western, 52; do. 1st, 109; Louisiana and Missouri River, 27; do. 2d, 116; Louville, New Albany and Chicago 1st, 103; Marietta and Cincinnati 1st pref., 13⅛; do. 2d pref., 8¼; Mobile and Ohio, 26⅜; do. 1st deben., 87¼; do. 2d deben., 58¼; do. 3d deben., 57; do. 4th deben., 44; do. 1st mort., 110½; Missouri, Kansas and Texas, 46¼; do. consol. ass., 108; do. 2d, 83¼; do. 6s, 92; Milwaukee, Lake Shore and Western, 46; Manhattan Beach, 44; Memphis and Charleston, 42; Missouri Pacific 1st consol., 107¾; Metropolitan Elevated 2d, 97; Minneapolis and St. Louis 1st, guar., 125; Nashville, Chattanooga and St. Louis, 77½; New York, Ontario and Western, 36⅝; New Jersey Southern 6s, guar., 101¼; New York, Pennsylvania and Ohio inc., 65⅛; Ohio Central, 30¾; do. 1st, 104; do. Inc., 62⅞; Oregon Railway and Nav., 146; do. 1st, 107; Ohio and Mississippi 1st, Springfield div., 116½; Peoria, Decatur and Evansville, 38¼; do. 1st, 105; do. Inc., 80; Rome, Watertown and Ogdensburg, 25; do. 1st consol., 86¾; St. Paul, Minn. and Man., 92; do. 1st Dakota Ext., 107⅜; do. 2d, 102½; St. Paul and Duluth, 88¾; do. pref., 73; St. Louis and San Francisco 2d, class A, 102¾; do. B, 88¼; St. Louis and Iron Mt., 1st pref. inc., 95¾; do. 2d pref. inc., 89; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 101; do. Clarinda Branch 1st, 98; do. Omaha div. 1st, 116¼; South Pacific 1st, 104¾; Southern Pacific of California 1st, 101¾; St. Paul and Sioux City 1st, 109; Texas and Pacific, 56½; do. income L. G., 85; do. 1st Rio Grande div., 97¼; Toledo, Peoria and Western 1st, 116⅜; Toledo, Delphos and Burlington Inc., 48; Wabash, St. Louis and Pacific 6s, Gen'l mort., 99; do. Havana div. 1st, 100; do. Chicago div., 93½; Winona and St. Peter 2d, 109; Arkansas 7s, 15⅞; do. 7s, L. R. & F. S., 10⅛; Alabama Class A, 71¾; Georgia 7s, new, 118; Louisiana 7s, consol., 62; Missouri 6s, 1886, 109¼; North Carolina 6s, S. T., 3d class, 9; do. Fund Act 1866, 18; do. Chatham R. R., 6½; do. consol. 4s, 85; South Carolina 6s, nonfund., 8⅛; Tennessee 6s, old, 72½; do. new, 72; do. new series, 73; Virginia 6s, def., 20⅜; do. 6s, consol., ex-mat. coupon, 82½; American Union Tel., 78; Am. Dist. Tel., 58; Canton Co., 61; Sutro Tunnel, 1⅛; Colorado Coal and Iron, 56⅝; do. 6s, 96; Consolidation Coal, 37; New Central Coal, 29; Central Mining Co., 5; Carbon, 2½; Deadwood 10; Homestake, 26½; Little Pittsburg, 3; Mariposa, 4½; do. pref., 6; Ontario, 36½; Silver Cliff, 5; Standard, 24; Starmont, 2.

Philadelphia.—Allegheny Valley Income scrip, 54; Am. S. S. Co., 31; do. 6s, 110½; Buffa'o, Pittsburg and Western, 20⅝; do. pref., 27; Central Transp. Co., 47½; Catawissa new pref., 51; Chesapeake and Delaware Canal 6s, 90½; Harrisburg, Portsmouth, Mt. Joy and Lancaster R. R., 64; Huntingdon and Broad Top Mt. consol. 7s, 98; Nesquehoning Valley R. R., 58⅜; Pennsylvania Canal 6s, 97¾; Pennsylvania Company 6s, 107; Philadelphia and Reading R. R. scrip, 64½; do. consol. mort. gold 6s, 114; do. Income 7s, 80; People's Pass. R. W. 6s, 107; St. Paul and Duluth pref., 74¾; Schuylkill Nav. Imp. 6s, 60; Steubenville and Indiana 7s, J. & D., 106; do. A. & O, 106½; Texas and Pacific 1st mort., 106; do. consol. mort. 6s, 103; Union and Titusville 7s, 102; Westchester and Philadelphia 7s, 120¼; Warren and Franklin 7s, 115. The latest quotations are: City 6s, 110@111; do. free of tax, 127@129; do. 4s, new, 106½@113; Pennsylvania State 6s, 2d series, 101@101½; do. 3d series, 104¾@105; do. 5s, new loan, 117@117¼; do. 4s, new, 108@111; Philadelphia and Reading R. R., 31⅝@31¾; do. consol. mort. 7s, coup. 123¾@124½; do. reg., 123¾@124; do. mort. 6s, 117@—; do. 7s, 1893, 121¾@122¼; United New Jersey R. R. and Canal, 180¾@181; Buffalo, Pittsburg and Western, 20⅜@20¾; Pittsburg, Titusville and Buffalo 7s, 94¾@95¼; Camden and Amboy mort. 6s, 1889, 115½@116; Pennsylvania R. R., 67¾@67⅞; do. gen'l mort., coupon, 124¾@125; do. reg., 126¾@127¼; do. consol. mort. 6s, reg., 119@119¼; Little Schuylkill R. R., 53@54; Morris Canal pref., 164@170; Schuylkill Nav., 5¾@6; do. pref., 13¼@13¾; do. 6s, 1882, 83½@86; do. 1872, 102¾@103¼; Elmira and Williamsport pref., 54@—; do. 6s, 115@115½; do. 5s, 98@100; Lehigh Coal and Navigation, 46⅛@46¼; do. 6s, 1884, 106¾@107; do. R. R. loan, 115@115½; do. Gold Loan, 114@114¼; do. consol 7s, 118¾@119¼; Northern Pacific, 43½@43⅝; do. pref. 70¾@73; North Pennsylvania, 57¾@58; do. 6s, 106@107½; do. 7s, 122@122½; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 27⅛@27¾; do. 6s, 102⅜@102⅝; do. 7s, 117@117¼; Minehill, 58½@58¼; Catawissa, 20@20¼; do. pref., 51⅞@52⅛; do. new pref., 51@51¼; do. 7s, 1900, 120@—; Lehigh Valley 61@61½; do. 6s, coupon, 121@125; do. reg., 122@122½; do. 2d mort. 7s, 135@136; do. consol. mort., 118½@119; Fifth and Sixth streets (horse), 125@—; Second and Third, 110@118; Thirteenth and Fifteenth, 70@75; Spruce and Pine, 55¾@56¼; Green and Coates, 85@96; Chestnut and Walnut, 100@105; Hestonville, 19¾@20¼; Germantown, 70@75; Union, 119@122½; Lombard and South, 24¾@25; West Philadelphia, 90@91; People's, 23¾@23⅝; Continental, 106@108.

Boston.—Atchison, Topeka and Santa Fe 7s, guar., 116¾; do. 5s, 1909, 100; Boston and Maine 7s, 1893, 126; Boston, Clinton and Fitch-

burg 5s, 1910, 103 ; Boston and Albany 7s, 1892, 126⅝ ; Boston Land, 10⅛ ; Boston Water Power, 11⅝ ; Brookline Land, 5⅞ ; Boston, Clinton, Fitchburg and New Bedford, 46 ; do. pref., 127 ; Boston, Revere Beach and Lynn, 120 ; do. 6s, 1897, 115 ; Boston and Lowell, 7s, 1895, 123 ; Concord and Portsmouth 6s, 135¼ ; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 105 ; do. Wisconsin Valley div., 6s, 101 ; Chicago and West Michigan, 81¼ ; Connecticut and Passumpsic Rivers pref., 85 ; do. 7s, 116 ; Cincinnati Sandusky and Cleveland 7s, 118½ ; Cheshire pref, 57 ; do. 6s, 1896, 110 ; Connotton Valley, 24 ; do. 7s, 1910, 92¼ ; Cedar Rapids and Missouri River, 150 ; do. 7s, 1891, 118½ ; Chicago, Burlington and Quincy 5s. 1901, 101⅛ ; Detroit, Lansing and Northern pref., 109 ; Eastern (N. H.) R. R., 98 ; Flint and Pere Marquette, pref., 89⅛ ; Fort Scott Branch 7s, 110 ; Illinois Grank Trunk 8s, 1890, 116⅛ ; Ionia and Lansing 8s, 1889, 121¾ ; Kalamazoo, Allegban and Grand Rapids 8s, 1888, guar., 112⅝ ; Kansas City, Lawrence and Southern 4s, 104 ; Kansas City, St. Joseph and Council Bluffs 7s, 119 ; Kansas City, Fort Scott and Gulf, 92 ; do. pref., 124½ ; do. 7s, 112 ; Kansas City and Cameron 10s, 1892, 125 ; Little Rock and Ft. Smith, 78 ; do. 7s, 114 ; Louisiana and Missouri River, 30 ; do. pref., 45 ; Mexican Central Blocks, new, 102¼ ; Marquette, Houghton and Ontonagon, 35 ; do. pref., 76 ; do. 6s, 98 ; Massachusetts Central, 20 ; do. 6s, 98 ; Metropolitan Horse 7s, 1884, 107⅛ ; New Mexico and Northern Pacific 7s, 116¾ ; do. 6s, 98¼ ; New York and New England 6s, 106⅛ ; Nashua and Rochester, 56¼ ; Old Colony 6s, 1896, 117½ ; do. 7s, 1894, 126 ; Ogdensburg and Lake Champlain Income, 60 ; do. 6s, 94 ; Oregon Railway and Nav. 6s, 105½ ; Portsmouth, Gt. Falls and Conway, 24 ; Quincy Railroad Bridge, 150¼ ; Quincy, Alton and St. Louis 5s, guar., 95 ; Rutland pref., 28¼ ; do. 5s, 1898, 78 ; Republican Valley 6s, W. D., 104 ; Sonora Blocks, 190 ; Summit Branch, 25¾ ; Stanstead, Shefford and Chambly, 7s, 1887, 40 ; Toledo, Delphos and Burlington, 14⅞ ; do. income, 45 ; Vermont 7s, 1886, consol. coupon off, 101⅛ ; Wisconsin Central, 28 ; do. pref., 50 ; do. 7s, 75 ; do. 2d series, 60 ; Boston City 6s, 1894, 122¾ ; Chicago 7s, 1890, 118¾ ; Cincinnati 7-80s, 1902, 104¾ ; Massachusetts 5s, 1894, 103⅝ ; New Hampshire 6s, 1897, 120 ; AtlanticMining Co., 12¾ ; Allouez, 2¾ ; Blue Hill, 4⅝ ; Catalpa, 2¾ ; Copper Falls, 10 ; Crescent, 1⅞ ; Contentment, 2¾ ; Duncan, 3¼ ; Douglas, 3¾ ; Franklin, 13 ; Huron, 4 ; Harshaw, 11⅝ ; National, 75c. ; Osceola, 85 ; Pewabic, 16¾ ; Phœnix, 2⅛ ; Ridge, 4 ; Sullivan, 5⅛ ; Silver Islet, 25 ; Star, 1¼.

Baltimore.—Atlanta and Charlotte, 73 ; do. 1st, 108¼ ; do. inc., 89 ; Baltimore City 6s, 1890, 117½ ; do. 5s, 1894, 118½ ; do. 5s, 1916, 123¼ ; Charlotte, Columbia and Augusta 1st, 108 ; do. 2d, 99⅜ ; Consolidation Coal, 38¾ ; Maryland Defense 6s, 107¼ ; Parkersburg Branch, 10 ; Richmond and Danville, 92½ ; Virginia Peelers, 34 ; Virginia 10-40 coupons, 95¼ ; Virginia Black Scrip, 14 ; Wilmington, Columbia and Augusta 6s, 108. The latest quotations are : Atlanta and Charlotte, 72½@74 ; do. 1st, 107¾@108 ; do. Income, 88¾@89 ; Baltimore and Ohio, 200@207⅛ ; do. 6s, 1835, 107@107⅛ ; Central Ohio 1st mort., 113¾@114¼ ; Charlotte, Columbia and Augusta 2d, 98¾@99½ ; Chesapeake and Ohio Canal 6s, 82½@85 ; Marietta and Cincinnati 1st, —@121¾ ; do. 2d, 90¾@91 ; do. 3d, 46⅜@47 ; Northern Central, 6s, 1926, 99@— ; do. 6s, 1904 gold, 115¼@— ; Orange, Alex. and Manassas 7s, 100½@101⅛ ; Pittsburg and Connellsville 7s, 123@125⅛ ; Richmond and Danville R. R., 92@93 ; Union Canal, ind. by Canton Co., 119½@120 ; Virginia and Tennessee 2d, 102¾@103 ; Western Maryland, 19@20 ; do. 2d pref., 108½@109½ ; Wilmington, Columbia and Augusta, 6s, 108@110 ; South Side (Va.) 3d mort., 102@105 ; Virginia Consols, 82¼@82½ ; do. 2d series, 35⅜@35½ ; Virginia 10-40 bonds, 51¼@51½ ; Baltimore City 5s, 1894, —@118½ ; do. 5s, 1916, 123¼@— ; do. 6s, 1886, new, —@110½ ; do. 6s, 1890, 117¾@118 ; do. 6s, 1892, 125@130 ; do. 6s, 1893, 122⅜@122½ ; Consolidation Coal, 36½@40.

Chicago Union Depot.

The new Union Depot in Canal Street, Chicago, built and owned by the Pittsburg, Fort Wayne and Chicago Railway Company, and for which ground was broken about a year ago, was completed and turned over to the company on the 1st inst. It is one of the most magnificent depots in the country, having cost $1,000,000. The iron shed covering six tracks is 1,200 feet long and 157 wide. The main building is three stories, built in fine architectural lines, of Philadelphia press brick, and faces 200 feet on Canal street, with a depth of 57 feet. In this are all the offices, parlors, reception, and smoking rooms, lunch-room, and dining-room the latter with a 25 feet ceiling. All the work is good, and the various departments are finished in the finest style of the decorators' art. This depot will be used in common by the Pittsburg, Fort Wayne and Chicago, the Chicago, Burlington and Quincy, Chicago and Alton, Chicago, Milwaukee and St. Paul, and Pittsburg, Cincinnati and St. Louis Railroads, and 110 passenger trains will leave it daily.

The following is a statement of revenue and expenditure on account of the Consolidated Fund of the Dominion of Canada as by returns furnished to 31st March, 1881 : Customs, $1,619,340 15 ; Excise, $385,992 55 ; Post Office, $91,285 77 ; Public Works, including railways, $190,851 80 ; Bill Stamps, $13,245 17 ; Miscellaneous, $106,971 30. Total in March, $2,406,186 74 ; Revenue to 28th February, $18,584,390 69. Grand total $20,991,077 43. Expenditure in March, $1,068,100 37 ; expenditure to 28th February, $15,794,950 46. Total expenditure $16,857,650 83.

In accordance with a decree of the United States Court, the Spartanburg and Asheville Railroad was sold at Spartanburg, S. C., on the 4th inst., to Joseph Walker, representing a committee of bondholders, for $111,000. It is understood that the sale was in the interest of the Spartanburg, Union and Columbia Railroad, with which the Asheville road connects at Spartanburg.

Erastus P. Carpenter, President, and Edward Appleton, Chief Engineer, of the New York, Boston, Albany and Schenectady Railroad Co., have filed a profile of the route of the road through Albany County. It will be constructed in connection with the Albany and Greenbush Bridge and will extend from the western terminus of the bridge to Schenectady, and from Albany to New York upon the east side of the Hudson river.

The Concord (N. H.) Horse Railroad Company commenced running cars on the 1st inst.

WANTED.

DETROIT MUNICIPAL BONDS.
DETROIT AND BAY CITY R. R. BONDS.

BUY AND SELL.

SCIOTO VALLEY R. R. FIRST 7s, DUE 1896.
SCIOTO VALLEY R. R. CONSOL. 7s, DUE 1910.
CAR TRUST CERTIFICATES.
CINCINNATI GOLD 6s, DUE 1906.
COLUMBUS AND TOLEDO FIRST 7s, DUE 1910.
COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

D. A. Easton,

With BOODY, McLELLAN & CO.,

58 BROADWAY, N. Y.

Brown, Brothers & Co.,

NO. 59 WALL ST., N. Y.,

BUY AND SELL

BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.

Issue Commercial and Travelers' Credits *IN STERLING,*

AVAILABLE IN ANY PART OF THE WORLD.

And in France, in Martinique and Guadaloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

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Bankers and Brokers,

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Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

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BANKERS,

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IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH. GEO. R. SHELDON.

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BANKERS AND BROKERS,

(Members of the Boston Stock Exchange.)

48 Congress St., Boston.

Transact a general Banking business.

Buy and sell Stocks and Bonds on commission in all markets. Correspondence solicited.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. 80 5
" " pref.100	4,589,578	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	Mar. '81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. 80 4
Boston and Providence..100	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch..100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 3
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3
Carpe May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*.....50	1,159,500	October	Oct.'80 1½
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref.....50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '81 1
" " pref 100	769,600	F. & A	Feb. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*.....50	2,428,000	J & J	Jan. 81 3½
" pref.....50	400,000	J. & J	Jan. 81 3
Central Pacific.....100	54,275,500	F. & A.	Feb. '81 3
Chemung*.....100	880,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. 81 4
" " pref...100	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn.....	6,166,000	A. & O.	Apl. '79 2½
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12,279,483	A. & O.	Apl. '81 3½
Chicago & N. Western..100	14,988,257	J. & D	Dec. '80 3
" pref.100	21,525,353	quarterly	Mar. '81 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	May '81 1½
Chicago & West Mich.....100	6,161,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton.....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Mar.'81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Mar. '81 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '81 4
Concord.....50	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*.....100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Feb. '81 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*.....2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor...100	1,874,000	F. & A.	Aug.'80 2½
" " pref 10	2,503,300	F. & A.	Feb. '81 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania* 50	1,309,200	J. & J.	Jan 81 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga...100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 2½
Eel River.....100	3,000,000	— & —	Mar. '81 1
Elmira, Jef. & Canand*.. 90	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'80 2½
" " pref. 50	500,000	J. & J.	Jan '81 3½
Erie and Pittsburg*..... 50	1,000,250	quarterly	Sept.'80 1½
Fitchburg 100	4,500,000	J. and J.	Jan. '81 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	Jan. '81 3
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '81 3½
Housatonic, pref.....100	1,180,000	quarterly	Apl. 81 2
Illinois Central.....100	29,000,000	M. & S	Mar '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	Mar. '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Feb. 81 1½
Jo. & Mo. Northern. 25	000,000	quarterly	May '81 2
Jeffersonv., Mad. & Ind.100	000,000	quarterly	May '81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,500,000	quarterly	May '80 1½
Kentucky Central.....100	4,600,000	J. & D.	Dec. '80 1
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	49,466,800	quarterly	May '81 2
" (guar.).100	533,500	F. & A.	Feb '81 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,575	quarterly	Apl. '81 1½
" pref. 50	100,300	quarterly	Apl. '81 2½
Little Miami*.....50	5,871,400	quarterly	Mar. 81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*..... 50	$2,640,100	J & J.	Jan. 81 2½
Louisville & Nashville..100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	May '81 1½
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 3
M. Hill & Schuyl. Hav.* 50	3,356,450	J. & J.	Jan. '81 3½
Missouri Pacific..... 1 0	42,416,000	quarterly	Apl. 81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '81 3s
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 3
Nashua and Lowell.....100	800.000	M. & N	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 3
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '81 2½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp..100	905,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	.....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref..100	8,148,700	.....	...
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '81 2
Nisg. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '81 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J.	J n. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	Jan. '81 3
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455,0.0	quarterly	May '81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 1½
Panama.....100	7 000,000	quarterly	Feb. '81 5
Paterson and Hudson*.100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Apl. '81 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,250,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,672,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apr. '81 1½
" Special Imp.100	6,504,300	quarterly	Apl. '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Porti., Saco & Portsm...100	1,500,000	J. & J.	Jan. '81 3
Profile and Franconia...100	.....	Annual	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb. '75 3½s
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	876,050	J. & J.	Jar. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,128,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Apl. '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3 050.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... ...	.....
" " pref.100	20 000,000	quarterly	Feb. 81 1

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,465,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	Jan. '81 3
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121.000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N.Y.)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Jambridge.....100	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180.000	J. & J.	Jan. '81 6
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam 100	102 540	.....	Oct. '73 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)....50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,198,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 10	982,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	115,000	M. & N.	Nov.'80 3
South Boston 50	000,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,583	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 176,000	F. & A.	Feb '78 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 383,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Feb. '81 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	8,000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '81 $5
Central Mining Co.....100	.....	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,683,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Apl. 81 2
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car.....100	5,990.200	F.M.A.N	Feb. '81 2
Quicksilver, common ...100	5,708.700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,760,000	J. & J	Jan. '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	256,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	Feb. '80 1
Wells-Fargo & Co. Exp.100	6,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	80,000,000	quarterly	Apl.'81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	134,316	165,170	188,326	141,653	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167 750	124,510	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
entral Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,981	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,328	19,423,684
1881	1,322,250	957,300	1,162,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709.932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,396,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	126,555	101,965	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	392,632	375,619	302,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	388,454	4,396,019
1881	299,903	271,176	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	50,220	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	176,079	166,965	216,327	200,059	189,125	177,861	163,484	212,896	209,068	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	439,475	325,209	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,213	613,806	613,008	535,733	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,493	89,960	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	808,010	803,490	950,649	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,398	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	176,429	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,230	2,854,934	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,953	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,766,417	1,899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	143,835	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,641	197,444	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	261,959	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	149,211	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	156,818	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,923	490,195	451,560	403,300	372,290	365,300	442,000	543,555	661,400	678,200	626,725	655,100	6,256,419
1881	559,400	548,344	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,483	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	926,603	933,143	982,480	890,137	946,186	952,049	1,065,980	1,185,325	1,177,134	1,526,475	1,105,616	964,663	12,336,158
1881	811,617	811,922	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
Northampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 to 750	19,609 to 19,688
Lynn, Mass	*National City Bank*	121 to 150	66,797 to 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 to 750	19,609 to 19,688
Lynn, Mass	*National City Bank*	121 to 150	66,797 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

The Washington (Dt. of Columbia) Belt Line Railway extension to the bureau of printing and engraving, and along Fourteenth street to Pennsylvania avenue, will be begun before the close of the present month. The work on extending that road by Eleventh street to the river front, to make a junction with the Anacostia and Potomac Road, will be completed before midsummer.

The great Corliss engine, which was on exhibition at the Philadelphia centennial, and taken to the new town of Pullman, a few miles south of Chicago, on thirty-five cars has been placed in the Pullman Palace Car Company's works. It is to be kept constantly in motion, and will furnish power for the entire works.

The Ontario Silver Mining Company advertises its sixty sixth dividend of 50 cents per share, payable April 15, at Wells, Fargo & Co. Transfers will close April 9. The payment of this dividend will make the sum of $3,350,000 divided among the company's stockholders.

OFFICE OF THE ONTARIO SILVER MINING CO.,
No. 18 WALL ST., NEW YORK, April 5, 1881.

DIVIDEND NO. 66.

THE REGULAR MONTHLY DIVIDEND OF Fifty Cents per share has been declared for April, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst.

Transfer-books close on the 9th inst.

H. B. PARSONS, Assistant Secretary.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, March 25, 1881.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of TWO PER CENT. upon its capital stock, payable on Monday the 2d day of May next, at this office.

For the purpose of this dividend, and also for the annual election for Directors, which is to be held on the 4th day of May next, the Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 31st inst., and will be reopened on the morning of Friday, the 6th day of May next.

E. D. WORCESTER, Treasurer.

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PROVINCE OF ONTARIO DIRECTORY FOR 1881-2.

TO BE PUBLISHED IN NOVEMBER, 1881,

Price $5.00.

MR. LOVELL, at the request of several Merchants and others of the Province of Ontario, of the City of Montreal, &c., begs to announce that his firm will publish a PROVINCE OF ONTARIO DIRECTORY, in November next containing an

Alphabetical Directory

AND A THOROUGH

Classified Business Directory

of the Business and Professional men in the Cities, Towns, and Villages of Ontario, with a

CLASSIFIED BUSINESS DIRECTORY

OF THE

CITY OF MONTREAL.

The same care and attention bestowed on the Dominion and Provincial Directories of 1871 will be given to this work. Subscribers names respectfully solicited. Terms of Advertising made known upon application.

JOHN LOVELL & SON, Publishers.

Montreal, Dec. 1880.

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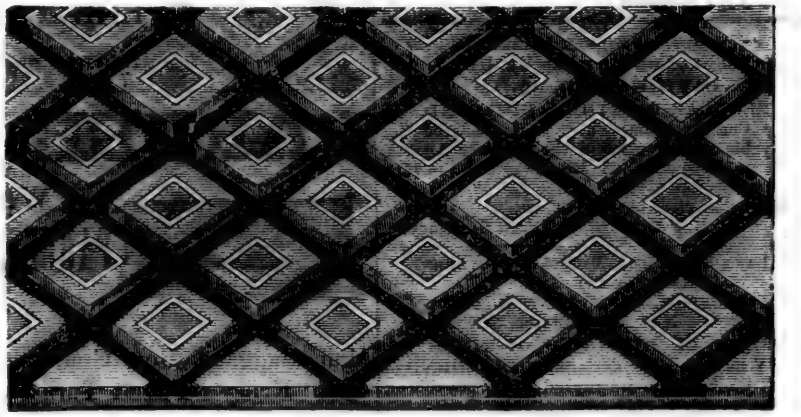
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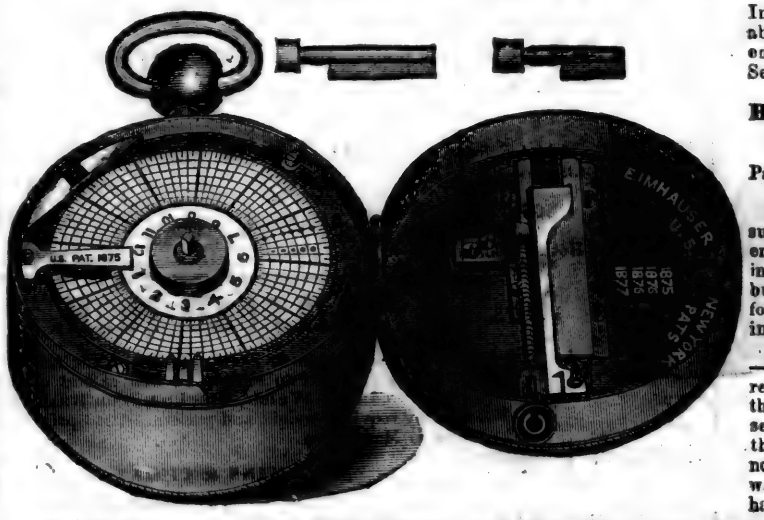
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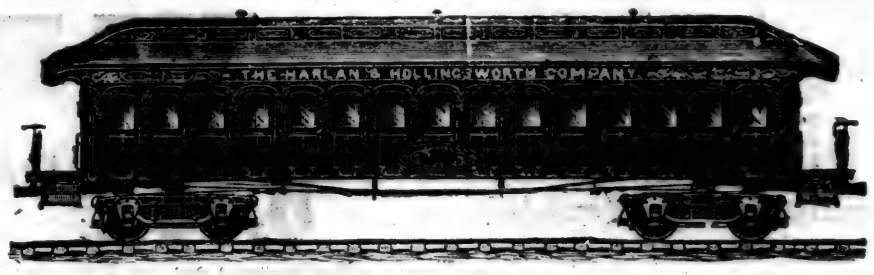
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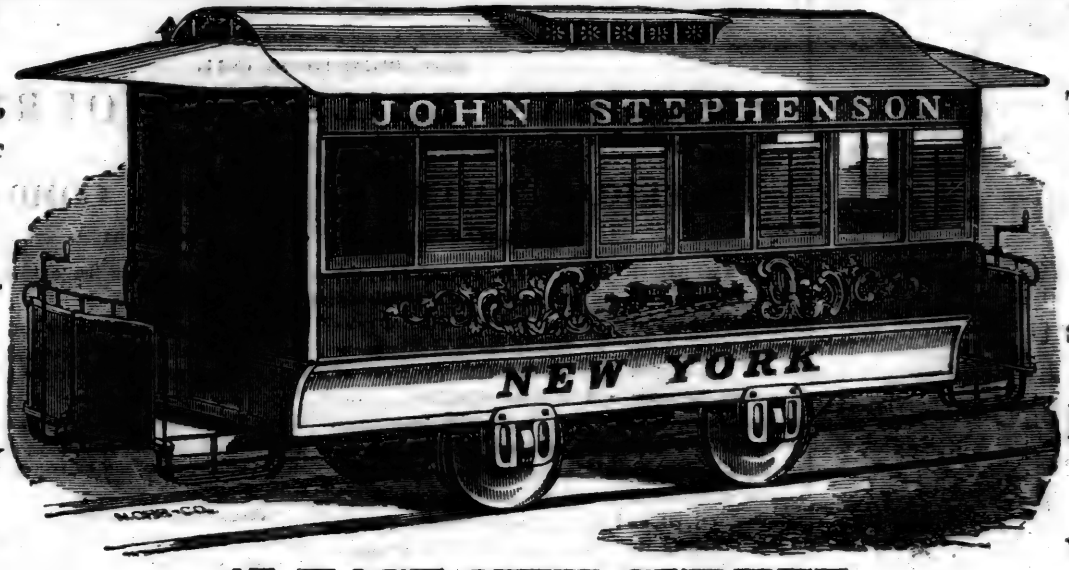
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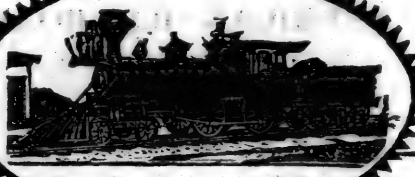
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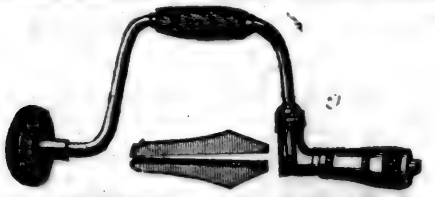
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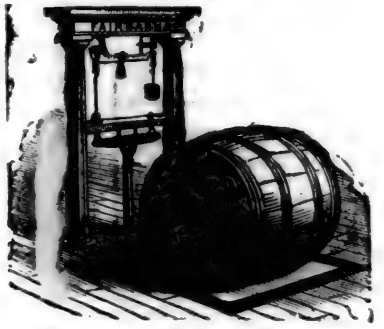
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PUBLISHED WEEKLY BY THE

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JOHN H. SCHULTZ - - - - - President.

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognised authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

The *American Railroad Journal*, one of the most honest and outspoken of American papers.

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TO THE TRAVELING PUBLIC.

During the Centennial Season—six months, closing November 10, 1876—the Erie Railway carried almos 3,000,000 passengers, without a single accident to life or limb, or the loss of a piece of baggage.

And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 16.] NEW YORK, APRIL 16, 1881. [WHOLE No 2,347, VOL. LIV.

A Great Crucible Steel Casting.

Messrs. Jessop & Sons, Brightside Steel Works, Sheffield, have recently cast the largest crucible steel casting yet produced. It is a spur ring 28 feet in diameter, machine-moulded, and cast whole. To cast it 270 pots were used, each pot holding 80 lb. weight of molten steel. When the steel had been poured into the three large ladles, the plugs were removed, and it ran into the mould, the weight when cast being about ten tons. In its finished state the weight will be about 8½ tons. It is, without doubt, by far the largest crucible cast steel casting of its kind that has ever been produced. Messrs. Jessop & Sons anticipate that this will be the beginning of an important trade with Lancashire mill owners, as they discover how much more durable steel wheels are than the cast iron wheels at present in general use. The firm have previously cast wheels 13 feet and 14 feet in diameter, but to 28 feet was a great leap. Now, however, they are prepared to undertake castings up to 34 feet. The operation of casting occupied 8½ minutes.—[Scientific American.

Development of Steam Power.

A singular calculation has been made by some foreign arithmeticians of the extent to which steam power has developed. England, it is said, derives from the employment of her wealth of coal 7,000,000 of horse power per annum; the United States, 7,500,000; Germany, 4,000,000; France, 3,000,000; Austria, 1,500,000. This is exclusive of locomotive power; and as, in the Old and New World, the total number of locomotives exceeds 105,000 which are working on some 220,000 miles of railway, the horse power is reckoned at 30,000,000. In France the horse-power of the locomotives 2,358,993, in addition to 8,177 belonging to fixed engines. Steamers, not reckoning the ships of war, employ 173,039 horse-power; industries generally, 484,241. The total horse-power of all the machines and engines worked by steam in the world is estimated at 80,000,000. Now, each horse is equal to at least ten men, so that the steam power of the globe represents a daily working power of 800,000,000 men. The population of the globe has been reckoned by two German savants at 1,455,923,000, and the number of males between 15 and 65 years at about one-third of the population; this, in round numbers, gives the total of men of the working age at 500,000,000. As the steam engine does the work of about 800,000,000 men, it follows that, since the invention of Watt and Stephenson spread its beneficent influence over all civilized countries the resources of industry have nearly trebled. And all this has been accomplished before the steam engine, as a perfected practical agent, is half a century old.

A Home on the Rail.

The Pittsfield (Mass.) Sun gives the following description of Mr. Dudley's novel car and method of inspecting railroads:

There arrived at our depot, yesterday afternoon, a passenger car the like of which is not to be found anywhere in the world. It is the property of Mr. P. H. Dudley, inspector of the tracks and apparatus of railroads, and this gentleman and his wife live in this car. A reporter of the Sun called on the occupants yesterday afternoon, and was entertained for nearly an hour with the explanations of and experiments made with the large piece of machinery by which the gentleman accomplishes his work. It is of the most complicated and delicate nature, and the amount of work done by it is marvelous. A description of it would be wearisome, with its systems of cogs, switches, wires, pens, etc., etc., and would be almost unintelligible, but an idea of its extraordinary work may be gained from the following summary of its accomplishments:

A band of plain paper, about twenty inches wide, is fed from a roll into the machine, passing under a complex set of overflowing pens. For every fifty feet of track passed over by the car this paper band moves one inch, thereby taking eight and a fraction feet for a mile of road. By carefully constructed and adjusted machinery, connected with the wheels of the car, the operator obtains upon the paper a perfect chart of every foot, yes, every inch, of the road. The instrument shows: first, the power required to draw the train; second, a pen marks on the paper the seconds of time in transit; third, another pen marks every tenth second in the same way; fourth, still another pen marks each minute. Then comes a schedule showing the distribution of coal used by the engine; the amount of water used by the engine; a perfect diagram of the track is delineated, showing all curves, grades, etc.; the number of revolutions which the driving wheels of the engine make in a minute ormile, or parts of these two; the location of the mile posts are shown, as also the bridges; the work done by the engine, so given that the foot-pounds of work can be readily ascertained by multiplying the ratios; the velocity and resistance of the wind. When used to inspect the track, the machine shows the surface of each rail, giving the condition of each joint, frog, etc., and shows at a glance whether the rails are fitted perfectly true, or the least trifle out of place, or if one is a hair's breadth higher than another. The elevation of the rail on a curve is shown, and a machine has just been added, which Mr. Dudley invented, giving the exact amount in feet and inches that the rails are depressed from a true line. Another section of the chart gives the exact movements of the engineer when the brakes are applied, when steam is put on, and the power required to start and stop the train. Mr. Dudley examines a road in this way, hands his chart to the superintendent, and that gentleman knows at once just where to make repairs and all other needful particulars. The machine is the invention of Mr. Dudley, he having spent eight years perfecting it, and, save one which he made and sent to Australia, his is the only one in existence.

Besides this workroom there are a nicely furnished library and parlor, containing cabinets and a fine piano, a dining-room, kitchen, bedroom, and storeroom. All this in a common size passenger coach, and in it Mr. and Mrs. Dudley have lived for the last four years, traveling all over the United States. The lady says the life is a very pleasing one, and she enjoys it much. Both the lady and gentleman are finely educated and entertaining peo-

ple, and an hour spent in their company is a very profitable one.

Settlement of the Tennessee Debt.

The act "to compromise and settle the bonded indebtedness of the State of Tennessee," passed both branches of the Tennessee Legislature and received the signature of the Governor, before the adjournment of the Legislature on the 7th inst. The following is the text of the bill:

Section 1. Be it enacted by the General Assembly of the State of Tennessee, That all the legally issued bonds of the State of Tennessee, except the bond issued for the permanent school fund and except the bonds held by educational and charitable institutions, and all outstanding coupons thereon up to and including those falling due on the first day of July, 1881, be capitalized and funded into coupon bonds of the State, to be styled "the compromised bonds of the State of Tennessee."

Sec. 2. Be it further enacted, That for each and every legally issued bond of the State of Tennessee, or coupons, presented to the funding board hereinafter provided for under the provisions of this act, there shall be issued a bond or bonds for an amount equal to the principal of said bond so presented, together with the past due interest thereon. Said bonds authorized to be issued under the provisions of this act shall be dated on the 1st day of July, 1881, and shall be payable ninety nine years after their date, but the same shall be redeemable by the State at any time after the expiration of five years from their date, at the pleasure of the State. Shall bear interest at the rate of three per cent per annum, payable semi-annually, on the 1st day of January and July, in the city of New York. Shall have coupons of interest attached to each of said bonds, and for the punctual payment of the principal and interest of said bonds the faith, credit and honor of the State is hereby solemnly pledged.

Sec. 3. Be it further enacted, That the coupons on said compromise bonds on and after their maturity shall be receivable in payment for all taxes and debt due to the State, and said coupons shall show upon their face that they are so receivable.

Sec. 4. Be it further enacted, That said bonds shall be in denominations of $50, $100, $500 and $1,000. That is, there shall not be less than five per cent of the whole amount in bonds of the denomination of $50; five per cent of the denomination of $100, and ten per cent of the denomination of $500, the remainder to be of the denomination of $1,000, to be prorated by the funded board hereinafter provided as said board may deem just and equitable between those who may present their bonds and coupons to be funded under this act. But the funding board may issue bonds of the smaller denomination aforesaid to any amount in excess of the amounts hereinbefore stated if the holders of the bonds and coupons who present them to be funded so desire.

Sec. 5. Be it further enacted, That the Secretary of State, comptroller and State treasurer shall constitute a board, to be designated a funding board, any two of which shall constitute a quorum for the transaction of any and all business for which said board was created. Said board may sit or hold meetings for the transaction of the business created by this act at such times and places as they may deem wise and proper, to enable holders of Tennessee bonds and coupons to fund the same under the provisions of this act.

Sec. 6. Be it further enacted, That when any of the legally issued bonds of the State, or coupons outstanding and unpaid are presented to said funding board for funding under the provisions of this act, they shall examine and audit the same, and if found to be genuine, shall prepare a compromise bond or bonds, as may be necessary for the purpose, and when said bond or bonds have been signed by the Governor and countersigned by the Secretary of State, and the great seal of the State of Tennessee is affixed thereto, and the original bond or bonds have been registered in the comptroller's office and a full memorandum of the same made by the comptroller, and the same signed by the party receiving the compromise bond or bonds, said board shall deliver said compromise bond to the party entitled to receive them, taking full and ample receipts therefor from the party so receiving. But in funding under the provisions of this act, the State shall not receive or account for any portion of a bond or coupon in excess of the bond demanded, and if the amount of the bond or coupons presented to be funded be less by a fractional part of a coupon, the party applying may pay the same in currency.

Sec. 7. Be it further enacted, That as soon as practicable after the passage of this act there shall be prepared, under the direction of the Governor and the funding board, a sufficient number of well engraved bonds to take up and fund all the unpaid bonds and coupons of the State, and upon each coupon of the bonds so prepared the signatures of the treasurer and comptroller shall be engraved, and the said coupons shall be numbered with the number of the bond to which they are attached, and shall state on their face when they fall due and the amount of interest due on each. The cost of engraving and preparing said bonds and coupons shall be paid out of the treasury upon the warrant of the comptroller, based upon the certificate of the Governor.

Sec. 8. Be it further enacted, That the funding board is authorized to demand and receive as compensation for their services in carrying out the provisions of this act the sum of two dollars for each bond of the denomination of $1,000, one dollar and fifty cents for each bond of the denomination of $500, and one dollar for each of all other denominations, to be paid by those receiving the compromise bonds, as provided by this act.

Sec. 9. Be it further enacted, That the bonds authorized to be issued by this act shall be substantially in the following form:

COMPROMISE BOND OF THE STATE OF TENNESSEE.

Know all Men by These Presents: That the State of Tennessee hereby promises to pay to the bearer, on the 1st day of January, 1980, at the Treasurer's office at the Capitol of Tennessee, in the city of Nashville, Tenn., the sum of —— dollars, in the lawful money of the United States of America, with interest at the rate of 3 per cent per annum, payable semi-annually, on the 1st day of January and July of each and every year, until the principal shall be paid, as evidenced by the coupons hereto attached, but this bond may be redeemed by the State at any time after the 1st day of July 1886, by paying the principal and interest. For the prompt payment of the principal and interest the faith, honor and credit of the State is solemnly pledged. The coupons of the bonds, as they become due are receivable for all taxes and debts due the State of Tennessee. This bond and coupons are issued in pursuance of and under the Act of the General Assembly of the State of Tennessee, entitled "An act to compromise and settle the bonded indebtedness of the State of Tennessee." Approved the —— day of ——, 1881.

In witness whereof, I, —— ——, Governor of the State of Tennessee, have hereunto signed my name officially and caused the same to be countersigned by the Secretary of State, and the Great Seal of the State to be affixed.

Done at the Executive Department of the State, in the city of Nashville, this 1st day of July, 1881.

Sec. 10. Be it further enacted, That it shall be the duty of the funding board immediately upon the receipt of the original bond or bonds and the issuance of the compromise bond or bonds, to cancel said original bond or bonds after being registered the same as hereinbefore provided, by cutting out the name of the Governor and Secretary of State, subscribed to each bond, and to deface the coupons by punching holes in the same. The board shall submit their books of registration and cancellation to the Governor every three months, or oftener, who may examine and compare the same with the bonds issued under the provisions of this act, and shall certify the same to the comptroller, who shall embrace the same in his report to the first General Assembly that may convene after the passage of this act. That this act shall take effect from and after its passage, the public welfare requiring it.

Automatic Train Dispatcher.

An invention of an automatic train dispatcher recently patented by a Frenchman named Jas. G. Chasse, of Quebec, Canada, bids fair to create a sensation in railroad circles. Without going into scientific terms, the invention consists of a common wire stretched the length of the track, a little to one side of it, and a short distance above the cab. This wire is swept by a metallic fan while the train is in motion, thus keeping up a communication along the line. In each cab are a gong and a dry battery with a ground-wire running to the axles of locomotive, while at a distance of every mile the rails are grounded with a ground-wire. In every depot are two gongs, which automatically ring when a train approaches within three miles in either direction. Two trains approaching each other also break the circuit causing the bells in each cab to ring an alarm. The trial test of this invention was made on Monday at Chillicothe in the presence of the Master Mechanic of the Marietta and Cincinnati Railroad and several members of the Cincinnati press. The above company have fitted up engine No. 76 and stretched a wire for the occasion. During the run, sometimes at the rate of 30 miles an hour, the communication was unbroken. Mr. Evans, the Master Mechanic of the Marietta and Cincinnati, and Charles Zimmer, engineer of the same company, and who have, by the way, done much to render the experiment a success, were loud in their praises of the invention, and unhesitatingly pronounced it successful far beyond their expectations. Unless something unforeseen occurs, it is bound, from the present outlook, to come in general use, and also be the means of great saving of life and property in the future, and greatly lessening the probability of collisions.—[Pittsburg Chronicle.

Train Order Signal.

At the junction of the Cincinnati, Indianapolis St. Louis and Chicago and Marietta and Cincinnati Railroad in this city they have a new train order signal, called 'Miller's Day and Night Revolving Train Order Signal,' the invention of H. K. Miller. It is operated by a shaft that runs the signal through the building. At the operator's table, in case of use, by turning a crank one-half round, one can give all necessary orders. Red and white lights are used at night. For day it has two wings that open in the form of a book leaf, the inside being painted red. When closed it shows white signal for safety in both directions. The lantern stands on a parallel line with the operating shaft, the day signal on a right angle with the lantern, so that when the lantern or night signal turns one-half round from a parallel with the operating shaft, the day signal turns one-half round from a right angle to the night signal, and in turning round the day signal opens out on the same principle as opening a book. The perpendicular shaft that supports the day and night signal is a hollow tube, through which passes a rod which supports the light, so that the lantern revolves and the light is stationary. Mr. Miller is likewise the inventor of a new switch movement which the Cincinnati, Indianapolis, St. Louis and Chicago have adopted in their yard at Cincinnati. —[Cincinnati Enquirer.

Three distinct and separate railroad corporations have been formed in Illinois, and their charters recorded, for the purpose of operating railroads wholly and only in St. Clair County as coal roads.

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New York, Saturday, April 16, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

SUPERINTENDENT DUTCHER gives it as his opinion that the Erie canal cannot possibly be open for navigation before May 10th, estimating that it will take fully a month to repair the channel after the ice disappears.

THE decree confirming the legality of the Philadelphia and Reading election was made by the Court of Common Pleas, Philadelphia, Wednesday. It is said that Mr. Gowen will take an appeal to the Supreme Court of the State, and also that the present managers of the company do not intend to resign until a final decision is obtained on the question of the legality of the election.

A CONVENTION is to be held in Davenport, Ia., commencing May 25, for considering methods for constructing a canal from Hennepin, on the Illinois river, to the Mississippi river, and such other works as shall tend to open up to commerce the use of all water routes of communication via Chicago and the Lakes, from the Upper Mississippi Valley to the Eastern Atlantic Coast. Very little enthusiasm seems as yet to have been manifested in this somewhat visionary project for a new grain route to the Atlantic.

THE funding bill just passed by the Tennessee Legislature provides that the outstanding bonds of the State, principal and interest, shall be refunded at their face value up to the first of July, in new bonds payable in 1980, bearing 3 per cent interest, but redeemable at the pleasure of the State at any time before maturity. This action of Tennessee is a testimony to her ideas of honesty and is in keeping with her increased prosperity. It is received with great gratification not only by holders of the bonds but by the public at large, which rejoices to see her take a worthy position among the debt paying States. The details of the bill are given in another column.

THE plan adopted by the Secretary of the Treasury for providing for the disposal of 6 per cent bonds maturing on or before July 1st, 1881, by which it is left optional for the holder to retain them at 3½ per cent interest from that date for such a period as the Government may see fit, is receiving very general approval. The idea of the proffered extension was an entirely new departure but it was formed after a most careful and practical study of the matter in all its bearings, conferences with leading financiers of the country being held for the consideration of the subject and the opinion of the general public being carefully weighed from different standpoints, a result of which is that from all parts of the country indications of the popularity of the measure are being freely presented. It will take some time, however, to determine how large a portion of the owners of the bonds will desire to extend them at 3½ per cent, though there is a strong probability that the banks will very generally accept the extension in preference to purchasing 4 or 4½ per cents at the market prices which would be likely to prevail.

AN important consolidation has been effected during the past week by which the Boston, Hoosac Tunnel and Western Railway with its allied roads, under one arrangement, will furnish a through line from the Hoosac Tunnel to Oswego and Buffalo. The arrangement includes the Boston, Hoosac Tunnel and Western, the Hoosac Tunnel and Saratoga, the Utica and Syracuse Air line, the Syracuse, Chenango and New York, the Syracuse, Phœnix and Oswego, and the Mohawk and Lake Erie Railroad companies. The consolidated roads will form a line about 400 miles long. The directors of the consolidated company are W. L. Burt, Boston; William Foster, Jr., New York; E. C. Benedict, New York; Charles G. Francklyn, New York; Myron P. Bush, Buffalo; W. R. Garrison and C. K. Garrison, New York; Daniel P. Hatch, New York; E. B. Phillips, President Eastern Railroad, Boston; George I. Post, Fairhaven, N. Y.; Josiah Case, Vernon, N. Y.; Dr. Estes Howe and W. V. Burt, Boston. General Burt is the President and Dr. Estes Howe Treasurer of the road. Concerning the plans of the new organization the Boston Journal says: "The capital of the road is to be increased to $25,000,000 and $20,000,000 of 6 per cent bonds, which are to be issued only as the road is completed, with a double track and fully equipped. The work of construction is to be pushed ahead with the utmost vigor, and it is hoped to open the road through to Buffalo within two years. The fact that Commodore Garrison is one of the principal backers of the enterprise, in connection with his control of the Northern New York road and its connections with the elevated roads, assures a connection with New York upon the east side of the Hudson. For a Boston connection the plans are not fully developed as yet. The strong list of names upon the directory is assuring that the financial condition of the road will be strong and competent to complete it."

Southern Pacific Route.

A special dispatch to the Boston Journal says that "Mr. M. H. De Young, proprietor of the San Francisco Chronicle, has arrived here, having come over the newly-opened Southern Pacific route. He says that through a portion of Southern California and Arizona there is no water, and there are water cars attached to the trains to supply the engines. There is one part of the road where there is a straight run of sixty miles without a single station. In Arizona the road runs along a basin for sixty miles which is 250 feet below the level of the ocean. On one side the ground is perfectly white, caused by the deposits of salt and alkali from two to four feet deep. Between Los Angeles and San Francisco, in order to overcome the elevation, a great feat of engineering was performed. It is called "the loop." The train goes through a tunnel and then winds around on a track like a corkscrew to another tunnel, which is directly above the first tunnel. Thus the elevation is overcome. The idea is a very novel one, and has never before been attempted. At Deming the Southern Pacific connects with the Atchison and Topeka. The former road is completed 84 miles beyond this point, and is now at El Paso. Mr. Crocker, the President of the road, told Mr. De Young that he expected to have the road completed to New Orleans by July 1, 1882. The Californians are expecting to forward a great deal of grain over this road to New York, where it will be shipped to Europe."

Kansas City, Fort Scott and Gulf Railroad.

The earnings of this road for the year ending December 31, 1880, were $1,222,867 03, the operating expenses (including taxes) $969,951 80, and the net earnings $525,915 23, showing an increase in gross earnings of $327,002 64, with an increase in expenses of $133,898 72, making the increase in net earnings $193,103 92. The percentage of operating expenses (including taxes) to gross earnings in 1880 were 56 99, a decrease of 5.86. The total credits to income account are $584,180 44. The disbursements on account of interest, premiums and dividends have been $502,488 77, leaving a surplus from year's business, after payment of 8 per cent on contracts for pre-

ferred stock, $81,646 67, from which deduct amount standing to debit of income account January 1, 1880, $5,321 31; surplus to credit of income account, $76,325 36. There has been expended during the year for construction, $19,440 78; equipment, $225,099 16—total, $244,539 94. These expenditures have been provided for from the sale of a portion of the securities of other corporations owned by this company, and referred to by the directors in their last annual report as being held for the purpose of providing for new equipment, and any other special expenditure. The market value of the residue of this fund is about $222,000. The original issue of Kansas City, Fort Scott and Gulf Railroad Company's first mortgage bonds was $4,000,000. During the year 1880 the net proceeds received by the trustees from the land department have been applied to the purchase of said bonds to the extent of $943,100, leaving outstanding December 31, 1880, bonds to the amount of $3,056,900. The estimated value of the land department assets, December 31, 1880, was, including unsold lands and unpaid contracts, $899,862 14, to which add the net receipts from land received in the last quarter of 1880, and paid to the trustees this year, $89,023 19, making total assets of $988,885 33 to be applied to a further reduction of the bonded debt.

Organization.

Orlando Smith has been elected a director of the Columbus and Hocking Valley Railroad Company in place of John L. Gill.

Isaac N. Seligman, of the firm of J. & W. Seligman, of New York (the bankers who have contracted to place the new issue of bonds made by the Buffalo, Pittsburg and Western Railroad Company to retain the old mortgage and extend the road,) has been elected a director of the company.

The directors of the Allegheny Valley Railroad Company, elected on the 12th inst., are: John Scott, Pittsburg; George B. Roberts, Philadelphia; D. A. Stewart, Pittsburg; A. J. Cassatt, Philadelphia; B. F. Jones, Pittsburg; James P. Green, H. M. Phillips, Edmund Smith, J. N. DuBarry, Philadelphia. John Scott is President of the company.

Articles of consolidation were filed in the office of the Secretary of State, at Madison, Wis., on the 12th inst., of the Chicago and Milwaukee Railway and Northwestern Union, under the name of Chicago and Milwaukee Railroad Company. The stock of the Chicago and Milwaukee Company is to be exchanged for that of the consolidated company, share and share alike, and Northwestern Union at 20 shares of common for one share of the preferred stock of the consolidated company.

At an adjourned meeting of the board of directors and stockholders of the Western North Carolina Railroad Company held at Salisbury, North Carolina, on the 12th inst., Col. A. B. Andrews, of Raleigh, was elected President. The following were elected directors for the ensuing fiscal year: Col. A. S. Buford, of Richmond, Va.; Geo. R. B. Vance, Judge A. C. Avery, S. H. Wiley, Frank Coxe, William Anderson, Gen. T. M. Logan, and Major James H. Dooley. Resolutions authorizing the most active measure to complete the work were unanimously adopted.

The Buffalo, Cleveland and Chicago Railway Company of New York, the same of Pennsylvania; the New York and Chicago Railway Company of Ohio, the same of Indiana and the same of Illinois, are about to file papers of consolidation with the Secretary of State at Albany, N. Y. This will give a continuous line from Buffalo by way of Erie City, Penn, to Cleveland and Fort Wayne, and thence to Chicago, the whole distance to be made without change of cars. The name of the new corporation will be the New York, Chicago and St. Louis Railway Company. The capital is $35,000,000, of which $11,000,000 is preferred at 7 per cent, and the remainder common stock.

At the annual meeting of the Boston, Hartford and Erie Railroad Company, held in Boston, Mass., on the 12th inst., the following board of directors was elected: John P. Terry, Delorme Knowlton, Richard A. Roberts, Samuel F. Gregory, and M. A. Coleman, New York; Henry R. Hilton, Connecticut; William Denman and John Rooney, New York; James McMehan, Massachusetts; John D. Sanborn, Massachusetts, and James Adair, New York. The by-laws were so amended that meetings of the directors may be held in New York and that directors may be elected irrespective of their residence. It was voted to authorize the President and directors to make an assessment on the stock for the purpose of carrying on the litigation to recover property of the company.

Articles of consolidation of the Buffalo, Cleveland and Chicago Railway, of New York; Buffalo, Cleveland and Chicago Railway, of Pennsylvania; New York and Chicago Railway, of Ohio; New York and Chicago Railway, of Indiana, and New York and Chicago Railway of Illinois, under the name of New York, Chicago and St. Louis Railway, were filed with the Secretary of State of Ohio on the 12th inst. The Directors are Columbus B. Cummings, Daniel P. Eells, Calvin S. Brice, Charles Foster, Samuel Thomas, George I. Seney, John T. Martin, Edward H. R. Lyman, Waleton C. Brown, William Fleming, and Alexander M. White. The road is to be a through trunk line from Buffalo to Chicago. This is the final incorporation which completes all the preliminary arrangements.

The directors of the Virginia, Kentucky and Ohio, a new company formed to build the Southwestern Virginia division of the Richmond and Southwestern Railway, have elected Samuel Leece, President; C. T. Smith, Vice President; Charles F. Palmer, Treasurer; C. D. Boyd, Secretary, and G. C. Wharton, Chief Engineer. A proposition has been made to connect this road with the Richmond and Allegheny at the confluence of Craig's Creek and James River in Botetourt County. Already 200 miles of its line have been let to contract in Kentucky, between Louisville and Pound Gap. The United States Commercial Company (chartered by the last Legislature), which has contracted to construct the Richmond and Southwestern in its entirety and equip it, will build and equip the link and branches named, the conditions being, so far as the Southwest is concerned, that the counties traversed and the people along the line of road shall take $300,000 of stock in the aggregate in county bonds and money, and shall give say 150,000 acres of land for capital stock also.

At a meeting of the directors of the Texas and Pacific Railway Company held in Philadelphia on the 12th inst., the resignation of Colonel Thomas A. Scott, President of the company, was accepted and Jay Gould was elected to succeed him. Colonel Scott also retired from the Board of Directors, as well as H. H. Houston, whose place was filled by General Thomas T. Eckert. The following are the present officers of the company: President, Jay Gould. Vice Presidents, Frank S. Bond and John C. Brown. Assistant to the President, James P. Scott, Treasurer. Geo. D. Krumbhaar. Secretary, Charles E. Satterlee. Directors—Thos. A. Scott, Pennsylvania; Frank S. Bond, Pennsylvania; John C. Brown, Tennessee; Jay Gould, New York; Russell Sage, New York; Fred. L. Ames, Massachusetts; E. H. Perkins, Jr., New York; William Thaw, Pennsylvania; Thos. T. Eckert, New York; James P. Scott, Pennsylvania; R. D. Barclay, Pennsylvania; Chas. O. Baird, Pennsylvania; W. J. Sewell, New Jersey; B. K Jamison, Pennsylvania; W. T. Walters, Maryland; W. C. Hall, Kentucky; Wm. M. Harrison, Texas. General office, 275 South Fourth street, Philadelphia. General local office, Marshall, Texas. Transfer agency in New York, the Farmers' Loan and Trust Company.

Construction.

The Denver and Rio Grande Railroad Company are extending the Corpus Christi and Laredo Railroad which they a short time since purchased, and which reaches sixty miles west of Corpus Christi, to a connection with the Mexican National at Laredo, Tex. The final object is said to be the extension of the Rio Grande's Colorado system to Laredo, thus giving them direct connection with the Gulf of Mexico and the Pacific coast.

The Nantucket Railroad Company, of Massachusetts, announces that the road bed is nearly finished, and that the ties are on the ground. It will be completed in time to accommodate this summer's visitors. The road runs from Nantucket across the island to the south shore, and then along the cost to Siasconset, about 10¼ miles, and will be three feet in gauge. The directors have authorized the issue of $60,000 first mortgage 7 per cent bonds, payable in 1900, to secure funds for purchasing iron and equipping the road.

The Board of Public Works of Virginia has paid to the Richmond and Allegheny Railroad Company the third installment of $100,000 on account of 50 miles additional road completed. This company has now in operation 150 miles, which have been constructed in about 150 working days, and the road is being pushed to completion with great rapidity. The entire road will be open for traffic this Summer, and it will bring into market immense quantities of ore and open a new route for tourists between the East and West. It passes near the Peaks of Otter and the far-famed Natural Bridge, and the lands along the line are for the most part second to none in fertility and scenery.

Personal.

Asa Rogers, Jr., the new railroad commissioner of Virginia has entered upon his duties with Thos. H. Cross as his assistant.

H. H. Hollister has been appointed treasurer of the Burlington, Cedar Rapids and Northern Railway Company, vice Alexander Taylor, resigned.

A. B. Daniels a director of the Denver and New Orleans Railroad, and Vice President of the Colorado National Bank, died at Denver suddenly of heart disease on the 9th.

E. A. Ford, the new General Passenger Agent of the Pennsylvania Company, arrived in Pittsburg on the 5th inst., and is stopping at the Monongahela House.

Gen. Herman Haupt has been appointed general manager of the Northern Pacific Railroad. Among the important works with which he has been identified is the Hoosac Tunnel, he having been prominently connected with that enterprise in its earliest days.

All business connected with the passenger traffic of the Pennsylvania Railroad Company is now directed to George W. Boyd, Chief Clerk of the Passenger Department, Philadelphia, Mr. Boyd has been connected with the department for years, and a brother of the late D. Boyd, who held the position of Gene-

ral Passenger Agent. His ability and long experience eminently fit him for the responsible duties of the position.

C. W. Smith, formerly Traffic Manager of the Chicago, Burlington and Quincy Railroad, and now holding the same position with the Erie Railway Company, has accepted the position of General Manager of the Chesapeake and Ohio Railroad Company, and will enter upon the discharge of his new duties on the 1st of May with headquarters at Richmond, Va.

A. W. Locke, who has been appointed manager of the Troy and Greenfield Railroad (Hoosac Tunnel), succeeding G. Clinton Gardner, resigned, has been connected with the Hoosac Tunnel and employed by the State of Massachusetts during the past twelve years. In May, 1869, he took charge, for the State, of the construction department at the east end of the tunnel. Upon the completion of the Shanley contract Mr. Locke removed to North Adams, at the west end of the tunnel, and acted as principal assistant in supervising the finishing of the tunnel. He has since been first engineer on the Troy and Greenfield Railroad, and has had general charge of the duties of road master, etc. Mr. Locke is held in high esteem in North Adams, having taken an active interest in matters pertaining to the welfare of that enterprising town, being especially interested in perfecting its sewerage and other sanitary measures. Concerning Mr. Locke's fitness for his new position The Adams Transcript says: "His last promotion is only an appointment of the best man for the position, as Mr. Locke probably knows more from experience and observation of the present condition, necessities and prospects of the Hoosac tunnel and its contingent railroads than any other available man."

Financial Law.

Corporation—Unless Authorized may not hold Stock in Another, and cannot compel Transfer.

Plaintiff and defendant were corporations organized under the Ohio banking law. Such law forbids a corporation organized under it, under penalty of forfeiture of its charter, from being a holder or purchaser of any of its stock, or of the stock of any other incorporated company, unless such purchase should be necessary to prevent loss upon a debt previously contracted in good faith, on security, which at the time was deemed adequate to insure the payment of such debt independent of any lien upon such stock. The plaintiff loaned to F., president of the defendant, $10,000 on his individual account, and received as security for the loan a certificate owned by F. of 200 shares of the capital stock of the defendant. The plaintiff presented said certificate to the defendant at its place of business and demanded a transfer of said shares to the plaintiff on the books of the company, which was refused, whereupon the plaintiff brought an action against the defendant for the conversion of said stock, founded on said refusal to transfer the same to the plaintiff. Held, that the plaintiff was not entitled to said transfer, and consequently that the defendant was not liable for refusing to make or or permit it. Independently of statute, one corporation cannot become a stockholder in another. Mutual Savings Bank v. Meridan Agency, 24 Conn. 159; Franklin Co. v. Lewiston Savings Bank, 68 Me. 43; Central R. Co. v. Collins, 40 Ga. 582; Sumner v. Maxcy, 3 W. & M. 105. That the stock was transferred to the corporation as a pledge would not affect the result. A person in whose name stock stands on the books of a corporation is, as to such corporation, a stockholder. State v. Ferris, 42 Conn. 560; In re Barker, 6 Wend. 509; Hoppin v. Buffum, 9 R. I. 513; Field on Corp., § 69. This court has uniformly adhered to the doctrine in Strauss v. Eagle Insurance Co., 5 Ohio St. 59, that corporations have such powers only as the act creating them confers, and are confined to the exercise of those expressly granted and such incidental powers as are necessary to carry into effect those specifically conferred. Bank of Buffalo v. Toledo Ins. Co., 12 Ohio St. 601. To the same effect see Thomas v. Railroad Co., 101 U. S. 71; Ashbury Railway Car Co. v. Riche, L. R., 7 H. L. 653. It was not the duty of the defendant to make the transfer when the same was demanded, and leave the State to impose the penalty of forfeiture on the plaintiff for a violation of its charter. The cases of Union Nat. Bank v. Matthews, 98 U. S. 621, and Jones v. Guaranty & Indemnity Co, 101 Id. 692, do not support a contrary proposition. Ohio Supreme Court, January, 1881. Franklin Bank of Cincinnati v. Commercial Bank of Cincinnati. Opinion by Boynton, J.

That Purchase of Stock was Induced by false Representations does not Relieve Stockholder from Liability as such.

In an action against defendant as a stockholder in a corporation to enforce the statutory liability for debts due from the corporation, one defense was that defendant was induced to become a stockholder by false and fraudulant representations by the president of the company; that the stock was full paid capital stock upon which there was no liability of the stockholders. Held, that the defense was not available. See Oakes v. Turquand, L. R., 2 H. L. 325. Where a man has became a stockholder, no misconduct of the company or false representations made by them to induce him to take shares will release him from bearing the responsibility which he owes to creditors whatever effect it may have between himself and other creditors. Henderson v. Royal British Bank, 7 El. & Bl. 356; Powis v. Harding, 1 C. B. (N. S.) 533. In Matter of Reciprocity Bank, 22 N. Y. 17, it is said: "A person may show, in exoneration of himself, that his name was placed on the books of the bank without his authority. But if a party makes an actual purchase of shares, whether from the corporation or an individual stockholder, and voluntarily allows himself to be represented to the world as a stockholder, he must take the responsibility of the situation, that equities may exist between him and other parties, but the statute has no regard for such questions. He cannot disown the ownership when it ceases to be a benefit and becomes a burden." See Ruggles v. Brock, 6 Hun, 164; Ellis v. Schmoeck 5 Bing. 521; Spear v. Crawford, 14 Wend. 24. When a person has, through fraudulent representations of the seller of the stock or of the company, become a stockholder in a corporation where a personal liability to creditors may by statute arise, he can in the appropriate action, after tendering the stock to the person or company who fraudulently induced him to buy it and demanding back what he gave for it, be reimbursed for any loss or damage he has sustained, and be relieved thereafter from any further liability as a stockholder; but whilst he continues to be a stockholder his liability under the statute to creditors continues. Wright's case, L. R., 12 Eq. 351; Clarke v. Dickson, 1 E. B. & E. 148. And where by further inquiry he could at the time he purchased become aware of the liability he assumed, it would be his duty to make such inquiry. Upton v. Tribilcock, 1 Otto, 54; Peel's case, L. R. 2 Ch. 684; Kincaid's case, id 426. New York Common Pleas, Gen. Term, Jan. 3, 1881. Briggs v. Cornwell. Opinion by Daly, C. J.

Negotiable Instrument—Indorsement—Payment.

A note made payable to the maker's own order and indorsed by him, thereby becomes payable to the bearer. When a third person, a stranger to such a note, gives the holder his written obligation in consideration of the discounting of the note "to be holden precisely the same as if I had indorsed said note," he does not thereby become a party to the note; and upon non-payment according to its terms by those liable upon the note, if he pay it in pursuance of such written obligation he is entitled to the note undischarged, and to maintain an action on the same in his own name. See Pacific Bank v. Mitchell, 9 Metc., 297; Pollard v. Ogden, 75 Eng. C. L. R. 459. Maine Sup. Jud. Ct., June 17, 1880. Bishop v. Rowe. Opinion by Danforth, J.

Union Ferry Co.

The following is a statement of gross receipts of the Union Ferry Company from May 1, 1861, to May 1, 1871. Two cents for foot passengers at all hours of the day:

Year Ending	
May 1, 1862	$632,925 00
May 1, 1863	680,783 48
May 1, 1864	735,531 93
May 1, 1865	760,328 60
May 1, 1866	845,510 49
May 1, 1867	907,407 87
May 1, 1868	940,968 75
May 1, 1869	937,671 00
May 1, 1870	955,910 12
May 1, 1871	976,218 38
Total for 10 years	$8,873,255 57

The following statement of gross receipts of the Union Ferry Company from May 1, 1871, to May 1, 1880. One cent fare for foot passengers during four hours per day:

Year Ending	
May 1, 1872	$940,871 25
May 1, 1873	968,556 62
May 1, 1874	995,679 25
May 1, 1875	1,022,554 00
May 1, 1876	994,582 00
May 1, 1877	961,916 60
May 1, 1878	969,742 07
May 1, 1879	979,537 82
May 1, 1880	1,052,896 27
Total for 9 years	$8,886,334 78

By an official report dated Nov. 15, 1880, filed according to law, a cash surplus is shown of $1,250,295 33.

The Warren extension of the Olean, Bradford and Warren Railroad has been commenced, and a through line from Bradford to Warren is expected by the last of July.

The opening of the Jacksonville and Fernandina Railroad was formally celebrated at Fernandina, Florida, on the 8th inst.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of March, were :

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$1,988,007	$1,708,681
" cotton .	2,517,589	2,235,289
" silk	3,157,151	2,526,807
" flax....	1,753,656	1,236,087
Miscellaneous dry goods.	963,193	986,890
Total	$10,374,596	$8,693,654

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$535,790	$859,651
" cotton..	202,014	388,152
" silk	472,776	468,740
" flax	383,916	531,983
Miscellaneous dry goods.	226,866	243,702
Total	$1,820,862	$2,492,228
Add entered for consump.	10,374,596	8,693,654
Thrown upon market...	$12,195,458	$11,185,882

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool ..	$468,156	$722,143
" cotton .	184,088	382,787
" silk	467,462	514,857
" flax	508,609	844,461
Miscellaneous dry goods	235,439	331,133
Total	$1,863,754	$2,285,381
Add entered for consump,	10,374,596	8,693,654
Total entered at the port.	$12,238,350	$10,979,035

The Imports of Dry Goods at New York during the First Quarter of the year, were .

	1879.	1880.	1881.
January ..	$5,987,719	$10,714,881	$10,128,486
February .	12,589,363	15,691,575	13,085,298
March	8,613,592	12,238,350	10,979,035
Total ...	$27,190,674	$38,644,806	$34,192,819

The Imports of foreign dry goods at New York for three months from January 1, were :

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$6,421,101	$5,423,105
" cotton ..	8,036,824	7,579,895
" silk	9,371,417	7,631 013
" flax.....	5,548,704	3,480,955
Miscellaneous dry goods	2,921,571	2,689,693
Total	$32,299,617	$26,804,661

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$1,846,196	$2,412,115
" cotton ..	1,110 575	1,982,926
" silk	1,465 503	1,701,996
" flax	1,361,669	1,958,328
Miscellaneous dry goods.	653,157	787,727
Total withdrawn from warehouse	$6 437,100	$8,843,092
Add entered for consump.	32,299,617	26,804,661
Total thrown on the market	$38,736,717	$35,647,753

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	$1,667 114	$1,999,100
" cotton .	910,586	1,576,907
" silk....	1 247 836	1,482,679
" flax....	1,831,869	1 411,586
Miscellaneous dry goods	698,284	917,886
Total entered warehouse	$6,345,189	$7,388,158
Add entered for consump	32,299,617	26,804,661
Total entered at port....	$38,644,806	$34,192,819

Railroad Extension in Northern Maine.

The Boston Journal says that arrangements are about completed for the widening of the New Brunswick Railway to the standard gauge and the extension of one of its branches to Presque Isle in Aroostook. This railroad begins at Gibson, on the east bank of the St. John River and directly opposite Fredericton, N. B., and extends to Edmundston, near the Quebec boundary. It has a branch line to Woodstock, where it makes connection with the Continental railway system, and another branch to Caribou, on the Aroostook. With its branches it is 190 miles long. It was built with a gauge 3 feet 6 inches with an association of New Brunswick capitalists, the chief of whom was Alexander Gibson, a wealthy lumberman. Last fall a syndicate, at the head of which were George Stephen and Donald A. Smith, who are the leading spirits in the Canadian Pacific Company, purchased the road, which they intend this summer to widen and equip in first class manner. They have also obtained a charter to build an extension to the St. Lawrence, a distance of about 80 miles, and will begin operations on that line at an early day. The object of the company is to provide the shortest possible route over Canadian territory from Montreal to the sea.

Railroad Law.

CARRIER OF PASSENGERS—DUTY OF RAILROAD COMPANY TO PROVIDE SAFE EXIT FROM TRAIN—CONTRIBUTORY NEGLIGENCE—NOT LOOKING FOR APPROACHING TRAIN NOT.

The rule is not that in no case can a person attempt to cross a railroad track without looking for approaching trains without subj-cting him self to the imputation of negligence. Terry vs. Jewitt, 78 N. Y. 338. A passenger, when taking or leaving a railroad car at a station, has the right to assume that the company will not expose him to unnecessary danger, and while he must himself exercise reasonable care, his watchfulness is naturally diminished by his reliance upon the discharge by the company of its duty to passengers, to provide them a safe passage to and from the train. In this case intestate, a girl seventeen years old, who had for some months lived at East Syracuse, and who at the time lived in in sight of the station and near to it, rode as a passenger upon one of defendant's trains to that station. The primary purpose of this train was to take defendant's employees to their work, but it also took passengers who paid fare. The train stopped to discharge those riding in it, not at the station but at a point 1,300 feet therefrom, opposite the freight-house and yards, where there were twenty tracks. The train stopped on the third track from the south, the two tracks south of it being used for ordinary passenger trains. There was nothing in the arrangement of the tracks and no planking to indicate in which direction passengers were to leave this train, and when it stopped no instructions were given to passengers what to do when leaving it, or any warning of danger. The employees who left went north to their work. Intestate, after alighting, assisted an aged female companion to alight and they two started to walk toward where intestate lived, across the south tracks. While so doing they were struck by a passenger train from the east, which was ten or fifteen minutes behind time and running at the rate of thirty-five or forty miles per hour, and killed. If intestate had looked east before attempting to cross the track, she could have seen the approaching train, but she did not do so. At the trial of the action for damages for her death, the court refused to charge that the omission to look to the east was per se negligence, but did charge that if deceased knew or had reason to believe that the passenger train was behind time or that it might come along at any moment, then she was bound to look, and an omission to do so was negligence. Held no error. The fact that the deceased did not look for the approaching train was a material and important fact to be considered by the jury upon the point of contributory negligence ; but her omission to do so was not in law decisive against a recovery. Judgment affirmed. Brassell vs. New York Central and Hudson River Railroad Co. Opinion by Andrews, J.

[Decided March I, 1881.]

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending April 2, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad...	102,979	2,185,614	2,048 065
Schuylkill Canal....	7,460	11,530	40,013
Lehigh Valley..... ...	73,328	1,666,958	1,260,928
Del., Lack. & Western.	60,086	985,054	802 385
Shamokin Valley....	18,539	289,833	198,798
Central New Jersey.	56,859	940,005	720,064
United R. R. of New Jersey	22,113	377,564	239,847
Pennsylvania Coal ..	16,450	251,548	184,730
Delaware and Hudson	49,684	870,745	754,418
Huntingdon & Broad Top Mt.....	10,118	118,287	104,934
Penn. and New York.	26,839	423,404	366,004
Clearfield, Pa..	48,914	519,706	337,779

The total tonnage of anthracite coal from all the regions for the week ending April 2, as reported by the several carrying companies, amounted to 360,251 tons, against 372,586 tons in the corresponding week last year, a decrease of 12,335 tons. The total amount of anthracite mined for the year is 6,021,579 tons, against 4,804,020 tons for the same period last year, an increase of 1,217,549 tons. The quantity of bituminous coal sent to market for the week amounted to 100,894 tons, against 31,155 tons in corresponding week last year, an increase of 69,739 tons. The total amount of bituminous mined for the year is 1,086,686 tons, against 855,952 tons for the corresponding period last year an increase of 231,284 tons. The total tonnage of all kinds of coal for the week is 461,145 tons, against 403,741 tons in corresponding week last year, an increase of 57,404 tons, and the total tonnage for the coal year is 7,108,255 tons, against 5,659,472 tons to same date last year, an increase of 1,448,783 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending March 26th was 181,923 tons, of which 131,491 tons were coal and 50,432 tons coke. The total tonnage for the year thus far has been 2,053,873 tons, of which 1,491,421 were coal and 562,452 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended April 2 were 38,129 tons, and for the year to that date 392,521 tons, an increase of 28,585 tons as compared with the corresponding period last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 29,380 tons ; year, 338,439 tons ; increase as compared with 1880, 20,271 tons. Chesapeake and Ohio Canal —week, 3,720 tons ; year, 7,395 tons ; increase

as compared with 1880, 3,518 tons. Pennsylvania Railroad—week, 5,029 tons; year, 46,688 tons; increase as compared with 1880, 4,775 tons. The Reading Railroad coal shipments for last week, ending April 9, were 108,000 tons, of which 22,600 tons were sent to Port Richmond and 26,500 tons shipped thence, and 7,500 tons were sent to Elizabethport and 8,200 tons shipped thence.—[Phila. Ledger, April 11.

St. Johnsbury and Lake Champlain R. R.

The securities of the St. Johnsbury and Lake Champlain Railroad Company have been admitted to the List at the Boston Stock Exchange. The company was incorporated January 31, 1881, under the laws of Vermont. The statement is as follows:

This road extends from Lunenburg, Vt., on the Connecticut River, to Lake Champlain at Maquam Bay, in the town of Swanton, Vt., a distance of 120 miles through the counties of Essex, Caledonia, Orleans, Washington, Lamoille and Franklin, and is a consolidation of the Lamoille Valley Railroad Company, the Montpelier and the St. Johnsbury Railroad Company and the Essex Railroad Company. Authorized capital, $3,848,500. Amount of capital stock issued, $3,562,550. Bonds, first mortgage, 6 per cent, $600,000. Par value, $50 per share.

Gross earnings for the six months ending Dec. 31, 1880	$97,065 65
Operating expenses	69,241 67
Net earnings	$27,823 98

The treasurer's statement, March 3, 1881, is as follows:

LIABILITIES.

First mortgage bonds, 6s (sold)	$116,000 00
Floating debt	250,730 00
Claims underlying first mortgage	121,000 00
Non-assenting first mortgage bonds, P. and O. Vt. Div., outstanding, to be exchanged for the stock of the company	30,000 00

RESOURCES.

Cash on hand	22,887 89
Personal property	45,000 00
First mortgage bonds, 6s (unsold)	484,000 00

Horace Fairbanks, President; Franklin Fairbanks, Vice President; William P. Fairbanks, Treasurer; A. P. Jewett, Superintendent; A. W. Hastings, Secretary. Directors, Horace Fairbanks, St. Johnsbury, Vt.; Franklin Fairbanks, St. Johnsbury, Vt.; Bardley Barlow, St. Albans, Vt.; George W. Hendee, Morristown, Vt.; A. B. Jewett, Swanton, Vt.; Louis Fitzgerald, New York City. William P. Fairbanks, Transfer Agent, St. Johnsbury, Vt.

Western Maryland Railroad.

Messrs. John A. Hambleton & Co., of Baltimore, in their last weekly circular, say:

The movement and remarkable advance in Western Maryland Railroad stock is one of the wonderful things that we will some day relate to our grandchildren, to exemplify the follies of the age in which we live. We do not like to say that any stock is worthless, but Western Maryland for all that is at present in sight, comes about as near to it as any stock (except Marietta and Cincinnati) that we know of. It is possible that some day this stock may possess some value, but it is in the dim future. This is how it stands at present. The net earnings of the Western Maryland Railroad for the year 1880 were $38,278 91, and the fixed charges, that is, interest on bonds, &c., are $254,815. Nor is this all. The city of Baltimore extended aid to the Western Maryland Railroad in the shape of indorsed bonds to the extent of $2,875 000. With the exception of the coupons on $200,000 first mortgage bonds the railroad company has never paid one cent of interest on any of these bonds, and the interest has gone on piling up against the company, until nearly $1,500,000 of accrued interest is now due the city of Baltimore.

Statement of funded debt in detail:

First mortgage 6s, due in 1880	$400,000
First mortgage 6s due in 1890, indorsed by Baltimore City	200,000
Second mortgage preferred 6s due in 1895	600,000
Second mortgage 6s due in 1890, indorsed by Baltimore City	300,000
Second mortgage 6s due in 1900, indorsed by Washington County	300,000
Third mortgage 6s, indorsed by Baltimore City, due in 1900	875,000
Fourth mortgage city stock issued	1,000,000

To assist the speculation in Western Maryland stock, it was reported that some one was buying the stock to obtain control of the road. As we stated last week, Baltimore city and Washington County hold a majority of the stock, but we are now informed that it is not necessary for the city to hold any stock at all to control the road. They might sell every share of it and yet have entire control of the road. When the city of Baltimore issued the last $1,000,000 city stock to aid the Western Maryland Railroad, it was on the condition that the city should control the road and should appoint eight out of the thirteen directors. By an act of the Legislature of 1870 the number of directors in the Western Maryland Railroad was increased to thirteen, of which the city was given the power to appoint eight. If any one wants to control the stock, we think they can do so, but the city will always control the road, anyhow until her debt is paid.

Brooklyn Underground Railway.

Operations will, it is said, be commenced at an early day by the Brooklyn Underground Railway Company upon the construction of their road. A majority of the property owners on the line of Fulton street, beneath which the road is to be constructed, are said to have given their consent. In the Register's Office the president pro tem., Eugene D. Berri, has caused a map of the route to be filed. The line is to run from the terminus of the East River Bridge, along Washington street to the junction of Fulton street, Fulton to Flatbush avenue; Flatbush avenue to Malbone street in the town of Flatbush, where it will connect with the Brooklyn, Flatbush and Coney Island Railroad. A branch of the road will extend from Flatbush avenue to the entrance of Prospect Park, and along Ninth avenue to the Coney Island Railroad depot at Twenty-first street. The funds necessary for the work will, it is said, be forthcoming when required.

Elevated Railroad in Brooklyn.

The third Board of Rapid Transit Commissioners of Brooklyn have adopted a plan for the construction of an elevated railroad similar to the Third avenue line in this city. On most of the streets the structure will span the roadway from curb to curb. The rest of the roadway will be built on columns and partly cover each sidewalk. When it approaches the high ground between Greenwood Cemetery and Prospect Park it will run through a tunnel. The route will be Washington street to High street, along thence to Pearl, through Pearl street to Willoughby, Willoughby to Debevoise place, to and across DeKalb avenue to Fulton street, to Flatbush avenue, to the Long Island Railroad depot; from the latter point to Fifth avenue, along thence to Second street, through Second to Seventh avenue, to a point near Broxton street, where the road will cease to be elevated. The road will then pass through private property across Eighth, Ninth and Tenth avenues, Sherman and Prospect avenues and Twentieth street to Culver's Coney Island Railroad.

Commerce of New York.

The foreign imports at New York for the month of March, 1881, are officially stated as follows:

	1880.	1881.
Entered for consumpt'n	$25,443,771	$21,166,592
Do. for warehousing	10,115,827	8,449,640
Free goods	9,244,529	11,652,898
Specie and bullion	794,602	7,312,131
Total entered at port	$45,598,729	$48,580,761
Withdrawn fr. wareh'use	7,545,317	7,813,347

The foreign imports at New York for three months from January 1, were:

	1880.	1881.
Entered for consumpt'n	$66,124,600	$54,341,210
Do. for warehouseing	25,021,653	20,579,920
Free goods	32,872,800	31,275,623
Specie and bullion	2,642,214	12,626 630
Total entered at port	$125,661,267	$118,823,383
Withdrawn fr. wareh'se	21,441,451	22,205,211

The foreign imports at New York for nine months of the fiscal year, were:

	1880.	1881.
6 months ending Jan. 1	$266,228,601	$280,770,515
January	40,897,154	36,085,359
February	40,165,384	34,167 263
March	45,598,729	48,580,761
Total 9 mos	$392,889,868	$399,593,898
Deduct specie	81,385,385	83,221,166
Total mdse	$311,504,483	$316,372,732

The duties received at New York for nine months ending with February, were:

	1880.	1881.
6 months ending Jan. 1	$59,271,080 94	$69,593,542 80
January	11,960,677 78	10,572,559 15
February	12,251,602 24	11,217.766 87
March	14,469,557 65	13,122,964 03
Total	$97,955,918 61	$104,506,832 85

The exports from New York to foreign ports for the month of March, were:

	1880.	1881.
Domestic produce	$33,086,477	$34,492,683
Foreign free goods	216,068	1,250,188
Do. dutiable	323,914	547,814
Specie and bullion	1,612,713	1,804,122
Total exports	$35,239,172	$37,594,807
Do. exclusive of specie	33,626,459	36,290,685

The exports from New York to foreign ports for three months from January 1, were:

	1880.	1881.
Domestic produce	$81,104,711	$90,083,991
Foreign free goods	822,302	3,240,988
Do. dutiable	1,007,160	1,366,928
Specie and bullion	3,037,654	3,523,079
Total exports	$85,971,827	$98,214,986
Do. exclusive of specie	82,934,173	94,691,907

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March, were:

	1880.	1881.
Six months ending Jan. 1	$197,760,586	$220,839,350
January	25,416,566	30,264,919
February	23,891,148	28,186,303
March	33,626,459	36,290,685
Total produce	$280,694,759	$315,581,257
Add specie	6,370,720	8,172,480
Total exports	$287,065,479	$323,708,737

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certif. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1869	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1868	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	276,590	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1883	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,165,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	600,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	900,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	715,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) sk'g fd.	2,833,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (guar by C. & A. Co. and	499,500	6	March & Sept.	"	1885	....
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,600	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	523,000	7	June & Dec.	"	1898	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $4,000,000.	1,874,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $3,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1899	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1892	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,005,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,000,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	330,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'90	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1868, (48 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	800,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co, Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,885,000	6*	Jan. & July.	New York.	'95–'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687.000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530.000	6*	" "	" "	1890	....
Income bonds.'Sinking Fund ..	2,256.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76–'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,098,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,550	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds....	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg F'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1860	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1975, Sinking Fund...	392,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	858,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Gd. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund	2,625,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)	714,349	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
2d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie du Chien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C., D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,660,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.) S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879...	6,740,000	5–6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1882	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,250,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	160,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1905	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mortgage, guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	8,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $5,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	845,000	7	May & Nov.	New York.	'80–'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $80,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1896	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1839	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1906	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,545,800	7	Jan. and July.	" "	'82–'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana)	492,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82–'92	....
1st Mort. (Cin., Laf and Chi) ..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1906	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)....	750.000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'76–'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1899	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096.000	6	" "	" "	1892	....
Consol. sinking fund guar	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1900	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	150,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	....	....
Columbia and Port Deposit:						
1st Mortgage	1,003,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	....	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July.	" "	1883	....
1st Mort. (Tol., Loganap't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	802,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,067,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1906	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	5	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh. & M.S.):						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division	586,000	7	" "	" "	1894	....
Dubuque and Dakota:						
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'92-'97	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	41*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	6	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.)	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	253,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	5	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & E. Dag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,032	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1903	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	423,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,496,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3 ,000	7	" "	" "	1892	...
Hannibal & Naples(W ,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1900	. ..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'85-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven	'91-'98	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	.. ..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1888	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	.. .
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	...
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	. ..
2d Mortgage, Income	2,689,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,913,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	335,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	465,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	840,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1900	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	...
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Bos on.	....	...
Mortgage on Branches	1,325,000	.....	.....	"	....	...
Kansas City, Lnwrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	..
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	.. .
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City,Top.&W.(A.,T.&S.Fe)						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (" ")gold	350,000	7*	March & Sept.	New York.	1896	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	. ..
Income (Sandusky Extension)	600,000	.....	.....	" "	....	....
1st Mort. (Laf., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,706,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich.S .& Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	540,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1888	....
Street Connection Bonds	476,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7		" "	'81-'82	....
1st Mort. (Smithtown & Pt.Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb. & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $6,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6				
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756,860	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O.	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..			....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	..
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,000,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	3,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7			....	....
Income Bonds conv., non-cum.	2,000,000	3			....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*			1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	3,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5–6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (Northern Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1890	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,020,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,601,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,671,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	..	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,578,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort (Carondelet Branh)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	..	.....	.....	....	....
1st Mort. (Leav. Atch. & N.W.)	479,000	7	April & Oct	" "	1880	....
1st Mort. (St. L. and Lex.)	650,000	..	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	..	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	..	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	800,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn. & Pacific K. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	..	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	500, 00	7	May & Nov.	New Haven.	1858	....
2d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1892	....
Holyoke and Westfield bonds	260,000	6–7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,500,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N.Y. & L.B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N.Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D. & H. C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B. & N. F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,600,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,800	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656,000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1919	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y., Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl. M. & O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	....	....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	....	....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	....	....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1883	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N. W.):						
Nist Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600,000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,916,000	7	" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,092,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,500	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W [illegible])						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar.	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
2d Mortgage, Income, 1880	889,200	7	....	....	....	....
Panama:						
General Mort., stg (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.	500,000	7	....	....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,801,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1900	....
State lien for $1,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa. R. R.)	6,400,000	6	....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	....	"	1921	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C. R. I. & P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500,000	8	Jan. & July.	New York.	'79-'95	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling)	5,000,000	6*	" "	Phil. or Lond.	1891	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800,000	4-6	....	Philadelphia.	....	....
Loan of 1868, debenture	1,185,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1850	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M., gold $ or £ coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499,900	7	Jan. & July.	....	1893	....
Improvement Mort. Loan, S. F	9 864,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. stg. sinking fund	19,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,978	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	586,000	3-6	May & Nov.	Philadelphia.	1893	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	13,030,500	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100 0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,000,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek, Div.)..	226,000	6	Feb. & Aug.	Pittsburg.	1892	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875 000	7	June & Dec	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1907	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	380,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds..... ...	1,500,000	6*	" "	" "	1899	....
Portsmouth, (ft. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,212,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P.&R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.).	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	503,000	6	Jan. & July	Richmond.	1880	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)..	800,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.	177,516	6-6	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelphia.	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Sfg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1893	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,100,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1916	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,338,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ..	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1883	....
2d Mortgage A for $500,000....	419,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,-32	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....		....	....
St. Louis, Vandalia & Terre Haute						
1st Mortgage, S. F., guaranteed.	1,899,000	7	Jan. & July	New York.	1897	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	" "	1899	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	.. ..
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,454,500	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	290,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	871,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage.....	1,623,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsid).....	1,628,920	6	" "	U.S.Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July	London.	'78-'88	....
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,600	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,600	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1.000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	231,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	3,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cancinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1860	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,060	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	....
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	8	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,180,600	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1893	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1903	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. (" ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb.& Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,240	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,188,000	6	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	550,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1888	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	123,500	6	May and Nov.	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,000,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1898	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250.000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,903,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	....
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. (3d series, Jan. 1, 1871	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg:						
1st Mortgage, extended	1,709,380	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,393	7	March & Sept.	London.	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.0	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,004	23,802	22,970	78,562	16,661	—	100	.....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,368,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	.....
Oct. 31, 1879	242.0	17.5	62.0	4-9	75	37	8	1,980	Allegheny Valley¶.....Pennsylvania	21,568,350	2,413,862	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	653,363	1,218,236	553,268	7	100	.....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,656,433	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	1,711,696	725,719	—	50	.....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,869	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	902,121	6,381,442	3,454,967	6	100	.....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	165,215	153,846	269.0	.....	.....	.....	777,298	251,621	—	100	.....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	.....
Sept. 30, 1879	387.5	35.8	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	63,850,311	.....	.....	422.8	5,373,414	963,491	2,259,843	4,135,296	668,808	—	100	.....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	38,749	6	100	.....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,250	87	131,700	—	444	.....	4.0	.....	.....	.....	9,273	9,273	7	100	.....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,443,315	12,203,068	46,223,089	835,939	19,792,566	29,386,875	1,421,260	38,204,667	847.1	5,679,346	.....	.....	8,864,827	4,341,245	8	100	.....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	286,007	223,674	10	100	.....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,630,686	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	.....
June. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	.....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¼	50	.....
Sept. 30, 1879	9.6	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	—	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	.....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	.....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	.....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years.]	350,884	81,491	—	100	.....
Sept. 30, 1880	201.6	95.4	503.5	4-8.5	248	187	48	5,058	Boston and Albany.... Mass. & N. York.	24,616,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,639	7,741,119	2,492,618	8	100	.....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	748	Boston and Lowell.....Mass.	5,247,682	441,834	1,112,574	731,181	3,250,000	2,396,400	406,082	690,789	80.3	1,225,383	2,876,631	1,068,230	1,999,316	878,446	2	500	.....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.6	1,735,103	4,829,028	810,122	2,532,652	934,434	6½	100	.....
Sept. 30, 1880	40.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,454,338	*	49,311	28,884	3,559,027	752,500	13,647	187,309	52.8	133,585	88,776	58,674	283,892	159,451	—	100	.....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	.....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	—	1,461	48,903	871,002	554,300	217,447	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	.....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	593	Boston, Concord and Montreal .....N. H.	2,850,000	*	1,919,274	168,667	1,800,000	2,555,800	15,849	585,694	165.6	124,307	119,015	178,235	183,868	40,455	—	100	.....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,592	5,665	415,430	—	1,633,957	45,060	39.0	63,307	49,900	.....	13,197	deficit.	—	100	.....
Sept. 30, 1880	8 6	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	462,634	94,219	158,303	26,558	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	.....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	42,660	1,861	.....	.....	19,450	18,000	7,289	Loss. 193	2.5	16,590	82,950	.....	6,804	1,594	—	100	.....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brightbone.....Virginia	110,500	—	.....	.....	110,500	.....	.....	.....	21.0	12,500	2,474	36,567	16,816	6,094	—	100	.....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	132,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,500	337,569	nominal.	53 612	11,493	—	100	.....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y.	1,477,498	*	.....	.....	494,225	580,000	239,807	.....	7.5	120,060	877,960	7,328	203,051	102,924	—	100	.....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	.....
Sept. 30, 1879	120 5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	.....	.....	2,004,350	3,546,500	1,401,765	248,391	67.4	268,843	120,988	304,918	351,829	10,999	—	100	.....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,564	*	443,919	22,632	540,700	850,000	.....	.....	35.0	617.728	207 239	1,063,256	954,683	380,855	—	100	.....
May 31, 1880	46.4	—	2.3	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	.....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	.....	.....	.....	206,703	7,516	—	100	.....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,030	Buri., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,188	1,410 260	459,702	—	100	.....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,595,000	2,500,000	.....	.....	146.5	305,462	.....	.....	231,530	21,228	—	100	.....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	157	Cairo and Vincennes .....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	.....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,906	275,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,600	519,216	—	100	.....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,898	668,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,478	202,127	3½	50	.....
June 30, 1879	148.0	11.0	6.7	5-6	3	9	6	206	Canada Central..... .....Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	.....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,607	467.5	.....	.....	.....	2,995,365	847,275	—	100	.....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31. 1880	242.0	—	12.1	4-8.5	22	18	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	.....
Sept. 30. 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,21	34.6	76,090	21,672	73,578	57,929	2,659	6½	100	.....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,503,000	3,852,000	774,827	.....	713.5	1,079,243	103,705	.....	3,190,490	1,537,935	—	100	.....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	.....
Dec. 31, 1879	78.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,000	6,341,209	.....	180.2	4,324,938	.....	.....	886,168	4,317,218	1,371,579	—	100	.....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,039	8,030,469	10,234,035	1,464,793	54,275,500	85,192,288	306,606	16,282,638	1,213.1	7,203,591	6,842,307	1,875,343	17,183,163	6,945,300	—	100	.....
Dec. 31, 1879	168.0	273.4	37.0	4-8.5	109	67	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	.....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug. N. C., S. C. & Ga.	5,182,315	*	572,842	23,826	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,384	96,476	458,167	228,105	—	100	.....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	25	Chartiers (P., C. & St. L.).....Penn.	1,084,893	—	57,142	26,037	648,763	500,000	996	.....	22.5	67,547	139,743	167,571	84,660	30,596	—	50	.....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	—	Chester and Darlington.....S. C.	660.000	*	.....	.....	392.100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,551	—	100	.....
Sept. 30, 1879	423.0	9.8	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	14,238,716	*	534,267	133,243	23,762,136	22,523,215	5,716,662	457,197	432.3	2,060,344	166,369	656,527	1,891,542	384,210	—	100	.....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire.....N. H. & Mass.	2,395,259	322,266	.....	305,141	2,153,300	806,500	37,395	35,480	64.0	574,267	134,282	501,487	602,750	164,598	3	100	.....
Dec. 31, 1879	243.5	145.7	193.5	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,983	579,378	840.4	3,609 638	843.429	2,634,177	5,755,677	2,706,156	6	100	.....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,011	Chicago and Eastern Illinois.....Illinois.	4,136,349	*	202,408	172,924	333,054	3,714,329	259,340	204,950	152 0	1,660,088	146,219	749,340	1,020,794	389,445	—	100	.....
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,373	196,911	—	100	.....
Dec. 31, 1879	170.0	75.6	23.6	4-8.5	29	15	12	715	Chicago & West Michigan. .....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	.....
May 31, 1880	1,627	—	767.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,965,795	*	8,313,765	2,811,506	36,513,610	37,685,000	11,448 446	5,988,060	1,627.6	12,769,366	3,964,798	8,574,635	17,349,349	4,080,168	6	100	.....
Jun. 30, 1879	156.0	6.5	10.0	4-8.5	6	4	4	162	Chicago and Paducah.....Illinois.	7,227.440	*	.....	.....	4,112,500	2,961,000	153,910	.....	164.5	.....	.....	144,571	270,585	45,477	—	100	.....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	98,000	100.942	.....	30.5	12,866	.....	.....	13,417	5,704	—	100	.....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,855	1,857.3	8,600,517	2,076,184	4,686,353	14,817,105	1,260,088	8	100	.....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,240.198	233,825	730,016	115 027	5,151,440	953,000	255,520	45,100	208.1	330,734	71,007	101,562	491,075	186,146	—	100	.....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,591,292	3,631,638	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1879	543.4	484 2	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	70,740,479	14,378,000	4,807,829	2,477,183	60,000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,975	2,822,121	7,541,294	15,271,492	6,336,968	6	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	2687 6	Lehigh Valley.....N. Y. & Pa.	28,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	16	Ligonier Valley.....Pa.	64,864	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	18,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,043,241	*	1,965,942	34,724	4 637,300	2,013,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,832,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	289	*Little Rock and Ft. Smith* ¶.....Ark.	7,010,817	*	961,167	8,199	4,066,135	2,648,500	1,528,826	L. 293,278	165 2	283,829	54,516	.....	362,160	156,829	—	100	....
Sept. 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶.....N. Y.	6,271,300	*	.....	.....	3,200,600	2,479,712	725,886	.....	325.6	1,712,474	5,043,848	286,071	1,617,960	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48 403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.:	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville, Ill., T., Ky. & Ala.	32,708,932	*	13,326,077	1,267,520	9,059,361	22,902,820	10,425,589	3,909,759	1,859.9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington. Ky.	5,995,352	*	86,083	307,933	1,860,603	3,764,700	522,498	241,567	232.3	.....	396,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	8	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696,621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	5	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,303,855	*	.....	3,937	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,185	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,238	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,228	328,309	364.9	917,358	553,364	596,107	1,508,377	638,297	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	.....	.....	.....	.....	Manchester and Lawrence.....N. H.	1,000,000	.....	40,124	53,132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,869	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,812,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312.725	4.220.000	1,360,435	L. 466,579	292.0	520,486	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2.850,000	97,024	231,814	135.0	169,475	52,052	70,258	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,821	18,738,204	13,691,000	.....	3,116,801	603.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5¼	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.6	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,564	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,491,421	*	68,738	24,886	6,000,000	1,110,000	107,731	.....	168 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	198.0	—	8.0	4-8.5	13	6	3	286	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	168	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	46 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	276	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2.147,500	2,365,000	41,340	.....	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M. K. & Tex.	47,210,382	*	.....	.....	21,405,000	25,805,382	.....	.....	808.0	2,781,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,893	1,783,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,816	1,278,941	1,133,500	8,071	L. 366,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.8	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,468	506.0	1,468,475	238,960	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	382,141	37,909	.....	.....	366,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,800	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N. H. & Mass.	666,015	218,243	338,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	846,963	829,031	435,235	146,911	7	100	....
Mar. 31, 1880	48.4	—	4.2	5-0	4	5	3	69	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	55	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	46.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St. L..T. Ala. & Ky.	14,360,900	*	178,593	976,150	6,843,900	7,612,000	948,594	206,178	453.5	1,488,464	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	513	Naugatuck.....Connecticut.	1,903,484	224,086	63,555	150,158	2,000,000	.....	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	86	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76 196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	118,237	32,324	96,565	161,815	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	.....	.....	.....	.....	Newburg, Dutchess and Conn.....N. Y.	2,268,342	*	9,428	58,224	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,850	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,989	44,081	18.0	47,815	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	24.3	4-8.5	21	18	8	438	New Haven and Northamp. Conn. & Mass.	4 538,242	796,516	84'22	160,729	2,460,000	2,689,000	271,386	214 323	144.6	460,607	360,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,064	391,500	47 58	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21'0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	10',0'0	136,5'3	1,500,000	1,499,500	99,006	156,106	121.0	517,233	365,098	469.500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	8	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579.016	66,100	500,000	975,200	6,252	9,266	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,558	N. York & N. England..M., R. I. & Conn.	27 087,955	1,616,301	322,785	655.809	20,000,000	4,468,000	2,491,864	782,971	316.1	1,902,118	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River. N. Y.	137,737,252	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,569	8,130,543	9,441,248	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	.....	.....	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	5,500,000	.....	.....	17.5	2 979,666	29,875,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	628	314	97	.....	N. Y., Lake Erie & Western. N. Y. & Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,138	1,009.5	14,993,576	5,491,431	8.715 892	18,693,109	7.049.182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	769,628	2,104 052	15,500,000	.....	331,491	2,145,283	152.5	2,462,982	4,600,507	1,348,687	4,294,234	1,634 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Oswego Midland.....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	6,524,436	.....	344.0	410,479	218,161	216,100	623,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn. & R. I.	2,645,022	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	228.1	—	14.5	5-0	.....	.....	.....	.....	North Carolina (R. & D.).....N. C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	228.1	474,347	103,172	184,514	556.700	219.529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	189	Northeastern ¶.....S. C.	2,148,131	*	.....	53,610	21,289	985,350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	185,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,894,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	.....	.....	.....	.....	Northeast Pennsylvania.....Pa.	291,881	.....	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69.582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412.019	1,489,110	5,842,000	15,445,000	1,118,474	.....	321.6	2,705,179	1,580,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern.....New Hampshire.	3,068,400	*	.....	424,147	491,913	5,068,400	100	287.393	628,567	82.9	502,138	183,012	509,358	489,005	112,459	5¼	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn. Dak., Wash. &c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-5.5	34	13	4	949	Ogdensburg & L. Champlain.....N. Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,658	.....	122.0	362,895	103,932	245,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	45,324	151,838	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	529,433	7,133,800	5,787,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	199.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,723	503,153	187,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m	os. ending	May31, '80	1,138,627	721,059	2	100	....
Jan. 31, 1880	195.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,686	*	34,976	112,804	2,853,000	1,441,194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	28,729	161,744	2,156,367	1,120,987	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225.915	451,400	91,104	.....	55.0	.....	47,670	22,624	89,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,860	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	13818	Pennsylvania ¶.....Pennsylvania.	69,975,140	*	81,178,558	18,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,667	5,948,645	13,684,041	21,748,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,289,700	*	.....	.....	1,289,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	...
Nov. 30, 1879	38.5	—	7.9	4-8.5	.....	.....	.....	.....	Perkiomen (P. & R.).....Pa.	1,943,345	.....	125,092	47,896	38,040	1,924,800	593,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va. & N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,598	29,524	67,782	202,986	54,767	—	100	....

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Comfort and Safety on the Rail.

Among recent inventions for the comfort and security of passengers and employes of railroads are a time signal invented by William A. Knight and Orvy M. Shepard, of Evansville, Ind., which is operated by the wheels of a passing train in such a way as to display day or night signals, retain them in sight for a certain length of time and gradually change to different positions; a coupling attachment, which, by the aid of a steel bar with adjustable handle, permits the use of the link and pin without the necessity of the operator going between the cars, invented by T. C. Steward, of Chattanooga, Tenn., and a method of lighting car platforms and steps, invented by Winfield S. Rogers, a Pittsburg brakeman, which by means of a lens concentrates the light of an ordinary deck lamp on a corrugated concave mirror outside the door, which throws the light down upon the platform. The whole attachment can be applied for $2 per car.

The steamer Ida, built for the Maryland Steamboat Company, was launched from the shipyard of the Harlan & Hollingsworth Company at Wilmington, Del., on the 11th inst. Her dimensions are: length between perpendiculars, 190 feet; beam, 31 feet, making 51 feet over all; depth of hold, 10 feet. Her hull is of iron and is divided into four water-tight compartments. The machinery consists of a vertical jet condensing walking beam engine, cylinder 40 inches in diameter and 10 feet stroke, arranged with Stephens' cut-off. She will be provided with what are known as feathering water wheels. It is intended to have her completed by the 16th of May.

The directors of the Georgia railroad have leased that road to the owners of the South Carolina Railroad, consisting of Wm. M. Wadley, John H. Fisher, Moses Taylor Samuel Sloan and others, from April 1, 1881, and to run for ninety-nine years. The annual rental is $600,000 or 10 per cent on the capital stock of the Georgia Railroad and its bonded indebtedness. Messrs. Wadley & Co. deposit $1,000,000 in bonds as security. The lease is in the interest of the Louisville and Nashville Railroad and Central Railroad of Georgia.

An eastern syndicate proposes to build a railroad from Wheeling to Charleston, West Virginia, a distance of 180 miles, as soon as a local company with which it can contract is organized. The road is to be known as the Wheeling, Parkersburg and Charleston Railroad. It will be standard gauge and will connect at Charleston with the Chesapeake and Ohio Railway. The road will pass through the counties of Ohio, Marshall, Wetzell, Tyler, Pleasant, Wood, Jackson, and Kanawha.

The Wabash, St. Louis and Pacific Railroad has begun the encouragement of local passenger traffic by adopting cheap fares on a large scale. Rates from station to station have been reduced to 3 cents a mile, round trip rates 1⅓ or 2 cents per mile each way, and a sliding-scale adopted for parties traveling together by which twenty or more persons receive a discount of 25 per cent from these rates; fifteen to twenty, one of 20 per cent, and ten to fifteen of 10 per cent.

The Bessemer Syndicate, composed of the eleven Bessemer plants in this country, has purchased for $275,000 the Thomas-Gilchrist basic process for the dephosphorization of iron ores.

Railroad Earnings.

The earnings of the Grand Trunk Railway for the week ending April 2, were $228,424; same week last year, $203,498; increase $24,926; aggregate increase for 14 weeks, $140,901.

The earnings of the Chicago and Grand Trunk Railway for week ending April 2, were $28,735, an increase of $3,496 over those of the corresponding week last year.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for week ending April 7, were $86,722 82; corresponding week last year, $82,886 47; increase, $3,836 35. The increase in earnings from Jan. 1 to April 7 over the same period last year was $158,786 94.

The earnings of the Denver and Rio Grande Railway for first week in April were, $104,668; corresponding week last year, $36,888; miles now operated 551; miles operated last year 337.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad Company for the month of February, 1880 and 1881, were:

	1880.	1881.
Gross earnings	$1,252,217 69	$1,425 765 22
Working expenses	909,633 94	1,059,160 24
Net earnings	$342,583 75	$369,604 98

—showing an increase in gross earnings of $173,547 53, with an increase in working expenses of $149,526 30, making the increase in net earnings $24,021 23.

For the five months ending with February 1880 and 1881, the gross earnings, working expenses and net earnings were:

	1879 & 1880.	1880 & 1881.
Gross earnings	$7,176,376 21	$8,293,288 27
Working expenses	4,860,288 45	5,491,891 86
Net earnings	$2,316,087 76	$2,801,846 41

—showing an increase in gross earnings of $1,116,862 06, in working expenses of $631,603 41 and in net earnings of $485,258 65.

The circular of the Mercantile Agency of R. G. Dun & Co. shows the number of failures in the United States during the first three months of 1881 to be 1,761, with liabilities amounting to $24,447,250, against 1,432 failures and $12,777,074 liabilities same time in 1879. The increase this year is attributed partly to the severe weather in the Western and Northern States, and the unfavorable condition in the Southern States, and the attending hindrance to business and agricultural operations.

The report of the Auditor of the State of Delaware shows the receipts for the year ended January 10, 1881, to have been $134,239; expenditures, $123,158; balance in the treasury available for State purposes, $11 081; amount in the treasury belonging to oyster fund, $24,589; amount in treasury belonging to school fund, $11,840; total in treasury, $47,461.

Mr. James L. Randolph, chief engineer of the Baltimore and Ohio railroad, has placed two additional corps of engineers in the field, who have commenced surveys from Port Deposit for the new road between Baltimore and Philadelphia.

Philadelphia Stock Exchange.

Closing Prices for the week ending April 12.

	W.6.	Th.7.	F.8.	Sa .9.	M.11.	Tu.12.
Allegheny Val.7s-10s	....	....	....	....	....	....
7s, Income	58½	59	61	60	58½	59
Camden & Am.6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	20½	21	21½	....	....	....
Preferred	....	52½	52½	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	15½	15½	16	....	15½	15½
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	46½	46½	45½	46	45½	45½
6s, 1884	106	106½	106½	....	106½	106½
Gold Loan	116	....	116	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	119	....	119	....	....	....
Lehigh Valley	61	61½	61½	61½	61½	61½
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	135½	....	....	136
Consol. mort. 6s	....	....	....	....	....	120
Consol. mort. 6s, reg	....	120	....	....	....	....
Little Schuylkill	53	53	53	53	53	53
Minehill & Sch. Haven	58½	59	....	59	....	....
North Pennsylvania	....	....	....	....	....	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	122½	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	120	....	....	....	....	....
Northern Central	49	49	....	....	49½	49
5s	100	100	....	....	100	100
Northern Pacific	43½	43½	44	43½	43½	43½
Preferred	73½	73½	73½	73½	73½	74½
Pennsylvania R. R.	68½	69½	68½	69½	68½	68½
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	127	....	....	....	126	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	120	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	104½
do. 5s, new	....	....	....	....	....	117
do. 4s	....	....	....	....	....	....
Phila. and Reading	31½	32½	30½	30½	30½	31
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	124½	....	....	....	....
Consol. mortgage reg	124½	....	....	....	....	....
Gen'l mortgage 6s	95chp	95	95	....	....	98½
Philadelphia and Erie	28½	28½	28	....	....	....
1st mortgage, 6s	105½	105½	....	....	....	....
2d mortgage, 7s	....	....	....	117½	....	117½
Pittsb., Cin. & St L. 7s	122½	....	....	....	....	122½
Pittsb., Titusv. & Buff.	20½	21½	21	21½	21½	21½
7s	....	96	....	96	....	97
Schuylkill Navigation	....	....	13	....	....	....
Preferred	13½	13	....	....	13	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	87	89	....	88	....
United Co. of N. Jersey	131½	....	132	132½	132	....
Hestonville, (Horse)	20½	20½	22½	22½	22	22½
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending April 12.

	W.6	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.
Baltimore and Ohio	205	....	....	....	205	....
6s, 1880	....	....	....	....	....	....
6s, 1885	107½	....	107½	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	121½	121½	....	122	....	122
2d mortgage, 7s	19	91½	91½	92½	92½	92
3d mortgage, 8s	46½	46	46	47½	47½	46½
Northern Central ($50)	....	48½	....	....	49	49
2d mortgage, 6s 1885	108½	....	....	....	....	....
3d mortgage, 6s, 1902	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	116	....	....	....	116	....
Orange and Alex. 1st	....	....	....	....	125	....
2d mortgage, 6s	125	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	58	....	....	....
O., Alex. & Manassas 7s	100½	....	....	....	101½	....
Pittsb. & Connellsv. 7s	123½	....	....	....	....	....
Virginia 6s, Consol	82½	81½	81½	81	81½	81½
Consol. Coupons	....	95½	95½	95½	....	95½
10-40 bonds	51½	51½	51½	51½	51	51½
Deferred Certificates	21	21	....	....	18½	19½
Western Maryland	20	18	16½	16½	17½	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	108½	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	38½

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending April 13.

	Th.7.	F.8	Sat.9.	M.11.	Tu.12	W.13.
Adams Express	130	132	....	....	....	....
Albany and Susq.	....	123	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	78	80	79½	79½	80	78½
Atlantic & Pacific Tel.	....	....	47	....	....	....
Buri., C.R. & Nor.	71	71	....	....	....	....
1st mortgage 5s	....	....	....	100½	101	....
Canada Southern	80½	80	80½	79½	79½	78
1st mortgage guar.	100½	100½	100½	100½	100½	....
Central of N. Jersey	101½	100½	101½	100½	100½	100½
1st mortgage 1890	....	....	....	119	....	....
7s, consolidated, ass.	117	....	....	118	....	116½
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	....	....	....	....	....	101½
Adjustment	111	110	....	....	....	....
Central Pacific	89	87	87½	85	86½	83
6s, gold	114½	....	115	....	....	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	25½	....	25½	27½	24	25
Chicago and Alton	135	138	137	135	135	135½
Preferred	....	....	....	....	....	145
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	114
Chic., Burl. & Quincy	164½	165	164	163½	163	162½
7s Consol, 1903	....	128	....	128	103	....
Chic., Mil. and St. Paul	113	112½	112½	112	112½	111½
Preferred	123½	123½	123½	123½	....	....
1st mortgage, 8s	....	135	....	....	....	....
2d mortgage, 7 3-10s	122½	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	122½	122	....	121½	....	....
1st M. (I. and M. div.	122½	....	....	....	....	....
1st M. (I. and D. ext	122	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	118½	....	....
Consolidated S. F.	....	....	....	....	123	....
Chic. & Northwestern	123½	122½	123	122½	122½	121½
Preferred	....	....	....	134	135	135½
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	125	127½	125	....	....
Do. reg	124½	....	124½	....	....	....
Chic., Rock Isl. & Pac.	137½	136½	136½	135½	135	135
6s, 1917, c.	....	124	....	....	124	....
Clev., Col., C. and Ind.	89	88	88½	89½	....	88
1st mortgage	....	....	....	....	122½	....
Clev. & Pittsburg guar.	132	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	24½	24½	24	23½	23½	23½
1st mortgage	....	....	....	....	115	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	111½	110½	111½	110½	110½	110½
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	117	....	....	....	....	....
Del., Lack. & Western	124½	119½	120½	120½	119½	119
7d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	....	107	....	....	....
4th mort. 5s, ext.	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	128½	128½	128½	....	....
Great Western 1st mort	111	....	....	110½	....	....
2d mortgage	....	....	....	....	....	....
Hannibal & St. Joseph	58	57½	58	58½	57½	57½
Preferred	103½	101½	102½	101	102½	101
8s, Convertible	....	....	....	....	....	109½
Houston & Tex. Cent.	....	....	....	68½	68	68½
1st Mortgage	110½	110½	111	....	....	111½
Illinois Central	137½	136½	137	135½	136½	135½
Lake Shore & Mich So.	130½	129½	130½	128½	128½	128½
Consol. 7s	....	....	....	....	....	128
Consol. 7s, reg.	....	....	....	....	....	106
2d Consolidated	125	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	91½	91½	91½	91½	92	91½
7s Consolidated	....	....	....	....	....	....
Manhattan	38½	37½	37½	35½	34½	33½
Metropolitan Elevated	118½	113	113	109½	110½	109
1st Mortgage	105½	....	105½	105	105½	....
Michigan Central	112	111½	111½	110	110	108½
7s, 1902	....	127½	....	....	....	....
M. S. and N. I. 1st, S.F.	....	....	112½	....	....	....
Morris and Essex	122½	121½	....	122½	122	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	118½	119	118½	119½	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	146½	145	145½	145½	144½	145½
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	122½	123½	123	119½	120	118½
1st mortgage	119½	118½	118	....	118	118
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending April 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
N.Y., Lake Erie & W.	47½	47½	46½	46½	47	48½
Preferred	87½	....	....	89	88½	88½
2d Consolidated	102½	101½	102½	102½	102½	102½
New 2d 5s fund	98	....	....	97½	97½	98
N.Y., N. Haven & Hart	....	175	175	178	....	179½
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	44	43½	43½	43	44	43½
Preferred	73½	73½	73½	74½	77	74
Ohio and Mississippi	43½	43½	43½	42½	42½	42½
Preferred	....	....	102	....	....	....
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	53½	53½	54½	54	53½	52½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	108	....
2d mortgage	....	....	115½	....	....	116
Panama	....	....	....	....	....	....
Philadelphia & Reading	65	61½	61½	61½	60½	62
Pitts., Ft. W. & Chi. gtd	132½	....	132	....	....	132
1st mortgage	....	....	....	....	132	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co.	19½	20	19½	18	18½	17½
Preferred	66½	68	68	68	66½	66½
St. Louis & San Fran.	....	42	43½	44½	44½	44½
Preferred	63	....	63½	66	65½	65
1st Preferred	95½	95½	96	....	96	....
St. L., Alton and T. H.	....	43½	47	47	43	48½
Preferred	128	....	....	125	125	127
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	65	64½	65½	64½	65½	64½
1st mortgage	....	118	....	....	....	....
2d mortgage	....	114	115	....	....	113½
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	120	118½	119½	118	118½	118½
1st mortgage	115	115½	115½	115½	115½	115½
Land Grant 7s	112½	....	....	....	....	....
Sinking Fund 8s	120½	....	120½	....	....	....
United States Express	59½	61½	61	61	60½	60½
Wabash	....	....	....	....	....	....
1st mortgage	118½	112	....	....	....	....
2d mortgage	....	112	....	....	111	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	108½	....	109	....	....	....
Wabash, St. L. & Pac.	47½	47	47½	46½	46½	46½
Preferred	90	89½	90	89½	89½	88½
New Mort. 7s	....	....	....	....	....	108
Wells-Fargo Express	....	....	119	....	118½	....
Western Pacific bonds	....	111	....	....	....	....
Western Union Tel	115½	115½	116	116	116½	116½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending April 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
Atch., Top. and San. Fe.	138	137½	136½	136½	137½	
1st mortgage	....	....	....	....	120	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	119	....	....	119	....	....
Boston and Albany	167½	167	167½	167½	....	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	101	....	....	....	102
Boston and Maine	150	....	150½	150½	....	....
Boston and Providence	160	160½	....	156x	156	....
Boston, Hart. & Erie 7s	60½	60½	59½	59½	59½	....
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	111	113	....	....	114
4s	....	....	89	....	87½	....
Chi., Burl. and Quincy	164½	164	163½	162½	162½	....
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	28½	29½	30½	31½	31½	....
Concord ($50)	....	....	....	....	100	....
Connecticut River	....	....	....	....	....	....
Eastern	37½	39½	39½	38½	39	....
New 4½ Bonds	....	104	103½	104	103½	....
Fitchburg	144	143½	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	57½	57½	....	....	57½	....
7s	....	....	....	....	118½	....
Northern, N. H.	....	....	109	106	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	48½	48½	48½	47½	....	....
Preferred	....	....	....	....	....	....
Old Colony	127	128	....	....	127	....
Ph., Wil. & Balt. ($50)	....	....	....	66½	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	....	143½	....	....	....	....
Union Pacific	....	....	....	118	....	....
8s	....	....	....	116½	118½	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	119	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	62	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	72½	....	....	72½	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Heela Mining Co.	245	....	....	244½	245	....
Quincy	35	35	34½	34½	35	....

New York Stock Exchange.

Closing Prices for the week ending April 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	....	114	114½	113½	113½	
U. S. 4s, 1907, coup.	....	....	114½	113½	113½	
U. S. 4½s, 1891, reg.	....	....	....	....	....	....
U. S. 4½s, 1891, coup.	112½	112½	....	....	....	....
U. S. 5s, 1881, reg.	....	....	101½	101	101½	
U. S. 5s, 1881, coup.	102½	....	102½	102½	102½	
U. S. 6s, 1881, reg.	....	....	....	102½	102½	
U. S. 6s, 1881, coup.	....	....	102½	102½	102½	
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— April 1	Mar. 25
Baltimore and Ohio (sterling)	113 —115	113 —115
Central of New Jersey $100 shares	100 —105	100 —105
Do. Cons. Mort. Oct. '79 coupon	117 —119	117 —119
Do. Adjustment bonds	112 —115	113 —116
Do. Income bonds	100 —106	103 —105
Det., Gd. Haven & Mil. Equip. bds.	116 —115	113 —115
Do. Con. M. 5 p.c. till '84 after 6 p.c	109 —111	109 —111
Illinois Central $100 shares	140 —142	138 —140
Lehigh Valley Consol. mortgage	116 —118	116 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —138
Do. $100 shares	151 —153	148 —150
Do. Mort. bonds (sc.)	120 —122	120 —122
N.Y., Lake Erie & West., $100 shs.	50 — 50½	47½— 48½
Do. 6 p. c. pref. $100 shares	92 — 94	87 — 89
Do 1st Con. Mort. Bonds (Erie)	130 —132	130 —132
Mort. Funded Coupon bonds	126 —128	126 —128
Do. do. 2d do.	106½—107½	105½—103½
Do. 2d Consol. Mort. bonds	101 —105	99 —101
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	67½— 68½	65½— 66½
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	68½— 69½	67½— 68½
Do. Con. Sink. Fund Mort.	120 —122	117 —119
Philadelphia & Reading $50 shares	32½— 33½	30½— 31
General Consol. Mortgage	115 —117	115 —117
Do. Improvement Mortgage	103 —104	105½—106½
Do. Gen. Mort. '74, ex-defer'd. cou.	96 — 97	94 — 96
Do. Scrip for the 6 det. ½ coupons	93 — 97	92 — 96
Pittsbg, Ft. W. & Chic. Equip. bds.	109 —111	109 —111
St. Louis Bridge 1st mort. gold bonds	123 —125	123 —125
Do. 1st pref. stock	85 — 87	85 — 87
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, April 14, 1881.

Money on call has been in good supply at 4@6 per cent, 5 per cent being the ruling rate on stocks, few loans to the stockbrokers having been above 5 per cent, and many as low as 4 per cent, which was the closing rate. Time money is pressed on borrowers at 4@4½ per cent. Prime mercantile paper is 5@5½ per cent.

The posted rates for prime bankers' sterling are 4.82@4.84½. The actual rates are 4.81@¼ and 4.83@¼. Cables transfers are 4.83½@4.84. Prime commercial bills are 4.79¼@¾.

The Tennessee Legislature adjourned on the 7th inst., having passed all the necessary laws to provide for the payment of interest on the State debt.

The directors of the Cincinnati Southern Railroad have called a meeting of the stockholders for May 3 to vote on the proposition to increase the capital stock from $2,000,000 to $5,000,000.

The Secretary of the Treasury issued on the 11th inst. a circular informing the holders of maturing six per cent bonds of July and August, 1861, and March 3, 1868, that said bonds will be paid, principal and accrued interest, on the 1st of July next, and that after that date interest on said bonds will cease, unless the holders thereof should elect to have them continued at the rate of 3½ per cent during the pleasure of the government after that date. A separate circular was also issued on the same day calling in for redemption on the 1st of July next the outstanding six per cent bonds of March 2, 1861, known as

the "Oregon War Debt;" no option being given the holders to continue them after that date. These bonds, which amount to $688,200, are distinguished from the regular 6s of 1881 by having the words "Oregon War Debt" printed on their face. The text of the circulars is as follows:

TREASURY DEPARTMENT,
WASHINGTON, D. C., April, 11, 1881.

By virtue of the authority conferred by law upon the Secretary of the Treasury, notice is hereby given that the principal and accrued interest of the bonds hereinbelow designated will be paid at the Treasury of the United States, in the City of Washington, D. C., on the 1st of July, 1881, and that the interest on said bonds will cease on that day; provided, however, that in case any of the holders of the said bonds shall request to have their bonds continued during the pleasure of the Government with interest at the rate of 3½ per centum per annum in lieu of their payment at the date above specified, such will be granted if the bonds are received by the Secretary of the Treasury for that purpose on or before the 10th day of May, 1881, viz:

Six per cent bonds, acts of July 17 and August 5, 1861: Coupon bonds, $30,706,050; registered bonds, $109,838,600; total, $140,544,650. Six per cent bonds of the act of March 3, 1863: Coupon bonds, $9,545,500; registered bonds, $45,600,250; total, $55,145,750. Aggregating $195,690,400, and being the entire amount issued under the above mentioned acts which remains outstanding.

The request above mentioned should be in form substantially as herewith prescribed; and upon the surrender of the bonds, with such request, the Secretary of the Treasury will return to the owners registered bonds of the same loan with the fact that such bonds are continued during the pleasure of the Government, with interest at the rate of 3½ per cent per annum, stamped upon them, in accordance with this note.

Upon the receipt of bonds to be continued as above provided, the interest thereon to July 1, 1881, will be prepaid at the rate the bonds now bear, and after that day the semi-annual payments of interest on the continued bonds will be made by checks from the Department as in the case of other registered loans. All bonds whether intended for payment or to be continued, should be forwarded to the "Secretary of the Treasury, Loan Division," with a letter of transmission setting forth the purpose for which they are transmitted, and if to be continued they must also be accompanied by the request above referred to.

Registered bonds for redemption or to be continued should be assigned to the Secretary of the Treasury for redemption or continuance as the case may be, and when parties desire checks in payment of registered bonds to be drawn to the order of anyone but the payee, they should assign them to the "Secretary of the Treasury for redemption on account of—(here insert name or names of person to whose order the check is to be made payable)." The Department will pay no expense of transportation on bonds received under the provisions of this circular, but the bonds returned will be sent by prepaid registered mail unless the owners otherwise direct.

WILLIAM WINDOM, Secretary.

The following is the circular, relative to the payment of United States six per cent bonds, act of March 2, 1861 ("Oregon War Debt"):

WASHINGTON, D. C., April 11, 1881.

Notice is hereby given to the holders of United States 6 per cent bonds, issued under the Act of March 2, 1861, and commonly known as the "Oregon War Debt," that said bonds, with the accrued interest thereon, will be paid at this Department on July 1, 1881, and that the interest on said bonds will cease on that day.

These bonds are in denominations of $50, $100 and $500, and bear the inscription "Oregon War Debt."

All bonds forwarded for redemption should be addressed to the "Secretary of the Treasury, Loan Division, Washington, D. C.," and should be assigned to the "Secretary of the Treasury, for redemption." Where parties desire checks in payment for bonds drawn to order of anyone but the payee, they should assign them to the "Secretary of the Treasury, for redemption for account of —— (here insert name of person or persons to whose order the check should be made payable)."

WILLIAM WINDOM, Secretary.

The Homestake Mining Company has declared its regular monthly dividend (No. 32) of 30 cents per share for March, payable on the 25th inst., at the office of Wells Fargo & Co., 65 Broadway. Transfers close on the 20th inst.

The closing quotations on Thursday were: Adams Express, 130@132; American Express, 78@79; American District Telegraph, 57¾@58; Atlantic and Pacific Telegraph, 46¼@48; Chicago, Burlington and Quincy, 162½@162¾; Canada Southern, 77⅛@77¼; Central Pacific, 86¼@86½; Chicago and Northwestern, 122⅛@122⅜, do. pref., 134¼@135½; Chicago and Alton, 133½@135; Chicago, Milwaukee and St. Paul, 111⅜@111⅞; do. pref., 121¼@122½; Chicago, Rock Island and Pacific, 134@135; Cleveland, Columbus, Cincinnati and Indianapolis, 86@87; Columbus, Chicago and Indiana Central, 23½@23½; Delaware and Hudson Canal, 110@110½; Delaware, Lackawanna and Western, 119@119⅛; Hannibal and St. Joseph, 58@58½; do. pref., 102@102¼; Illinois Central, 135½@135¾; Lake Erie and Western, 50@50½; Lake Shore and Michigan Southern, 126⅝@126¾; Metropolitan Elevated, 102½@103; Manhattan Elevated, 30@30⅛; Michigan Central, 107¾@107⅞; New York Elevated, 117@117¼; New York, Lake Erie and Western, 46¼@46⅜; New York, Ontario and Western, 35@35¼; New York Central and Hudson River, 143⅜@143½; Ohio and Mississippi 42¾@42⅞; Panama, —@247½; Pacific Mail, 51½@51¾; St. Louis, Alton and Terre Haute, 46@48; do. pref., 125@127; Texas and Pacific, 55@55¼; Union Pacific, 117¼@117⅜; United States Express, 59½@60½; Wells Fargo Express, 118@119; Western Union Telegraph, 115⅞@116; do. ex. div., 79¼@80; Wabash, St. Louis and Pacific, 46¾@47; do. pref., 88¾@89.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. consol., 124½; Atchison, Colorado and Pacific 1st, 102; Boston and New York Air Line, 46; Buffalo, Pittsburg and Western, 43⅛; Boston, Hartford and Erie 1st, 59⅝; Cairo and Fulton 1st, 111⅜; Chicago, St. Paul and Minneapolis, 1st, 111¾; Cedar Falls and Minnesota, 22; Chesapeake and Ohio 1st pref., 42½; do. 2d pref., 30⅝; do. 1st, Series B, 84½; do. cur. int., 55¾; Chicago, St. Paul, Minneapolis and Omaha, 41; do. pref., 95½; do. consol., 104¼; Cincinnati, Sandusky and Cleveland, 62; Chicago, St. Louis and New Orleans, 76; Chicago, Burlington and Quincy 8s, 108; Col., Chi. and Ind. Cent. Inc., 70; do. Trust Co. certif. ass. sup., 115; Chicago, Milwaukee and St. Paul 1st, S. M. div. 6s, 107; do. La C. and Dav. div., 98; Central Iowa 1st, 116½; Clev., Col., Cin. and Ind. consol., 120½; Denver and Rio Grande, 105½; do. 1st, 118; do. 1st consol., 114; Dubuque and Sioux City, 76½; Denver, South Park and Pacific 1st, 108; Galveston, Harrisburg and San Antonio 1st, 105; Galena and Chicago 1st, 102 Houston and Texas Central 1st Western div., 109¼; do. 2d, M. L., 123; do. inc. and ind., 108; International and Gt. Northern, 69; do. 1st, 110½; do. 2d Inc., 98; Ind., Bloom. and Western, 100; do. 1st, 89; do. 2d, 81; do. Inc., 90; Indianapolis, Decatur and Springfield 1st, 104½; do. 2d, 56; Keokuk and Des Moines, 19; Kansas Pacific 1st consol., 107; do. 6s, Denver Div. ass., 109½; Laf., Bloom. and Muncie 1st, 108½; Lehigh and Wilkesbarre guar., 145; do. consol. ass., 111; Lake Erie and Western, 50½; Louisville, New Albany and Chicago, 68; do. 1st, 108⅝; Louisville and Nashville Gen'l mort., 6s, 106½; do. consol., 118⅝; Long Island 1st, 112½; Lake Shore div. bonds, 121½; Manhattan Beach, 50; do. 7s, 92; Marietta and Cincinnati 1st pref., 15⅛; do. 2d pref., 8½; Mobile and Ohio, 26¼; do. 1st deben., 89¼; do. 2d deben., 58½; do. 3d deben., 45; do. 4th deben., 45; do. 1st mort., 111½; Missouri, Kansas and Texas, 45½; do. consol. ass., 108⅝; do. 2d, 84⅝; Milwaukee, Lake Shore and Western, 48⅞; Metropolitan Elevated 2d, 96; Michigan Central 8s, 108; Minneapolis and St. Louis 1st, Iowa Ext., 110; Missouri Pacific 1st consol., 107½; Nashville, Chattanooga and St. Louis, 78; do. 1st, 120; New York, Ontario and Western, 35; Northern Pacific bond certif., 102; Ohio Central, 30; do. 1st, Terminal Trust, 101; do. Inc., 62; Oregon Railway and Nav., 145½; do. 1st, 106¾; Ohio and Mississippi 1st, Springfield div., 116⅜; Peoria, Decatur and Evansville, 37½; do. 1st, 107½; do. Inc. Evansville div., 80; Rome, Watertown and Ogdensburg 1st consol., 88½; Rensselaer and Saratoga, 140; St. Paul and Duluth pref., 76¼; St. Louis and Iron Mt., 1st pref. inc., 95½; do. 2d pref. inc., 88; do. Arkansas Branch 1st, 113; do. Cairo, Ark. and Texas 1st, 111½; St. Louis and San Francisco 2d, class A, 102½; do. B, 90; South Pacific 1st, 105½; Southern Pacific of California 1st, 102¼; Syracuse, Binghamton and New York 1st, 121½; St. Paul and Sioux City 1st, 108½; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 101⅛; St. Paul, Minn. and Man. 2d, 102½; Texas and Pacific, 56⅛; do. income L. G., 85; do. 1st Rio Grande div., 97⅛; Toledo, Peoria and Western 1st, 116½; Toledo, Delphos and Burlington Inc., 49¾; Union Pacific Col Trust 6s, 106½; Wabash, St. Louis and Pacific, Gen'l mort., 6s, 100; do. Havana div., 101½; Winona and St. Peter 2d, 120; Alabama Class A, 71¾; Arkansas 7s, L. R. & Ft. S., 15; do. 6s, Fund., 35; Georgia 7s, gold, 119; do. 7s, new, 113; Louisiana 7s, consol., 61⅛; Missouri 6s, 1886, 110; do. 1889@1890, 116; North Carolina 6s, S. T., 3d class, 8½; do. 6s, new, Chatham R. R., 7½; do. Fund Act 1868, 14¼; do. 6s, J. & J., 40; South Carolina 6s, non-fund., 10½; Tennessee 6s, new, 74; do. new series, 75; do. old, 78; Virginia 6s, def., 19½; do. 6s, old, 40; do. 6s, consol. 2d series, 43; Am. Dist. Tel., 58; Am. Union Tel., 80; Sutro Tunnel, 2¼; Canton Co., 60½; Colorado Coal and Iron, 55⅜; New Central Coal, 27¼; Caribou Mining, 2; Central, 4¾; Deadwood 9; Homestake, 26¾; Little Pittsburg, 3⅜; Leadville, 30; Mariposa, 6; do. pref., 7¾; Ontario, 37½; Silver Cliff, 6¼; Standard, 25; Starmont, 3⅞.

Philadelphia—Am. S. S. Co., 31 ; do. 6s, 107½ ; Allegheny Valley Income scrip, 56 ; do. Eastern Ext. 7s, 120½ ; Central Transp., 46½ ; Catawissa new pref., 51 ; Fairmont Pass. R. R. 6s, 108 ; Huntingdon and Broad Top Mt. 1st, 121 ; do. consol. 7s, 96½ ; Oil Creek 1st mort., 101½ ; Pennsylvania and New York Canal 7s, 1906, 128 ; Pittsburg 7s, 1886, W. L., 110½ ; Philadelphia, Germantown and Norristown R. R., 109 ; Pennsylvania Company 6s, 107 ; Philadelphia and Reading R. R. scrip, 68 ; do. 6s, consol. mort. gold 114 ; Railway Car Trust 5s, 100¾ ; Sunbury, Hazleton and Wilkesbarre 5s, 95 ; St. Paul and Duluth pref., 75 ; Texas and Pacific consol. mort. 6s, 103½ ; do. 1st mort., 106 ; do. 1st mort. 6s, Rio Grande div., 97½ ; Union and Titusville 7s, 102. The latest quotations are : City 6s, 110 @111 ; do. free of tax, 127@129 ; do. 4s, new, 106½@113 ; Pennsylvania State 6s, 2d series, 101 @101½ ; do. 3d series, 104¾@105 ; do. 5s, new loan, 117@117¼ ; do. 4s, new, 108@111 ; Philadelphia and Reading R. R., 30¼@30½ ; do. consol. mort. 7s, coup. 123¾@124 ; do. reg., 124½ @124¾ ; do. mort. 6s, 117@— ; do. 7s, 1893, 121¾@122¼ ; United New Jersey R. R. and Canal, 181¾@182¼ ; Buffalo, Pittsburg and Western, 21⅜@21½ ; Pittsburg, Titusville and Buffalo 7s, 96¾@97¼ ; Camden and Amboy mort. 6s, 1889, 115¾@116¼ ; Pennsylvania R. R., 68¾ @68⅞ ; do. gen'l mort., coupon, 124¾@125 ; do. reg., 126@126¼ ; do. consol. mort. 6s, reg., 119@119¼ ; Little Schuylkill R. R., 53@54 ; Morris Canal pref., 164@170 ; Schuylkill Nav., 5¾@6 ; do. pref., 13@13¼ ; do. 6s, 1882, 88@ 89½ ; do. 1872, 102¾@103¼ ; Elmira and Williamsport pref., 54@— ; do. 6s, 115@115½ ; do. 5s, 98@100 ; Lehigh Coal and Navigation, 45⅞@ 46 ; do. 6s, 1884, 106⅝@106⅞ ; do. R. R. loan, 115@115½ ; do. Gold Loan, 115¾@116¼ ; do. consol. 7s, 118¾@119¼ ; Northern Pacific, 43¾ @44 ; do. pref. 74⅛@74½ ; North Pennsylvania, 6s, 106@107½ ; do. 7s, 122@122½ ; do. Gen'l mort. 7s, reg., 120@122 ; Philadelphia and Erie, 27½@28 ; do. 6s, 102⅜@102⅝ ; do. 7s, 117¼@ 117¾ ; Minehill, 58⅞@59¼ ; Catawissa, 21½@ 21¾ ; do. pref., 52½@52⅝ ; do. new pref., 51 @51¼ ; do. 7s, 1900, 120@— ; Lehigh Valley 61⅜@61½ ; do. 6s, coupon, 121@125 ; do. reg. 122@122¼ ; do. 2d mort. 7s, 135½@136 ; do. consol. mort., 118½@119 ; Fifth and Sixth streets (horse), 125@— ; Second and Third, 110@112 ; Thirteenth and Fifteenth, 70@75 ; Spruce and Pine, 54@56 ; Green and Coates, 85@93 ; Chestnut and Walnut, 96@100 ; Hestonville, 21⅞@ 22⅛ ; Germantown, 75@76 ; Union, 119@122½ ; Lombard and South, 24½@25 ; West Philadelphia, 90@— ; People's, 23@25 ; Continental, 106 @108.

Baltimore.—Atlanta and Charlotte, 72 ; do. 1st, 108 ; do. inc., 88 ; Baltimore and Ohio 2d pref., 118 ; Baltimore City 6s, 1890, 118 ; do. 5s, 1916, 121½ ; do. 5s, 1894, 118½ ; Chesapeake and Ohio Canal 6s, 84⅞ ; Charlotte, Columbia and Augusta 1st, 110 ; do. 2d, 99¼ ; Maryland Defense 6s, 107⅝ ; do. 6s, 1885, 110 ; Marietta and Cincinnati 1st Sterling, 108 ; Norfolk and Western pref., 48 ; North Carolina consol. 4s, 85¼ ; Parkersburg Branch, 15¾ ; Richmond and Danville, 92½ ; South Side (Va.) 2d, 102¼ ; Virginia Peelers, 87 ; do. Peeler coupons, 15 ; do. 10-40 coupons, 95½ ; do. Black Scrip, 14½ ; Wilmington, Columbia and Augusta 6s, 110. The latest quotations are : Atlanta and Charlotte, 72@73 ; do. 1st, 107@108½ ; Baltimore and Ohio, 200@205 ; Baltimore City Passenger R. R., 38¼@38½ ; Chesapeake and Ohio Canal 6s, 84¾@84⅞ ; Charlotte, Columbia and Augusta 2d, 99@99½ ; Cincinnati and Baltimore 7s, 110⅛@— ; Consolidation Coal, 36½@40 ; Marietta and Cincinnati 1st, 122@122½ ; do. 1st Sterling, 113@118½ ; do. 2d, 91½@92 ; do. 3d, 46¼@46½ ; Northern Central, 48¾@49½ ; do. 6s, 1885, 109@110½ ; do. 5s, 1926, 98½@100 ; Norfolk and Petersburg 2d, 8s, 112@— ; Ohio and Mississippi, Springfield div., 116@118 ; Orange and Alexandria 2d, 126@ 128 ; Orange, Alex. and Manassas 7s, 101⅛@ 101¼ ; Pittsburg and Connellsville 7s, 124¼@ — ; Richmond and Danville, 94¼@95 ; South Side 2d, 102@— ; do. 3d, 103@— ; Virginia and Tennessee 2d, 102¾@103 ; Western Maryland 2d pref., 108½@109½ ; Wilmington, Columbia and Augusta 6s, 109½@112 ; Baltimore City 6s, 1884, —@110 ; do. 6s, 1890, 118@118½ ; do. 6s, 1893, 121½@122½ ; do. 6s, exempt, —@123 ; do. 6s, 1902, 126@128½ ; do. 5s, 1894, —@118 ; do. 5s, 1916, 121@— ; Virginia Consols, 81¼@81½ ; do. consol. coupons, 95½@95¾ ; Virginia 10-40 bonds, 51@51¼ ; do. 10-40 coupons, 95½@95¾ ; do. Peeler coupons, 15½@— ; do. Black Scrip, 18@18½.

Boston.—Atchison, Colorado and Pacific 6s, 102 ; Atlantic and Pacific Block, 121½ ; Atchison Topeka and Santa Fe 5s, 1909, 99¾ ; Atchison, Jewell County and Western 6s, 1905, 101¼ ; Boston, Clinton, Fitchburg and New Bedford 5s, 1910, 103¼ ; Boston, Revere Beach and Lynn, 120 ; do. 6s, 1897, 116 ; Boston Land, 10⅛ ; Boston Water Power, 11 ; Burlington and Missouri River in Nebraska 6s, non-exempt, 105½ ; Chicago, Milwaukee and St. Paul 6s, 1920, Dubuque div. 105½ ; do. Wisconsin Valley div., 105¼ ; Connecticut and Passumpsic Rivers pref., 84¾ ; Chicago and West Michigan, 84 ; Cincinnati, Sandusky and Cleveland 7s, 106 ; do. 6s, 1900, 101¼ ; Cheshire R. R., 67½ ; do. 6s, 1898, 109 ; Chicago, Burlington and Quincy 5s, 101⅛ ; Chicago, Iowa and Nebraska, 140 ; Connotton Valley, 23½ ; do. 7s, 1910, 90 ; Cedar Rapids and Missouri, 150 ; Detroit, Lansing and Northern pref., 109 ; Eastern (N. H.) R. R., 92 ; Flint and Pere Marquette, 28 ; do. pref., 88¾ ; Kalamazoo, Allegban and Grand Rapids 8s, 1888, 111½ ; Kansas City and Cameron 10s, 1892, 125¼ ; Kansas City, Topeka and Western Income 7s, 115 ; Kansas City, Fort Scott and Gulf, 90½ ; do. pref., 125 ; do. 7s, 110½ ; Louisiana and Missouri River, 27 ; do. pref., 44 ; Little Rock and Ft. Smith, 76 ; do. 7s, 114¼ ; Massachusetts Central, 6s, 97 ; Mexican Central Blocks, new series, 103½ ; do. old, 115½ ; Marquette, Houghton and Ontonagon, 35 ; do. pref., 75¾ ; do. 6s, 98 ; Midland (New Jersey) Income, Class A, 118¼ ; New York and New England 6s, 106½ ; New Mexico and Southern Pacific 7s, 118⅜ ; Nashua and Rochester, 58 ; Ogdensburg and Lake Champlain Income 6s, 58¾ ; do. consol. 6s, 95¼ ; Oregon Railway and Nav. 6s, 105½ ; Old Colony 6s, 1897, 117½ ; Pittsfield and North Adams, 112 ; Quincy Railroad Bridge, 149 ; Rutland pref., 29 ; do. 5s, 1898, 78 ; Republican Valley 6s, W. D., 105 ; do. deferred, 92 ; Summit Branch, 25 ; Soncra Block No. 8, 800 ; Toledo, Delphos and Burlington, 15 ; Wisconsin Central, 27 ; do. 2d series, 59 ; Province of Quebec 5s, 1906, 101 ; St. Louis 6s, 1886, 108 ; Atlantic Mining Co., 12¾ ; Allouez, 8 ; Crescent, 1¾ ; Catalpa, 2⅝ ; Contentment, 2⅝ ; Copper Falls, 9¾ ; Central, 28 ; Duncan, 3¼ ; Douglas, 4 ; Empire, 2 ; Franklin, 12½ ; Harshaw, 11½ ; Huron, 4 ; National, 1 ; Osceola, 35 ; Pewabic, 16¾ ; Ridge, 4 ; Sullivan, 4⅜ ; Silver Islet, 29 ; Star, 1.

Under the new arrangements recently effected between the Pennsylvania and the Baltimore and Ohio Railroad Companies the rate of fare between New York and Washington have been reduced from $7 50 to $6 50 ; between New York and Baltimore from $5 20 to $5 50 ; between Philadelphia and Washington from $4 50 to $4. The fare between Philadelphia and Baltimore remains as it was, $3.

In the United States Circuit Court at St. Louis, on the 1st inst., Judge McCrary gave a decision in the case of the old Pacific Railroad Company against the Missouri Pacific Railroad Company, C. K. Garrison et al., which sustains the finding whereby the third mortgage was foreclosed and the sale of the road made.

The contracts for building the Buffalo, Pittsburgh and Western Railroad, being a proposed new line to Buffalo, were signed on the 2d inst. The road is to be completed about October 1. The New York and Pennsylvania Construction Company are the contractors.

The Wabash Railway Company has acquired the Havana, Rantoul and Eastern Railroad, a narrow gauge line, seventy-six miles long, running from Leroy, Ill., to West Lebanon, Ind., and it will be incorporated into the Wabash system at once.

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point.	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*	6,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.	1,022,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.*	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio	14,216,800	M. & N	Nov. '80 3
" " pref.	4,589,578	J. & J.	Jan. '81 3
Washington Br.	1,650,000	A. & O.	Oct. '80 5
Berkshire*	600,000	quarterly	Apl. 81 1½
Boston and Albany	20,000,000	quarterly	Mar. '81 2
Bos., Clin., F. & N. Bed.	1,297,600	— & —	— — —
" " pref.	1,750,100	... ...	Apl. '81 3
Agricultural Br. guar.	60,000	J. & D	June'78 3
Bost., Conc. & Mont.* pref	800,000	M. & N	Nov.'80 3
Boston and Lowell	3,250,000	J. & J.	Jan. 81 2
Boston and Maine	6,921,274	M. & N.	Nov. 80 4
Boston and Providence	4,000,000	M. & N.	May 81 4
Attleborough Branch	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*	950,000	J. & D	Dec. '80 3½
Burl. & Mo. Riv. in Neb.	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic	377,400	quarterly	Apl.'80 3½
" " pref.	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co	381,925	J. & J.	Jan. '81 3
Carpe May and Millville*	447,000	J. & D.	June'80 3
Catawissa*	1,159,600	October.	Oct.'80 $1½
" pref.	2,200,000	M. & N.	Nov.'80 3½
" 2d pref.	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	6,850,400	F.M.A.N	Feb. '81 1
" " pref.	769,600	F. & A	Feb. 81 3½
Central of Georgia	7,500,000	J. & D.	June 80 3
Central of New Jersey	18,563,200	quarterly	Apl. 76 2½
Central Ohio*	2,425,000	J. & J.	Jan. 81 3½
" pref.	400,000	J. & J	Jan. 81 3
Central Pacific	54,275,500	F. & A.	Feb. '81 3
Chemung*	350,000	quarterly	July '80 1½
Cheshire, preferred	2,155,300	J. & J.	July '80 1½
Chicago and Alton	10,065,400	M. & S.	Mar. 81 4
" pref.	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy.	31,004,456	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*	3,916,200	J. & J.	Jan. '81 4
Chi, Mil. and St. Paul.	15,404,281	A. & O.	Apl. '81 3½
" " pref.	12 279,483	A. & O.	Apl. '81 3½
Chicago & N. Western.	14,988,257	J. & D	Dec. '80 3
" pref.	21,525,353	quarterly	Mar. '81 1½
Chicago, R. I. & Pacific.	50,000 000	quarterly	May '81 1½
Chicago & West Mich.	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton.	5,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref.	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg*	11,236,150	quarterly	Mar. '81 1½
Columbus and Xenia*	1,786,200	M.J.S.D	Mar. '81 2
Colum. & Hocking Val.	2,500,000	F. & A	Feb. '81 4
Concord	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*	350,000	J. & D.	Dec. '80 3½
Conn. & Passump Riv.	2,175,700	F. & A.	Feb. '81 2
Connecticut River	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley.	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.	241,900	A. & O.	Oct. '80 4
" 2d pref.	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk	600,000	quarterly	Mar. 81 1½
Dayton & Michigan*	2,401,528	A. & O.	Oct. '80 1½
" " pref.	1,211,256	quarterly	Jan. 81 2
Delaware*	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn.	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor.	1,874,000	F. & A.	Aug.'80 2½
" " pref.	2,503,300	F. & A.	Feb. '81 3½
Dubuque & Sioux City*	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*	1,209,200	J. & J.	Jan 81 3
East Mahanoy*	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga.	1,968,274	— —	Oct. '80 3
Eastern (Mass.)	4,997,600	J. & J.	July '78 3
Eastern (N. H.)	492,500	J. & D.	Dec. '80 2½
Eel River	3,000,000	— & —	Mar. '81 1
Elmira, Jef. & Canand*	500,000	Sept.	Sept.'80 5
Elmira & Williamsport*	500,000	M. & N.	Nov.'80 2½
" " pref.	500,000	J. & J.	Jan '81 3½
Erie and Pittsburg*	1,000,250	quarterly	Sept.'80 1½
Fitchburg	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.	600,000	.....	Oct. '79 1½
Georgia	4,200,000	J. and J.	Jan. '81 3½
Hannibal & St. Jo. pref.	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster*	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref.	1,180,000	quarterly	Apl. '81 2
Illinois Central	29,000,000	M. & S	Mar '81 3½
Iowa Falls & Sioux City*	4,625,000	quarterly	Mar. '81 1
Iowa Railroad Land Co	7,620,000	quarterly	Feb. '81 1½
Ia. So. & Mo. Northern.	600,000	quarterly	May '81 2
Jeffersonv., Mad. & Ind.	900,000	quarterly	May '81 1½
Joliet and Chicago*	1,300,000	quarterly	June'80 1½
Kan. City, Top. & West.	2,250,000	quarterly	May '80 1½
Kentucky Central	4,500,000	J. & D.	Dec. '80 1
" " pref.	500 000	J. & D.	Dec. '80 3
Lake Shore & Mich. So.	49,486,500	quarterly	May '81 2
" " (guar.)	533,500	F. & A.	Feb '81 5
Lawrence*	450,000	quarterly	Oct. '80 2
Lehigh Valley	27,332,550	quarterly	Apl. '81 1½
" pref.	106,300	quarterly	Apl. '81 2½
Little Miami*	5,871,450	quarterly	Mar. 81 2
Little Schuylkill*	2,646,100	J. & J.	Jan. 81 2½
Louisville & Nashville.	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi.	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover	500,000	J. & J.	July '80 3½
Lowell and Lawrence	200,000	A. & O.	Apl. '78 2½
Lykens Valley	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati	1,408,912	— & —	— — —
" " 1st pref.	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	400,000	F. & A.	Feb. '81 2
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated	6,500,000	quarterly	Apl. '81 2½
Michigan Central	18,738,204	quarterly	May '81 1½
Middlesex Central	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill*	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.*	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific	12,416,000	quarterly	Apl. '81 1½
Mobile & Montgomery	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	15,000,000	J. & J	Jan. '81 3½
Mt. Carbon & Pt. Carbon.	282,350	J. & J.	Jan. '81 6
Nashua and Lowell	800.000	M. & N	Nov.'80 3½
Nashua and Rochester	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur.	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis.	6,575,256	A. & O	Apl. '80 1½
Naugatuck	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.*	1,800,000	quarterly	July '80 2½
N. Haven & Northamp.	605,000	quarterly	Oct. 74 3
New London Northern*	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R.	89,428,330	quarterly	Apl. '81 2
New York and Harlem.	8,500,000	J. & J.	Jan. 81 4
" " pref.	1,500,000	J. & J.	Jan. '81 4
" City Line	.....	annually	Apl. '81 3
New York & Long Br.*	2,000,000	.....	Oct. '79 2½
New York Elevated	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.	77,107,700	.....	...
" " pref.	8,146,700	.....	...
N. Y., N. H. & Hartf.	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.	3,000,000	quarterly	Feb. '81 2
Niag. Bridge & Canand*	1,000,000	J. & J.	July '80 3
North Carolina*	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref.	96,000	M. & N.	Nov. '77 4
North Pennsylvania	4,527,150	quarterly	Feb. '81 1½
Northern Central	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh.	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*	3,077,000	J. & J.	July '76 2
" " pref.	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	20,000,000	quarterly	— — —
" " pref.	4,030,000	J. & D.	Mar. '75 3½
Old Colony	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.	4,455,000	quarterly	May '81 2
Oswego and Syracuse*	482,400	F. & A.	Aug. 80 4½
Panama	7 000,000	quarterly	Feb. '81 5
Paterson and Hudson*	632,000	J & J.	Jan. '81 4
Paterson and Newark*	250,000	J. & J.	— — —
Paterson and Ramapo*	248,000	J. & J.	Apl. '81 3
Pember. & Hightstown*	342,150	J. & J.	July '80 3
Pennsylvania	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*	6,004,200	J. & J.	— — —
" " " pref.	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn*	1,626,250	M.J.S.D.	Mar. 81 3
Philadelphia & Reading	32,726,375	quarterly	Jan. '76 2½
" " pref.	1,551,800	quarterly	July '76 3½
Phila. and Trenton*	1,259,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt.	11,572,700	J. & J.	Jan. '21 4
Pittsb., Ft. W. & Chi.*	19,714,285	quarterly	Apr. '81 1½
" Special Imp.	5,504,300	quarterly	Apl. '81 1½
Pittsfield & N. Adams.	450,000	J. & J.	Jan. 80 2½
Ports., Saco & Portsm.	1,500,000	J. & J.	July '80 3
Profile and Franconia.	.....	Annual.	Nov.'80 8
Providence & Worces.	2,000,000	J. & J.	Jan. '81 3
Republican Valley	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga*	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass.	175,575	— & —	Jan. '81 3
Richmond & Petersb.	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	2,998,900	J. & J.	July '75 3
Rutland preferred	4,166,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.	2,300,000	— & —	— — —
" " " pref.	2,463,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke.	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.*	869,450	F. & A.	Aug.'80 3
Shore Line*	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref.	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*	438,300	J. & J.	July '79 3
South Western, (Ga.)*	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*	448,700	J. & J.	July '79 3½
Summit Branch*	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana	1,988,150	F. & A.	Feb. '81 4
Troy and Boston	1,609,000	F. & A.	Feb. '80 2
Union Pacific	36,745,000	quarterly	Apl. '81 1½
United Cos. of N. J*	20,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.	4,000,000	M. & N.	May '80 3
Utica and Black River	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	3,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific.	20,000,000	... ...	— — —
" " pref.	20 000,000	quarterly	May 81 1½
Ware River*	$750,000	J. & J.	July '80 3½
Warren (N. J.)	1,800,000	A. & O.	Apl. '80 3
Warwick Valley	225,000	J. & J.	July '80 3
Westchest. & Phil. pref.	821,300	J. & J.	July '80 2
West Jersey	1,550,750	F. & A.	Nov. 79 2
Wilmington & Weldon.	1,455,200	J. & D.	Nov. '70 3
Winchester & Potomac*	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City	110,300	— & —	— — —
Baltimore City	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills.	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (NY)	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 3
Brooklyn City	2,000,000	F.M.A.N	Aug. '79 4
Bushwick (Brooklyn)	309,000	J. & J.	July '71 3½
Cambridge	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.	800,000	A. & O.	Oct. 80 5
Continental (Phila.)	180,000	J. & J.	Jan. '81 6
D. Dock, E. Bdw. & Bat.	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark	200,000	— & —	— — — 3
42nd St. & G. St. Ferry	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	50 000	A. & O.	Apl. '80 4
Germantown (Ph.)	1,000,000	J. & J.	July '80 5
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	2,050 000	J. & J.	Jan. 75 1½
Highland	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts. (Ph.)	105,000	A. & O	Oct. '79 2.4
Lynn and Boston	200 000	annually	Nov.'80 6
Malden and Melrose	200,000	— & —	— — —
Metropolitan (Boston)	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston)	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.)	797,320	— & —	— — —
Orange and Newark	282,555	— & —	— — —
People's (Phila.)	206,054	.....	July '79 2
Philadelphia City	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby	200,000	J. & J.	July '77 2
Phila. and Grey's Ferry	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)	750,000	A. & O.	Apl. 80 1½
Second Avenue (N.Y.)	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.)	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	750,000	M. & N.	Nov. '77 5
Somerville (Boston)	115,000	M. & N.	Nov.'80 3
South Boston	600,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)	2,000,000	F.M.A.N	Nov.'80 4
18th & 15th street (Ph.)	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.)	600,000	J. & J.	Jan. '79 4
Union (Boston)	374,300	J. & J.	Jan. '80 5
Union (Phila.)	400,000	J. & J.	July '80 7
West Philadelphia	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware	1,983,563	J. & D.	June'75 3
Delaware Division	1,633,850	.....	Feb. '81 $1
Delaware and Hudson	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat.	10,848,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat.	1,003,500	J. & J.	July '79
Morris (consolidated)	1,025,000	F. & A.	Feb. '78 2
" (preferred)	1 175,000	F. & A.	Feb '78 5
Pennsylvania	4,337,950	— & —	— — —
Schuyl. Nav. (common)*	1,908,207	annually	A.'79 70c.s
" " (pref.)	2,898,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express	12,000,000	quarterly	Feb. '81 2
American Express	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co	3.000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining	100,000 S.	F.M.A.N	Feb '81 $5
Central Mining Co	.....	Annual.	Feb '81 $5
Consolidation (Md.) Coal.	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I.	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.	2,836,600	.....	— — —
" pref.	8,693,400	.....	— — —
Missouri Val. Land Co.	200,000	M. & S.	Jan. '81 5
Monongona Coal Co.	305,200	quarterly	Mar. '80 2½
National Tube Works.	1,000,000	quarterly	Apl. 81 3
Pacific Mail Steamship.	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car	5,990,200	F.M.A.N	Feb. '81 2
Quicksilver, common	5,708,700	.....	— — —
preferred	4,291,300	.....	— — —
Quincy Mining Co.	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge	1,750,000	J. & J	Jan. '81 5
Sioux C. & I. F. L. & L. Co.	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co.	255,000	A. & O.	Apl. '81 5
United States Express	7,000,000	F.M.A.N	Feb. '80 1
Wells-Fargo & Co. Exp.	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.	80,000,000	quarterly	Apl.'8

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,653	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167 750	124,510	148,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,640,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,830,600	1,490,329	19,423,684
1881	1,222,250	957,300	1,162,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,398	738,749	900,675	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	392,632	375,619	302,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	388,454	4,396,019
1881	299,903	271,176	344,602	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,063	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	176,079	166,965	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,950
1881	153,067	126,113	173,557	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	437,475	325,209	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,30 4,812
1881	600,472	492,851	536,395	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	916,950	803,490	941,699	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,398	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,233	149,907	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,314,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,2 16	29,367,451
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1,899,910	1,799,339	1,726,78	19,491,367
1881	1,443,437	1,425,765	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,605	79,976	143,835	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,558	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490,195	451,560	403,300	372.280	365,300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,029	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,483	320,962	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	928,603	933,143	1,199,268	890,137	946,186	952,049	1,065,980	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,152
1881	811,617	816,922	1,119,591	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No
Jersey City, N. J	*First National Bank*	671 to 750	19,609 to 19,688
Lynn, Mass	*National City Bank*	121 to 150	86,797 to 86,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 to 750	19,609 to 19,688
Lynn, Mass	*National City Bank*	121 to 150	86,796 to 86,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2339; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

Grand Trunk Railway of Canada.

The gross receipts, working expenses and net profit of the Grand Trunk Railway Company of Canada for the month of January, 1880 and 1881, were:

	1880.	1881.
Gross receipts.	£162,248	£164,259
Working expenses	119,835	126,863
Net profit.	£42,403	£37,396

—showing a decrease of £5,010.

Work has been commenced on a survey for a railroad running from Steubenville through Canton to Cleveland.

OFFICE OF THE HOMESTAKE MINING COMPANY, 18 WALL-ST., NEW YORK, April 13, 1881.

DIVIDEND NO. 38.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for March, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfers close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY, TREASURER'S OFFICE, GRAND CENTRAL DEPOT, NEW YORK, March 25, 1881.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of TWO PER CENT. upon its capital stock, payable on Monday the 2d day of May next, at this office.

For the purpose of this dividend, and also for the annual election for Directors, which is to be held on the 4th day of May next, the Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 31st inst., and will be reopened on the morning of Friday, the 6th day of May next.

E. D. WORCESTER, Treasurer.

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COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

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TO BE PUBLISHED IN NOVEMBER, 1881,

Price $5.00.

MR. LOVELL, at the request of several Merchants and others of the Province of Ontario, of the City of Montreal, &c., begs to announce that his firm will publish a PROVINCE OF ONTARIO DIRECTORY, in November next containing an

Alphabetical Directory

AND A THOROUGH

Classified Business Directory

of the Business and Professional men in the Cities, Towns, and Villages of Ontario, with a

CLASSIFIED BUSINESS DIRECTORY OF THE

CITY OF MONTREAL.

The same care and attention bestowed on the Dominion and Provincial Directories of 1871 will be given to this work. Subscribers names respectfully solicited. Terms of Advertising made known upon application.

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Montreal, Dec. 1880.

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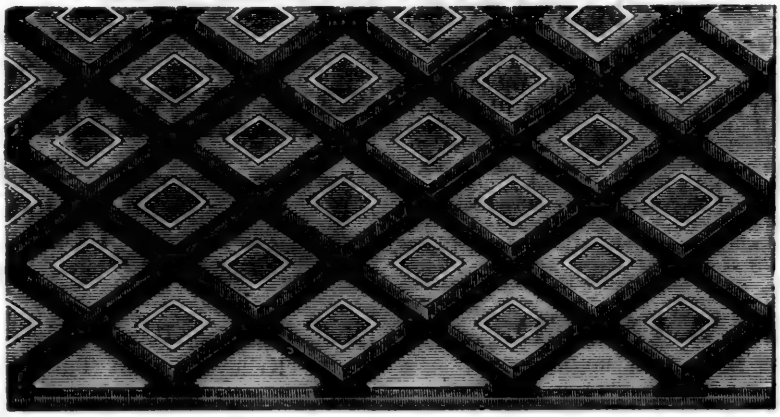
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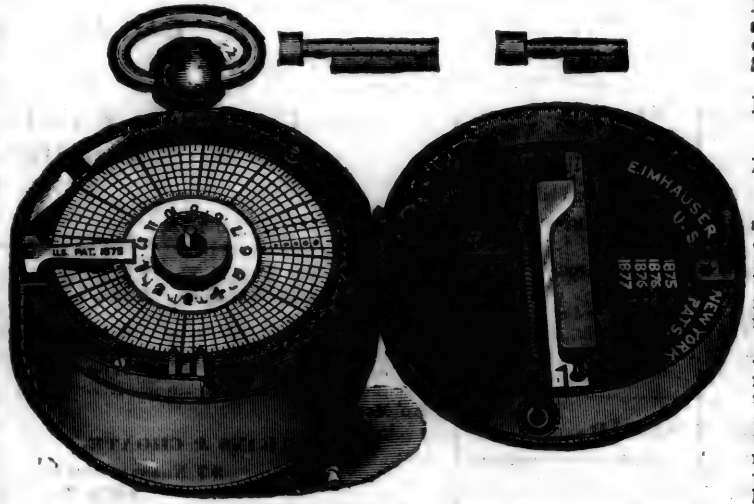
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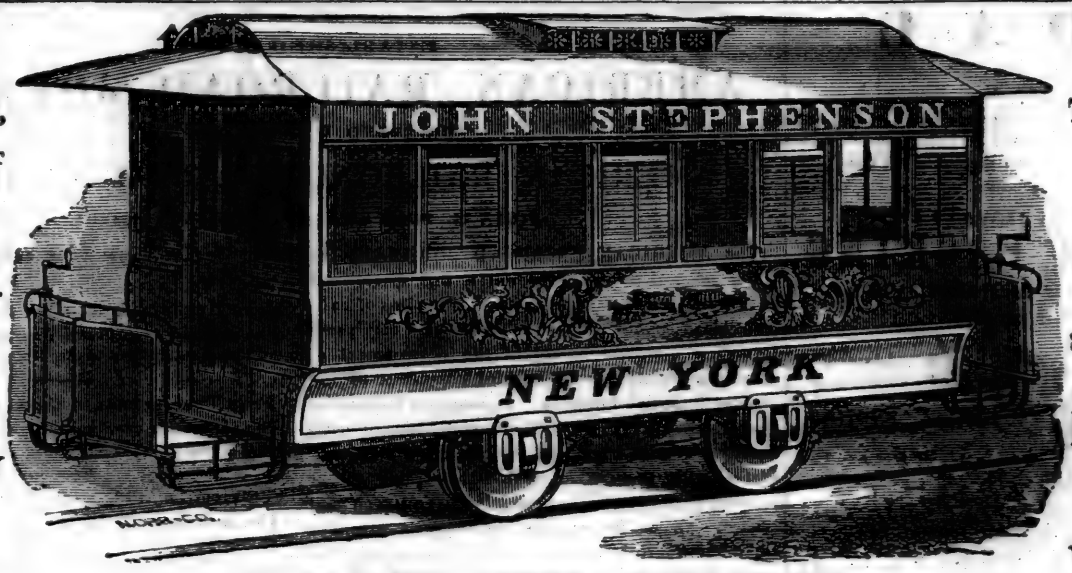
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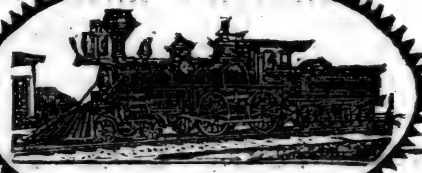
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 17.] NEW YORK, APRIL 23, 1881. [WHOLE No 2,348, VOL. LIV.

SUNDAY AND THE RAILROADS.

One of the ablest presentations of the question of running Sunday trains that has yet been given to the public from the clergy, was contained in a sermon delivered by Rev. T. T. Munger, on Fast Day, April 7th, at the Congregational Church, North Adams, Mass. Mr. Munger, who is widely known not only as a preacher but as a successful author, is one of New England's eminently practical men and his ideas spring from a mind in no manner narrowed by petty bigotry, but instead are the product of a well balanced, sound and healthy liberality. His views on the Sunday question are those which in the main are endorsed by the leading railroad men of the country, who with him would rejoice at a general cessation of Sunday work on the railroads and would encourage any worthy means tending to make it possible by any wise adjustment of necessities, public demands and transportation requirements. Perhaps the sermon may have been inspired in a measure by local influences, for North Adams, known as the "Tunnel City," being near the Hoosac Tunnel and growing rapidly into an important railroad center, has heard much of the Sunday train question, which of late has been agitated considerably in Massachusetts. What is asked for up there by the tunnel roads, however, is not so much an increase of Sunday liberty as less discrimination in favor of other roads. The tunnel roads have asked for only such privileges as by the most scrupulous must be considered actual necessities; privileges applying to important and needed through trains. By the way, Mr. Munger's allusion, in the quotations below, to the manner in which three great roads running out of Chicago manage to do away as much as possible with Sunday work, is an illustration of the many merits that are to be found after all in the poorly understood pooling system. We make the following extracts from the sermon:

"The determining factor in American society is the railroad. It has made the country what it is; it determines the forms of business; it imparts its essential character to society; it stands at the head, and governs the methods and details of every occupation. The cotton-spinner in New England, the cattle-herder in Colorado, the farmer in Iowa, the wood-chopper in Maine, the capitalist in the city, the operative in every mill—all receive their direction—the character and complexion of their lives from the railroads. I do not think it an exaggeration or extravagance of speech, to say that the destiny of the country lies in the railroad system. It is our largest factor and the largest always dominates.

* * * * The system of long routes and through transit seems to render it inevitable that trains should run on Sunday. A company of business men leave New York on Saturday for Chicago, or St. Louis, or Omaha; shall they stop over Sunday on the summit of the Allegbanys in mid winter? A freight train of live stock leaves Chicago the latter part of the week; shall it stop twelve or twenty-four hours where Sunday overtakes it? A train of perishable fruit, whose value consists in reaching the market within thirty hours—shall it not start on Saturday? Providence, having ripened the fruit on Saturday, would seem to say yes, it must go then or not at all. Milk is a necessity; shall no milk trains be run on Sunday? Great freight trains, manned by five or six men only, are on long routes; shall they lie still on Sunday wherever they are, requiring still the supervision of a part of the force? Shall friend summoned to friend in dying sickness, not have the means of going?

"These are hard questions to answer, still not so hard as they are made to appear. And strange as it may seem, the answers most favorable to an observance of the Sabbath come from railroad managers. I do not mean second-rate and third-rate and fourth-rate railroad men, the men who echo the demands of the stockholders and of ambitious presidents of rival roads; but the large-minded, comprehensive, far-seeing and in-seeing managers of our great roads. I do not say that these men would do away with all running of trains on Sunday, but that they favor its reduction to the lowest possible amount; they are opposed to Sunday traffic and Sunday trains with very severely determined exceptions. They see no necessity for them; they see how the seeming difficulties may be overcome. They understand the necessity of a day of rest. Standing close to the matter and viewing it from within, they perceive the insidious evil of an occupation that has no rest or cessation in it. They do not believe it is economic; they understand well that it engenders a social, and physical and moral demoralization that is hurtful and dangerous. This class of railroad men of whom I speak do not believe in running trains on Sunday. One of the ablest railroad managers in the country, one whose eyes have never been blinded by the millions of capital behind him, wrote to me recently, and wrote as a railroad man and not as a moralist, 'What a blessed thing this Sunday rest is! It certainly is not one of the mistakes of Moses!' * * * * * *

"The question of through passenger trains between the great centers of business on the Atlantic coast and the Mississippi valley, bring the severest test to the principle of Sabbath observance. Shall a three days' journey involve a stop of twelve hours? Shall the mails stop, and cease to start on the Sabbath? Is there no plea in the fact of the frequent summons to sick friends or children? I drive to the next town to see my dying friend; shall I not ride to the next city or next State? The contraventions are so great, the necessity and mercy often so evident, that I see no way but to acquiesce in an arrangement that otherwise would take from the business of the world more than a seventh of its time. But this should be done not as in violation of the Sabbath, but as a work of necessity, done only under a sort of compulsion, its exception and the restrictions laid upon its methods being an indorsement of the rule of Sabbath rest. It is still a question, however, if the gain to society would not be greater is even this were not allowed. From Chicago there are three great routes to Omaha. Pooling their earnings, only one of the roads in turn sends out a train on Sunday, and that simply in view of the San Francisco travel. Such a fact as this is indicative of the minds of practical railroad men; they hate the whole Sunday business."

Iron and Steel Industries.

A bulletin has been issued from the Census Bureau at Washington on the iron and steel industries of the United States, which shows the number and capacity of the blast furnaces, rolling mills, steel works, forges and blomaries in the United States at the close of the census year, May 31, 1880, to be as follows:

Blast furnace establishments, 490; completed blast furnaces 681; rolling mill establishments, 324; single puddling furnaces, each double furnace counting as two single furnaces, 4,319; rotary puddling furnace (Sellers'), 1; Danks' puddling furnaces, 19; hammers in iron rolling mills, 289; heating furnaces, 2,105; trains of rolls in iron rolling mills, 1,206; nail machines, 3,775; steel works, 73; Bessemer steel converters, 24; open hearth steel furnaces, 87; pot holes for crucible steel, 2,691; trains of rolls in steel works, 136; hammers in steel works, 219; forges and blomaries, 118; forge and blomary fires, 495; Siemens' rotator, 1; hammers in forges and blomaries, 141; daily capacity of blast furnaces in net tons, 19,248; daily capacity of rolling mills in net tons, 16,430; daily capacity of Bessemer steel converters in net tons, 4,467; daily capacity of open hearth steel furnaces in net tons, 827; daily capacity of crucible steel works in net tons, 445; daily capacity of forges and blomaries in net tons, 520.

The whole number of establishments in 1880 was 1,005. In 1870 it was 808. The percentage of increase in the ten years was 24.38. The size and capacity of the establishments were, however, much greater in 1880 than in 1870. As the capacity of blast furnaces only was given in 1870, no complete data are available for a comparison of the capacity of all the works in the two periods. The daily capacity of the blast furnaces in 1870 was 8,357 tons, and in 1880 it was 19,248 tons, an increase of 130.32 per cent.

The whole amount of capital invested in the iron and steel industries of the United States in 1880 was $230,971,884; in 1870 it was $121,772,074; increase, $109,199,810, or 89.68 per cent.

In 1870 there were twenty-five States engaged in the manufacture of iron and steel. Of these South Carolina does not appear in the statistics of 1880. Its total production in 1870 did not aggregate 500 tons. The iron industry in this State has been practically abandoned.

Since 1870 three States have for the first time engaged in the manufacture of iron, namely, Colorado, Kansas and Nebraska; also two Territories, namely, Utah and Wyoming. Utah did not, however, make any iron in 1880. It made a small quantity in each of the years 1874, 1875 and 1876, and it will make a larger quantity in the near future.

California and Washington Territory have made arrangements since the close of the census year 1880 to manufacture iron.

New Hampshire made iron many years ago, but it does not appear in the statistics for 1870. It appears in the tables for 1880.

Oregon and Texas each built a blast furnace in the decade preceding the census year 1870, but they did not make any iron in that year. They appear, however, in the statistics of production for 1880.

The District of Columbia once had a blast furnace in operation, but in 1870 it had no iron industry whatever. In 1880 the United States Government owned and operated a small rolling mill at the Washington Navy Yard.

Minnesota appears in 1880 for the first time among iron manufacturing States, but its statistics relate only to the preparations that have been made to embark in the business.

Thirty States, the District of Columbia and Wyoming Territory actually made iron in 1880. Twelve States made over 100,000 tons each in 1880.

Pennsylvania, which for more than a hundred years has been the leading iron-producing State in the Union, made in 1870 a fraction over 50 per cent of the total product, and in 1880 it made a fraction over 49 per cent. At both periods its prominence in the production of iron and steel was virtually the same. From 1870 to 1880 it increased its production 97 per cent., or from 1,836,808 tons to 3,616,668 tons, while the whole country increased its production 99 per cent, or from 8 655,215 tons to 7 265,140 tons.

Ohio was the next State in prominence in 1870, and it held the same rank in 1880. In the former year it produced 449,768 tons, and in 1880 it produced 930,141 tons—an increase of 107 per cent.

The third State in prominence in 1870 was New York, and it maintained this rank in 1880, but its growth fell far below that of its two sister States above mentioned. In 1870 it produced 448,257 tons, and in 1870 it produced 598,300 tons—an increase of 33 per cent.

New Jersey was fourth in rank in 1870, producing 115,262 tons, but it was fifth in 1880, although in that year it produced 243,860 tons, an increase of 112 per cent.

The fourth place in 1880 was taken by Illinois, which produced in 1870 only 25,761 tons, while in 1880 it produced 417,967 tons, an increase of 1,522 per cent. Maryland ranked fifth in 1870, producing 95,424 tons in that year, while in 1880 it produced only 110,934 tons, an increase of 16 per cent, causing it to drop to the twelfth place.

The sixth State in rank in 1870 was Missouri, with a production of 94,890 tons, which was increased to 125,758 tons in 1880, or 32 per cent, giving it the tenth place in that year.

Michigan increased its production in the ten years from 86,679 tons to 142,716 tons, or 65 per cent, taking the eighth place in rank in 1880.

Wisconsin increased its production from 42,234 tons to 178,935 tons, or 324 per cent, giving it the sixth place in 1880.

Indiana produced 64,148 tons in 1870 and 96,117 tons in 1880, an increase of 50 per cent.

Of the New England States, Massachusetts shows the greatest growth in the ten years, increasing from 86,146 tons in 1870 to 141,321 tons in 1880, or 64 per cent., placing it ninth in rank.

Astonishing progress was made in the ten years in several Southern States. West Virginia increased its production from 72,337 tons to 147,487 tons, or 104 per cent., giving it the seventh place in 1880. Alabama increased from 7,060 tons to 62,986 tons, or 792 per cent. Georgia increased from 9,634 tons to 35,152 tons, or 265 per cent. Tennessee increased from 34,305 tons to 77,100 tons, or 125 per cent. Kentucky increased from 86,732 tons to 123,751 tons, or 43 per cent, placing it eleventh in rank in 1880. Delaware increased from 8,307 tons to 33,918 tons, or 308 per cent. Virginia increased from 37,836 tons to 55,722 tons, or 47 per cent.

All the States which made iron or steel in 1870 increased their production in 1880, except Maine, North Carolina and South Carolina.

The Central and Southern Pacific Railroads.

The Central and Southern Pacific Railroad Companies, by their agents and auditors, appeared before the State Board of Equalization at Sacramento, Cal., on the 6th inst., and filed sworn statements by the Secretaries of the companies, of the values of property, and supported the same by proofs, by the testimony of Charles Cadwalader, C. A. Grow and E. B. Ryan, and by filing bills of cost of locomotives. The statements were as follows:

Southern Pacific Railroad—Length of road in California, 711.51 miles; in San Francisco, 7.36; San Mateo, 25.10; Santa Clara, 59 50; Santa Cruz, 2.15; San Benito, 17.65; Monterey, 49.28; Fresno, 17.93; Tulare, 61.98; Kern, 117.83; San Bernardino, 54.60; San Diego, 158.85. Rolling stock, 48 locomotives, $249,600; sleeping car, $3,000; 43 passenger cars, $51,600; 31 emigrant cars, $31,000; 13 baggage, express and mail cars, $10,400; 6 caboose cars, $4,500; 563 box freight cars, $225,200; 367 flat freight cars, $91,750; 223 dump, hand, section and all other cars, $11,450; total, $678,500. Franchise, 711.51 miles; [illegible]; roadway and roadbed, $884,518 50; rails, $3,412,402 95; rolling stock $678,500. Grand total, $4,975,446 45. Total value per mile, $6,932 79. Annual gross earnings for entire railroad for year ending December 31, 1880, $1,018,844 (all in California).

Central Pacific Railroad—Length of railroad in California, 602 22 miles; San Francisco, 4; Alameda, 83 52; Santa Clara, 8 50; San Joaquin, 56.75; Sacramento, 41; Placer, 112.75 Nevada, 30.25; Sierra, 2.15; Yuba, 15.87; Sutter, 10; Butte, 45; Tehama, 40 54; Shasta, 18.80; Stanislaus, 22.63; Merced, 36.75; Fresno, 61.06; Tulare, 12 65. Rolling stock, 112 locomotives, $634,400; 12 sleeping cars, $36,000; 87 passenger cars, $121,800; 65 emigrant and smoking cars, $65,000; 32 baggage, express and mail cars, $25,600; 44 caboose cars, $30,800; 1,629 freight box cars, $651,600; 1,290 flat freight cars, $322,500; 360 dump, hand section and all other cars, $25,800; total, $1,913,500. Franchise, $25; roadway and road bed, $1,013,019 50; rails, $3,418,421 60. (Rolling stock, $1,913,500.) Grand total, $6,344,966 10. Annual earnings for the year to January 1st, 1881; gross earnings for entire railway, 2,654.95 miles, $20,508,112 88. Proportionate annual gross earnings of the railroad in the State $12,119,482 69.

California Pacific Railroad—Length of road, 112.50 miles. Rolling stock, $132,200; franchise, $25; roadway and roadbed $156,161 25; rails, $466,180; grand total, $754,566 25. Annual gross earnings to March, 1881, and proportionate earnings (leased to Central Pacific Railroad and included in Central Pacific Railroad statement.)

Sacramento and Placerville Railroad—Length of road, 48 50 miles. Rolling stock, $47,400; franchise, $25; roadway and bed, $56,195 05; rails, $138,710; grand total, $242,330 05. Annual gross earnings to March, 1881, $124,800 45—all in California.

San Pablo and Tulare Railroad—Length of road, 46 miles. No rolling stock; franchise, $25; roadway and bed, $61,614 30; rails, $230,920; grand total, $292,559 30. Earnings in Central Pacific Railroad statement, as it is leased to that company.

Northern Railway—Length of road, 114.30 miles. No rolling stock. Franchise, $25; roadway and bed, $162,019 25; rails, $573,786; grand total, $735,830 25. Earnings in statement of C. P. R. R.

Stockton and Copperopolis—Length of road, 44.63 miles. Rolling stock, $32,900; franchise, $25; roadway and bed, $48,292; rails, $166,916 35; grand total, $248,133 35. Earnings in statement of C. P. R. R.

Amador Branch—Length of road, 27 miles. No rolling stock. Franchise, $25; roadway and bed, $29,439 50; rails, $112,860; grand total, $142,324 50. Earnings in statement of C. P. R. R.

Contracts were awarded in Knoxville, Tenn., on the 19 inst., to five companies out of the thirty-nine which bid on the Knoxville and Ohio Railroad to complete it to the Kentucky State line. Eight sections were awarded to J. M. Condon & Co., of Knoxville; four to J. D. Offutt, of Tennessee; two to Martin Shea, of Knoxville; two to Myer, Hay & Co., of Shelbyville, Ky.; and two to J. L. Offitt, of Knoxville. Work will begin immediately and will be pushed with all possible speed.

The Newcastle and Franklin railroad, thirty-six miles long, was sold under the hammer at Newcastle, Pa., on the 13th inst., for $775,000, Thomas P. Simpson, representing the Buffalo, Pittsburg and Western Railroad, being the purchaser.

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New York, Saturday, April 23, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

AT the opening of the Monetary Conference at Paris, Tuesday, M. Magnin the French Minister of Finances was elected president of the Conference, on the motion of Mr. Evarts. The opening addresses indicate an intention of considering in a liberal spirit all plans brought before the Conference.

THE prospects for the adoption of the proposed amendment to the State Constitution abolishing tolls on the Erie Canal are not promising at the present writing. There seems to be a prevailing belief at Albany and throughout the State that what New York needs for the maintenance of her commercial supremacy, or as much of it as depends upon navigation, is not the abolishment of the present low tolls but rather a judicious expenditure in improvements upon the canal that should make a fair toll fully justifiable.

A COMPANY has issued its prospectus in London which proposes to establish a fast steamship line between New York and Milford Haven, Wales, with steamers of sufficient speed to make the voyage in seven days. As the main reliance will be upon passengers and high priced freight transportation the project seems a somewhat venturesome one, but there are good reasons after all in these days of rapid transit and increasing ocean travel to warrant a belief in its success. The name of the new organization is the Atlantic Express Steam Navigation Company.

THE agricultural development in the Northwest, which has been so surprising during the past few years and which now appears to have created among settlers an excitement about wheat growing in Dakota similar to what has been witnessed in "mining fevers" has come from the liberality and enterprise of railroad managers. The Northern Pacific Railroad Company has not only sold land on long and easy terms with small payment down making it possible for almost any one to purchase, but also is bearing a generous part of the expense of building side tracks, placing the rails where a roadbed and ties are furnished in any section desired within four or five miles of its main line. This encouragement has led men from all departments of business to become directly or indirectly interested in farming, and in many cases with most flattering results.

As the annual report of the State Engineer on the railroads of New York, just issued, was the first one made since the passage of the Hepburn bill last year, (the additional returns demanded by which it was asserted would make revelations of such great value and interest to legislators) there is naturally a little curiosity to know how carefully the facts obtained by the State Engineer have been studied at Albany. The Herald correspondent remembering how much had been asserted in this direction and thinking, since railroad legislation is again such a prominent topic at the Capitol this season, that a test of the utility of the extra requirements would be apparent now, went to the State Engineers' office last week and inquired how many members of the Legislature had requested to inspect the returns or any of them. The answer he received was "Not one."

THE fourteen questions bearing on the subject of the management of railroads, propounded by the New York Chamber of Commerce through the means of a widely circulated letter, have received several able replies. They have given a good opportunity for the presentation of the varied phases of the railroad question and inasmuch as they have been fully discussed the public will be benefitted through having been better informed than ever before as to the principles of traffic and the arbitrary natural laws which govern railroad managers in the performance of their duties. Among the most able replies elicited is that from E. P. Alexander, Vice President of the Louisville and Nashville Railroad Company. He has gone at length into the subject and has given an ample supply of authentic illustrations to support his position, in which he asserts the true policy of the country to be, "to allow in all industries the greatest possible freedom of individual action consistent with the stability of society and the security of life and property." He makes a point of especial interest locally when he calls attention to the intense rivalry existing between several of the most important seaport cities in their efforts to draw export trade to themselves, and asks the Chamber of Commerce of New York if it is prepared to take all power away from the railroads which work in New York's interest more directly, and to have any three men invested with the power to determine what the comparative rates shall be from the West to each rival city.

Railroads of Illinois.

There were 9,294 miles of railroad track in Illinois in 1880, at the close of the year for which the State Railroad Commissioners made up their recently published report, dated in December. This includes main line, double tracks and sidings. The amount of stock held in the State is given in the report as $7,841,700, being $638,481 less than in 1879. The issue of stock per mile averaged for all the roads $22,257, varying from $750 per mile the lowest, to $69,400 the highest. The total funded and floating debt and capital stock reported for 1878 was $704,784,082, being $16,279 per mile for roads reported; the total reported for the year 1880 was $759,320,465, giving an average of $41,147 16 per mile for roads reported. The construction and equipment account shows the average cost per mile to be $40,309. The highest average cost per mile of standard roads reporting in that State is given in the report of the Commissioners as being the Michigan Central $126,389 and the lowest that of the Indianapolis, Decatur and Springfield $10,670.

During the year only 67.37 miles of new road were added to old lines, 64.37 to the Illinois Central and 3 to the Chicago, Milwaukee and St. Paul, while on new lines there were completed 279.37 miles. The equipment of rolling stock is reported for 1880, as being: locomotives 3,952, passenger cars 2,643, freight cars 100,818, being an increase in those departments of 446, 285 and 18,304 respectively. The whole number of feet of bridges built in the State was 9,921, the number of bridges being 48 of which one-half were of iron. 44 new stations were built and 424 miles of fencing. That an army of men and an army of no small dimensions, is required in the working of the gigantic railroad enterprises of Illinois, is shown from the fact that the employes of the railroads reporting there number 94,561, and their pay amounts to $49,427,729 72; of this number it is estimated that 40,650 are employed in the State, receiving $21,250,000.

The gross earnings from all sources reported by 50 organizations, the same number as the previous year, were $140,949,675 63, for 1880

as compared with $109,877,864 for 1879. The net income for 1880 was a little over 30 per cent greater than in 1879. The above refers to railroads reporting in Illinois, but of course not to operations within the State. The gross earnings in Illinois of 48 roads were $48,461,-221, as compared with $41,189,320 in 1879. Twelve roads reported dividends in 1880 amounting to $25,932,737 57, while the same roads reported in 1879 $14,903,477. Only five roads reported losses in 1880. A gradual lowering of rates has taken place during the past six years until now the average in Illinois is 1.38 cents per ton per mile. By the reduction of rates as compared with those of the previous year there was saved to the shippers something over $14,000,000; a saving that was made possible only by the skillful management of railroad men and the favoring conditions of general business.

Organization.

The Far Rockaway Beach Railroad Company filed articles of incorporation at Albany on the 15th inst., the capital being $50,000, and the length of the road one mile and a half.

The Toledo, Delphos and Burlington Railway Company, branch line, with termini at Dayton and Lebanon, Ohio, has filed a certificate of incorporation with the Secretary of State at Columbus.

At the annual meeting of the stockholders of the Sutro Tunnel Company, held in San Francisco on the 6th inst., the following Trustees were elected: Charles W. Brush (President), William Irvine (Vice-President), F. F. Low, David Cahn, Hugh Marshall, William Johns and Joseph Aron; Treasurer, Lazard Freres; Secretary, Pelham W. Ames; Superintendent, C. C. Thomas.

The following are the officers of the Mexican National Construction Company: president Walter Hinchman, treasurer Wm. M. Spackman, assistant treasurer John Dougherty, secretary W. W. Nevin, general manager G. Clinton Gardner, purchasing agent, A. R. Roberts. The general offices are at 17 Cortlandt Street, New York.

Articles of incorporation have been filed in the office of the Secretary of State of Colorado of the Silver Cliff and Rosita Railway Company. The capital stock is $150,000, divided into shares of $50 each. The directors are W. I. Adams, F. H. Denman, F. E. Morse, D. D. Miller and A. B. Tuttle. The road will run from the terminus of the railroad at Silver Cliff to Rosita.

The directors of the East River Bridge and Coney Island Steam Transit Company, elected on the 18th inst., are: A. R. Culver, H. W. Sage, E. C Litchfield, A. C. Washington, Charles Garlichs, Edward W. McGinnis, and Edward H. Litchfield. The officers are: President, A. R. Culver; Secretary and Treasurer, A. C. Washington. The Executive Committee is composed of Messrs. Culver, H. W. Sage, and E. C. Litchfield.

At the annual meeting of the Cincinnati, Wabash and Michigan Railroad Company, held in Wabash, Ind., on the 13th inst., the following Board of Directors was elected: H. B. Payne, J. H. Wade, William Bingham, C. P. Leland and W. S. Jones, all of Cleveland, O.; J. H. Defrees, Goshen, N. Beckly, Elkhart; C. Cowgill, Wabash, and A. G. Wells, Marion, Ind. John H. Wade was elected President and Treasurer. It was decided to extend the road from Goshen north via Elkhart to Benton Harbor, Mich. and from Anderson south to Knightstown. Work will be commenced at once.

A certificate of incorporation has been filed in the office of the Secretary of State of California of Presidio and Ferry Railroad Company of San Francisco, to operate a railroad from East and Market streets to the Presidio Reservation by means of compressed air and other motive power. Length of road, seven miles. Directors, A. S. Hallidie, Albert Miller, A. W. Bowman, J. G. Kittle, James Moffitt, Robert Watt, N. J. Brittan. Capital stock, $500,000, in 5,000 shares of $100 each.

Articles of incorporation of the Chicago, Decorah and Minnesota Railway Company have been filed in Decorah, Iowa. The authorized capital is $10,000,-000. The incorporators are: James H. Eastman, C. E. Dickerman, A. Bradish, J. M. Green and others, of Decorah; William Larabee, of Fayette County, and E. H. Williams, of Clayton County. It contemplates building a railroad from Decorah to connect with the Burlington road at Pottsville and an extension of the same road northward from Decorah.

There have been filed with the Secretary of State of California articles of incorporation of the Eastern Quicksilver Company of San Francisco. Directors, T. A. Mudge, J. T. Coe, B. W. Mudge, C. C. Fisher, F. A. Berlin. Capital stock, $200,000, in shares of one dollar each. Duncan Hill Tunnel Mill and Mining Company of San Francisco. Directors, Samuel Linkton, Wm. G. Crandall, L. P. Drexler, J. R. Crandall, E. W. Roberts. Capital stock, $250,000, in shares of five dollars each.

Amended articles of association have been filed at Albany, of the New York, Lackawanna and Western Railroad Company. According to these the road is to begin at Binghamton, run through the counties of Broome, Tioga, Chemung, Steuben, Livingston, Wyoming, Genesee and Erie to Buffalo, and connect with the Suspension Bridge, with a branch from the main line through Livingston and Monroe counties to Rochester. The whole length of the road is to be 300 miles.

The directors of the Ohio and West Virginia Railroad Company, recently elected, are: Geo. C. Benham, Wm. G. Deshler, D. J. Gray, Wm. Greene, Henry Miller, Orland Smith, Charles Parrot, Samuel Thomas, C. C. Walcutt, Jas. A. Wilcox, Geo. McQuigg, J. A. Hamilton and P. W. Huntington. The officers are: President, M. M. Greene; Vice President, Orland Smith; Secretary and Treasurer, W. M. Greene. The road is reported in a flourishing condition with good business.

Articles consolidating the Chicago and Milwaukee, the Milwaukee and Madison, and the Sheboygan and Western Railway companies were filed with the Secretary of State of Illinois on the 15th inst. The name of the new organization is the Chicago, Milwaukee and Northwestern Railway Company. The capital stock of the new company is that authorized by law for its three companies consolidated. The first Board of Directors are Albert Keep, Marshall M. Kirkman, Martin L. Sikes, Augustus Schell, Marvin Hughitt, Jos. B. Redfield, Wm. L. Scott, Charles C. Wheeler and James H. Howe. The consolidation is in the interest of the Chicago and Northwestern Railway Co.

A Bankers and Merchants' Telegraph Company has been organized and incorporated under the laws of New York. The capital stock of $1,000,000, is said to be all subscribed by bankers and merchants, principally of New York, Philadelphia and Boston. The special business of the company will be to transmit messages for the mercantile trade. Charters have also been obtained in New Jersey and Pennsylvania. The company will operate twelve wires from Boston to Washington, running through New York, Philadelphia and Baltimore. Mr. W. M. Maris, of Maris & Smith, bankers, of Philadelphia, is president of the new company, and G. S Mott general superintendent.

Articles of consolidation of the Chicago and Rensselaer and the Chicago and New York Railway companies under the name of the Chicago and New York Railway Company with a capital of $5,000,000, were filed with the Secretary of State of Illinois on the 15th inst. The first Board of Directors of the new company are William C. Kibbe, R. S. Higgins, E. P. Cowles, John H. Gutches and Jas. E. Abbott, who are the officers in the order named. The principal office is in Chicago. The Chicago and New York Railway Co. and the Continental Railway Co, under the name of the Continental Railway Company, ware also consolidated with the same combination. These consolidations were effected in June, 1873, but never filed with the Secretary of State until now. The roads run from Chicago into Indiana.

Personal.

Robert S. Brown has been appointed Louisville agent of the Ohio and Mississippi Railroad, succeeding Chas. B. Chapman, deceased.

The Lombard and South Street Railway Co., Philadelphia, have elected John B. Parsons, formerly of Salisbury, Md., president.

H. M. Hoxie, of the International and Great Northern Railway has been recently elected general manager of the Texas and Pacific Railway.

President Garrett, of the Baltimore and Ohio Railroad is expected home from the south of France in June.

General Whittier of the firm of Lee, Higginson & Co., and Mr. Dodd, of Richardson, Hill & Co., of Boston, go to Europe this Spring on a short vacation.

H. H. Hollister has been appointed Treasurer of the Burlington, Cedar Rapids and Northern Railroad Company in the place of Alexander Taylor, resigned.

R. M. Galloway has been elected president of the Manhattan Elevated Railway Co., as successor to Wm. R. Garrison, who recently resigned.

F. W. Baldwin formerly of the Central Vermont Railroad has received the appointment of assistant superintendent of the Mexican Central Railroad.

Allen Manvel has been appointed assistant general manager of the St. Paul, Minneapolis and Manitoba Railway, with headquarters at St. Paul.

C. W. Bradley succeeds M. V. McCracken, recently resigned, as manager of the Cincinnati Northern Railway.

The death, in London, of R. J. Reckie, a prominent railroad contractor and civil engineer of Montreal is announced by cable.

C. E. A. Bartlett, for many years past the Treasurer of the Boston and Lowell Railroad Company, has been selected to fill the position of manager of the road in the place of Hocum Hosford, deceased.

At recent meetings of the Columbus and Toledo, the Columbus and Hocking Valley and the Ohio and West Virginia Railway Companies, Col. Orland Smith was appointed vice-president and general manager of the three roads.

Collingwood Schrieber, Chief Engineer of Government Railways, Canada, has gone to Winnipeg, it is believed for the purpose of arranging for the transfer of the finished portions of the Canada Pacific Railway to the Syndicate.

Charles Donnelly has resigned the Presidency of

the Somerset and Cambria Railroad Company, and J. B. Washington, Assistant Auditor of the Baltimore and Ohio Railroad Company has been elected to succeed him.

C. W. Smith, formerly of the Chicago, Burlington and Quincy and more recently traffic manager of the New York, Lake Erie and Western Railroad, has been appointed general manager of the Chesapeake and Ohio Railway.

Fred. Grant has tendered his resignation as First Lieut. in the Fourth Cavalry and Lieut-Col. on the staff of the Lieut-General of the Army, to accept a position with the Chicago, Texas and Mexican Central Railroad Company.

By some recent changes among the officers of the New York Central and Hudson River Railroad, J. Tillinghast is made assistant to the president, an entirely new office ranking next to vice-president; J. M. Toucey is made general manager of the main line and C. M. Bissell general superintendent of the Hudson River and Harlem divisions.

H. R. Duval, general manager of the Great Western Despatch, and the Erie and Pacific Despatch, has announced the appointment of Norman C. Jones as the Southwestern agent of these lines, with his office at Dallas, Texas, to have charge of the interests of the lines in Arkansas, Texas, Louisiana, Colorado, New Mexico and Southern California.

Edward Huntingdon, one of the engineers for constructing the Utica and Schenectady Railroad and the enlargement of the Erie Canal, died at Rome, N. Y., Sunday morning. He was a member of the State Constitutional Convention of 1846, president of the Rome Savings and Exchange Banks and the Rome Iron Works.

George Chauncey, who for some time has been the station agent of the Delaware, Lackawanna and Western Railroad at Fulton, N. Y., has received an appointment to a position on the Atchison, Topeka and Santa Fe Railroad, where his duties will be the inspection and supervision of agents along the line of the road. His headquarters will be at Topeka, Kansas.

James R. Wood, whose appointment as general passenger agent of the Pennsylvania Railroad has been confirmed by the board of directors, has during the past eleven years made rapid advances in a railroad career the duties of which have involved much responsibility and skillful management. In 1870 he was train master on the western division of the Burlington and Missouri River Railroad. He was afterwards general passenger agent at Chicago, and later general agent of the land and passenger departments of the same road. At later periods he was connected with the Michigan Central as assistant general superintendent and also as assistant passenger agent. Three years ago he took the position of general passenger agent of the Chicago, Burlington and Quincy Railroad.

Railroad Earnings.

The earnings of the Grand Trunk Railway for week ending April 9, were $218,912; corresponding week last year, $206,797; increase, $12,115; aggregate increase for 15 weeks this year over corresponding weeks last year, $153,016; miles open 146½.

The earnings of the Chicago and Grand Trunk Railway for week ending April 9, were $26,988; corresponding week last year, $24,054; increase, $2,934; aggregate increase from January 1 to April 9th, over corresponding time last year, $54,963.

The earnings of the Denver and Rio Grande Railway for second week of April were $95,681 as compared with $36,388 for corresponding week last year; miles now operated 551, last year 337.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for week ending April 14, were $115,082 44; week ending April 7, $86,722 82; total for two weeks $201,805 26. For 1880 the earnings for corresponding weeks were respectively $82,669 27 and $82,886 47; total, $165,555 74; an increase for the two weeks of this year of $36,249 52. From Jan. 1 to April 14 the aggregate earnings were $936,436 92; corresponding period last year, $745,236 81; increase, $191,200 11.

Underground Wires.

The Philadelphia Record says that the National Underground Electric Company is making rapid progress in the good work of ridding the city of the unsightly telegraph poles and the annoyance to householders of wire fixtures upon their roofs, and then adds:

The system of the National Underground Electric Company is claimed to be the simplest and most inexpensive plan for laying underground wires yet discovered, and has been so pronounced by experts. The system or method consists of cylindrical blocks of terra cotta, with numerous small holes, forming continuous tubes, covered with a vitrified glazing on the outer and inner surfaces. These blocks are laid end to end and firmly cemented together, thus making a series of terra cotta pipes in a single line of blocks. These are laid in sections, and at convenient distances excavations are made in the ground and carefully bricked up and cemented, thus making an underground waterproof chamber between the sections. As the blocks are laid a single wire or carrier is placed in each hole or conduit, all the wires in each section ending in the sunken chambers. The design of this is to enable the linemen to draw the cables or bundles of wires through the perforated blocks by means of a reel as fast as needed, and in such numbers as the telegraph companies may require, without digging up the streets each time, as in the case with every other known system.

Philadelphia and Reading Railroad Election.

In the Court of Common Pleas, Philadelphia, on the 13th inst., it was adjudged and decreed that at the election for officers and managers of the Philadelphia and Reading Railroad Company, held on the 14th of March, Frank S. Bond was duly elected President; George F. Tyler, Samuel R. Shipley, John S. Newbold, Edward T. Steel, Charles Parrish and John Lowber Welsh, Managers; Samuel Bradford, Treasurer, and Edward L. Kinsley, Secretary. After argument, on the 19th inst., in the United States Circuit Court, Philadelphia, before Judges McKennan and Butler, upon the application of Frank S. Bond et al., for recognition as legally elected officers of the Philadelphia and Reading Railroad Company, Judge McKennan stated that it was the inflexible purpose of the Court not to be mixed up in any controversy regarding the officers of the company; but as a highly respected Court had adjudged certain persons elected as president and managers of the corporation, proper respect for its decision required that the persons in question should not be debarred from enjoying the privileges and performing the functions of the offices to which they claimed to be entitled; but the Court did not intend to exclude the persons now serving as officers and managers from enjoying similar privileges pending a final decision of the Court of proper jurisdiction. The following order was made:

And now, to wit, April 19, 1881, the Court orders and directs that the receivers heretofore appointed by this court in the above causes furnish to Messrs. Frank S. Bond, George F. Tyler, Samuel R. Shipley, John S. Newbold, Edward T. Steel, Charles Parrish, John Lowber Welsh, Samuel Bradford and Edward L. Kinsley suitable accommodation in the office of the Philadelphia and Reading Railroad Company, No. 227 South Fourth-st., Philadelphia, for the performance of the duties and functions of the offices to which they claim under the Court of Common Pleas to have been elected in the Philadelphia and Reading Railroad Company; and also to permit the said above-named persons to examine, inspect and have free access to all the books and papers of the said Philadelphia and Reading Railroad in the possession or under the control of said receivers, not excluding nor in any wise interfering with the enjoyment of Franklin B. Gowen and his Board of the same privileges which are hereby accorded to Frank S. Bond and his associates.

Houston and Texas Central Railway.

The following is a comparative statement of earnings and expenses of the Houston and Texas Central Railway for years 1879 and 1880:

Gross earnings, 1879	$3,205 684 88
Gross earnings, 1880	3,741,000 47
Increase in gross earnings (16.69 per cent)	$538,515 59
Operating expenses (including taxes), 1879	$1,773,771 27
Operating expenses (including taxes), 1880	2,007,323 35
Increase in expenses (13.16 per ct.)	$233 552 08
Net earnings, 1879	$1,431,913 61
Net earnings, 1880	1,733,677 12
Gain in net earnings (21.07 per ct.)	$301,763 51

The amount expended during 1880 for steel rails, ties, fastenings, equipment, &c., was $399,840 87.

At a joint meeting of the stock and bondholders of the Credit Valley Railway, held in Toronto on the 12th inst., the directors were authorized to issue five per cent debenture stock to the amount of $20,000 a mile to replace the seven per cent bonds amounting to $12,000 a mile. The exchange is to be for equivalent amounts. The total amount of the new issue will be $3,720,000, and the additional interest payable, notwithstanding the reduction from seven to five per cent, will be $29,760. In case any bondholder refuses to make the exchange, the company is to reserve an amount of debenture stock equal to the bonds refused to be surrendered.

Vice President Bond, of the Texas and Pacific Railway Company, announced on the 8th inst. that rapid progress has been made upon the extension of that road, 100 miles of track having been completed since last November. The road is now finished 233 miles west of Fort Worth, and the contract requires its construction to El Paso, about 600 miles west of Fort Worth, by the beginning of next year. At El Paso connection is made with the Southern Pacific road.

It is expected that the Quebec Central Railroad will be opened for traffic between Levis and Sherbrooke early in May next.

Detroit, Lansing and Northern Railroad.

The gross earnings of this road for the year ending December 31, 1880, were $1,203,151 65, and the total expenses (except $73,816 01 for extension to Big Rapids, and $77,686 57 for new equipment) were $739,004 84, making the net earnings $464,146 81. This is an increase in the gross earnings over the preceding year of $94,219, and in net earnings of $15,001 36. On August 10, 1880, and February 15, 1881, a dividend of 7 per cent was paid on preferred stock, amounting to $175,224, and on August 10, 1880, a dividend of 2½ per cent was paid on common stock, amounting to $45,635. The balance to the credit of the income account after paying the dividend of February 15, 1881, and $229,296 for interest, was $15,357 63. The bonded debt was decreased in 1880 by the payment of $81 000 Ionia and Lansing second mortgage bonds, which matured November 1, 1880. Since January 1, 1881, the bonded debt has been increased by the sale at 17½@17⅝ per cent premium, of $178,000 Detroit, Lansing and Northern seven per cent mortgage bonds, due January 1, 1907, which realized the sum of $209,180, which has been appropriated to the payment of the Ionia and Lansing bonds and the balance to the completion of the Stanton branch and its equipment. The report of the General Manager shows the total main track operated during the year to be 225.57 miles, an increase over 1879 of 24.29 miles. The total track owned is 263 miles, an increase for the year of 21.94 miles. The new equipment includes 2 freight locomotives, fifty new box freight cars, six first-class passenger coaches and two new 33-foot baggage cars. The General Manager says as to future earnings. "I estimate our gross earnings for the coming year at $1,800,000 and shall be disappointed if my expectations are not more than realized."

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending April 9, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad	110,665	2,296,269	2,248 631
Schuylkill Canal	6,049	17,579	46,651
Lehigh Valley	104,999	1,771,956	1,413,662
Del., Lack. & Western	60,016	1,045 070	899,673
Shamokin Valley	19,554	258,888	208,942
Central New Jersey	53,225	993,231	796,567
United R. R. of New Jersey	24,801	401,865	267,806
Pennsylvania Coal	20 538	272,056	217,125
Delaware and Hudson	44,906	915,651	832,344
Huntingdon & Broad Top Mt.	8,205	126,492	118,919
Penn. and New York	26,432	449 837	393,914
Clearfield, Pa.	54,056	573,762	344,831

The total tonnage of anthracite coal from all the regions for the week ending April 9, as reported by the several carrying companies, amounted to 400,508 tons, against 630,783 tons in the corresponding week last year, a decrease of 230,275 tons. The total amount of anthracite mined for the year is 6,532,079 tons, against 5,433,798 tons for the same period last year, an increase of 1,098,281 tons. The quantity of bituminous coal sent to market for the week amounted to 108,069 tons, against 75,221 tons in corresponding week last year, an increase of 32,848 tons. The total amount of bituminous mined for the year is 1,197,756 tons, against 930,674 tons for the corresponding period last year an increase of 267,082 tons. The total tonnage of all kinds of coal for the week is 508,577 tons, against 706,004 tons in corresponding week last year, a decrease of 197,427 tons, and the total tonnage for the coal year is 7,729,835 tons, against 6,364,472 tons to same date last year, an increase of 1,365,363 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending April 2d was 178,283 tons, of which 117,562 tons were coal and 60,721 tons coke. The total tonnage for the year thus far has been 2,232,156 tons, of which 1,605,983 tons were coal and 623,173 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended April 9 were 39,832 tons, and for the year to that date 432,853 tons, an increase of 15,160 tons as compared with the corresponding period last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 30,178 tons; year, 368,617 tons; increase as compared with 1880, 10,501 tons. Chesapeake and Ohio Canal—week, 5,594 tons; year, 12,989 tons; increase as compared with 1880, 4,246 tons. Pennsylvania Railroad—week, 4,050 tons; year, 50,748 tons; increase as compared with 1880, 414 tons. The Reading Railroad coal shipments for last week, ending April 16, were 124,000 tons, of which 22,000 tons were sent to Port Richmond and 33,000 tons shipped thence, and 10,700 tons were sent to Elizabethport and 13,500 tons shipped thence.—[Phila. Ledger, April 18.

Railway Connection Between Pensacola and Jacksonville.

One of the most important railroad enterprises that has been inaugurated in Florida in a number of years is that which proposes to make a connecting link between Jacksonville and Pensacola. With a view to this purpose the Pensacola and Atlantic railroad company was organized at Pensacola, on the 11th inst., with the following officers: W. F. McCormick, G. A. Stanley, E. De Funiak, W. D. Chipley and T. T. Wright. W. D Chipley was elected president and P. K. Yonge secretary.

Mr. Chipley, the president, is superintendent of the Mobile and Montgomery, the Selma and Pine Apple divisions of the Louisville and Nashville system.

Mr. De Funiak, one of the directors, is the general manager of the system, and one of the most brilliant railroad men in the country. The other directors are prominent business men and citizens of Pensacola.

This line will be a continuation of the J. P. & M. road from Chattahoochee, the intersection of the Chattahoochee and Flint rivers, to Pensacola. It will serve an immense scope of country now without railroad facilities, and will connect the western portion of Florida with the eastern. It will be located through much good agricultural country, and for fifty miles will have on its line a virgin forest, the unequaled quality and great quantity of which will serve to extend Pensacola's magnificent timber trade fifty years longer.

Nor only this but the line will shorten the distance between New Orleans and Tallahassee, the state capital, by 480 miles and will give the most direct line from Savannah to the gulf. We are informed that the entire stock has been subscribed and many applications for stock were received after the capital stock had all been taken up.

This new enterprise will be the making of West Florida and will develop an important and fertile agricultural section. It has been the desire of Jackson county for a number of years to get this road, and several prominent citizens from that county attend d the meeting, and aided in carrying out the project to a successful culmination. Evidently the dawn of prosperity in Florida is brightening into open day. With her everglades reclaimed, the two canals and the new railroad, the state has an encouraging future.—Columbus, (Ga.) Enquirer-Sun.

Anthracite Coal Tonnage.

John H. Jones, accountant of the Philadelphia and Reading Railroad Company, furnishes the following statement of the anthracite coal tonnage for the month of March, 1881, compared with the same period last year:

	March, 1881.	March, 1880.
Philadelphia and Reading Railroad	495,835 05	461,872 15
Lehigh Valley Railroad	442,059 09	289,427 01
Central Railroad of New Jersey	337,753 15	277,579 15
Delaware, Lackawanna and Western R. R.	362,899 17	290,363 17
Delaware and Hudson Canal	291,600 05	209,161 05
Pennsylvania Railroad	143,498 03	121,241 01
Pennsylvania Coal Co.	109,443 09	71,424 02
New York, Lake Erie and Western R. R.	42,751 19	26,302 06
Total	2,225,842 02	1,746,872 02

	For Year 1881.	For Year 1880.
Philadelphia and Reading Railroad	1,824,409 03	1,158,519 00
Lehigh Valley Railroad	1,194,636 12	849,170 18
Central Railroad o New Jersey	897,777 04	710,104 06
Delaware, Lackawanna and Western R R.	992,352 09	802,669 02
Delaware and Hudson Canal	764,280 12	669,637 09
Pennsylvania Railroad	441,079 00	307,075 14
Pennsylvania Coal Co.	286,432 01	225,897 03
New York, Lake Erie and Western R. R.	115,694 19	88,784 14
Total	6,016,661 00	4,807,758 06

—showing an increase for the month of 478,970, and for the year of 1,208,902 14.

The stock of coal on hand at tidewater shipping points March 31, 1881, was 563,068 tons; on February 28, 1881, 395,286 tons; increase, 167,777 tons.

Brooklyn Underground Railway.

The agent of the Brooklyn Underground Railroad Company was ordered on the 15th inst. to file the map of the route of that company in the office of the Register of Kings county, as the same had been signed. The starting point of the road, which begins as an elevated, is at Fulton ferry, and runs parallel with Water street, under the suspended bridge superstructure. At this point it makes a curve and runs parallel with the bridge structure over private property to and across Main street; thence it descends and crosses Prospect street on the surface, ceasing to be an elevated road. Gates are to be erected along the track. Passing under Sands street the road enters a tunnel and continues under Washington and Fulton streets, also Flatbush avenue, to the junction of Atlantic avenue. It will be so arranged that passengers from Coney Island can be brought to this city without change of cars. The central station of the road will be located at City Hall square. The road will continue under ground along Flatbush avenue, and there will be

stations at the main entrances of Prospect Park. A branch will run along Ninth avenue to the depot of the Prospect Park and Coney Island Railroad.

Buffalo, New York and Philadelphia R. R.

The Buffalo, New York and Philadelphia Rail road, extending from Buffalo to Emporium, on the Philadelphia and Erie Railroad, with narrow gauge connections and 16,000 acres of coal land has been purchased by a syndicate for $4,850,000. The syndicate is composed of the following firms: J. & W. Seligman & Co., Drexel, Morgan & Co., Winslow, Lanier & Co., Kidder, Peabody & Co., Clark, Post & Martin and E. W. Clark & Co. The aggregate net earnings of the road and the connections is nearly $1,000,000. Twenty per cent of the purchase money has been paid, and the balance will be paid in monthly instalments. The new purchasers are to receive the earnings from the first day of May. The roads are to be reorganized with Sherman S. Jewett, of Buffalo, as president, and J. W. Jones, president of the Buffalo, Pittsburg and Western, as vice president, with majority of the directors chosen from the present board of the Buffalo, Pittsburg and Western. These roads, will in about one year, be merged with the Buffalo, Pittsburg and Western, when John W. Jones will become president of all. The Genesee Valley Canal Railroad, previously purchased by Clark, Post & Martin is to be a part of the scheme. This will give terminal facilities in Rochester, and by the new purchases fifty acres of ground in the heart of Buffalo are gained for terminal facilities in that city.

The Philadelphia Record says that the Genesee Valley Canal Railroad, running from Salamanca to Rochester, has been bought for $128,000 by those who furnished funds for the recent purchase of the Newcastle and Franklin Railroad, and then adds: a number of the stockholders of the Genesee Valley Company were opposed to selling because they had not assurances that it would go into the hands of capitalists who would complete it. They were informed by Clark, Post and Martin, of New York, representatives of the firm of F. W. Clark & Co., of Philadelphia, that $7,000,000 had been raised for the improvement of this road and important links.

M. L. Bonham, Railroad Commissioner for South Carolina, in his second annual report, just issued, says the condition of the roads in that State has been greatly improved during the past year. The number of miles of main line and branches in the State is 1,407.5. The total income for 1880 of all the roads was $4,943,074 39; total expenses, $3,585,766 61, net earnings, $1,357,307 78. The excess of net earnings last year over the year 1879 was $446,851 70. Only one passenger was killed during the years 1879 and 1880.

The Harford, Md., Democrat says that the directors of the Baltimore and Delta Narrow Gauge Railroad Company have secured money enough to continue work on the road until the middle of June. By this time, it is estimated, the grading and a large part of the masonry will be completed.

Mitchell & McLean, of Canada, have been awarded the contract for the construction of the bed of the Washington City and Point Lookout Railroad from Washington, Dt. Col., to Brandywine—17 miles. W. E. Brown, of Nova Scotia, has the contract for the track and bridges.

The foreclosure sale of the Petersburg Railroad, which was to have taken place under a decree of the United States Circuit Court on the 20th inst., at Petersburg, has been postponed by an order from the same Court to May 10.

Grand Trunk Railway of Canada.

The gross earnings, working expenses and net profit of the Grand Trunk Railway Company of Canada for the month of February, 1880 and 1881, were as follows:

	1881.	1880.
Gross receipts	£158,295	£153,393
Working expenses	120,966	112,055
Net profit	£37,329	£41,338

—showing an increase in gross receipts of £4,902, with an increase in working expenses of £8,911, making a decrease in net profit of £4,009.

The aggregate for two months ending with February, was:

	1881.	1880.
Gross receipts	£322 554	£316,636
Working expenses	247,829	231,890
Net profit	£74,725	£83,746

—showing an increase in gross receipts of £6,818, with an increase in working expenses of £15,939, making the decrease in net profit £9,021.

A short time ago Emanuel M. Levy, formerly an agent for the New York Life Insurance Company, but now connected with the Equitable Life Assurance Society, was arrested on a charge made by the New York Life Insurance Company that he had embezzled $965 44 in failing to give to its financial accountant two checks received from one Patrick McCann. The complaint was made after Levy had left the New York Life Insurance Company. Levy said that the money was still in his possession and he was willing to turn it over when the New York Life should settle a claim which he had against the company for something more than $1,000. Judge Morgan decided that there was no embezzlement and discharged Levy.

At a meeting of the directors of the Western Union Telegraph Company, held in this city on the 15th inst., the following preamble and resolution was adopted: Whereas, The order of the Superior Court of the City of New York, granted March 15th, restrained this Company from the payment of dividends under the resolution passed by this Board on the 9th of March, and the dividend cannot be paid on the 15th of April, as declared; therefore, resolved, that the payment of cash dividend, declared by this Board on the 9th of March last, be and is postponed to such date as may hereafter be fixed by this Board, or by the Executive Committee.

A company is being formed for the manufacture of pig iron on the estate of E. A. Packer, on lands in Rockbridge county, Va. The company have in contemplation the erection of two blast furnaces, each 16 by 60 feet, with Whithall hot blast stoves. This estate embraces between 17,000 and 20,000 acres of iron ore land in Rockbridge and several thousand acres of coal land in West Virginia, both on the line of the Chesapeake and Ohio Railway.

Great Western Railway of Canada.

The gross receipts, working expenses and net revenue of the Great Western Railway of Canada for the month of February, 1880 and 1881, excluding leased lines, were as follows:

	1881.	1880.
Gross receipts	$326,700	$299,900
Working expenses, including transfers to reserve funds	259,000	226,500
Net	$67,700	$73,400

—showing an increase in gross receipts of $26,800, with an increase in working expenses of $32,500, making a decrease in the net earnings of $5,700. The above is subject to interest on bonds, etc.

We are indebted to the courtesy of Ex-judge B. W. Huntington of this city, of counsel for the successful parties, for the information, that the Court of Appeals has just decided that the N. Y. Act of 1858, allowing stockholders on paying to Railroad foreclosure purchasers a proportionate amount of the purchase money, to be entitled to the same relative amount of stock of interest in the company's franchises, &c., is repealed by subsequent inconsistent and repugnant legislation. This decision removes what has operated as an embarrassing cloud upon the title of Railroad foreclosure purchasers in the State of New York.

The Texas Western Narrow Gauge Railroad, together with all rights, franchises and properties, was sold at Galveston, Texas, on the 5th inst., to satisfy a judgment received against the road by the Farmers' Loan and Trust Company of New York, and was bought in by Baker and Botts for $100,000 for account of Messrs. Stone, Spofford and Chew. It is thought that under the new management the road will be pushed ahead, with Presidio, Del Norte or Eagle Pass as its objective points.

The contract for building the Pittsburgh, Virginia and Charleston Railroad bridge over the Monongahela, at Cunningham's Coal Works has been awarded to Fred. Gwinner. The grading of the railroad on the Redstone branch, has been put out to the following gentlemen: Fred. Gwinner, four sections; Messrs. Bridgens, four; Morgan & Co., four; Hon. T. B. Schnatterly, one. The contract calls for the completion of the work on or before October 1, 1881.

The New York, West Shore and Buffalo Railroad Company have executed contracts for the construction of the western division of the road from Schenectady to and through the gorge at Little Falls. Contracts for the section between the latter place and Oneida will soon be let, and work will be pushed on the entire line as fast as possible.

The St. Paul, Minneapolis and Manitoba Railway Company has contracted with Langdon & Co. for the construction of about 200 miles of line this season, on the Osseo branch from Minneapolis, on the Breckenridge extension from Durbin north and to the Grand Forks branches west toward Devil's Lake and north to Pembina.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1865	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,580	7*	" "	"	1903	...
Construction Notes	78,000	7	Jan. & July.	"	1881	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,186,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1905	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	...
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	800,000	7	April & Oct.	New York.	1897	....
1st Mortgage pr ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	884,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	961,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Int. rest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bonds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1865-'90 (Balt.) sk'g fd.	2,834,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,966	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
3d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept	"	1885	....
Consolidated Mortgage, 1876	745,000	6	Feb. & Aug.	"	1887	....
Bennington and Rutland:	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1876	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Red:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,6 0	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	523,000	7	June & Dec.	"	1896	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $3,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,234,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1898	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1892	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch).	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.).	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1913	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1893	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'99	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	195,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'95-'96	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1898	...
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	26,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530,000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285,000	6	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,000	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	1,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,366,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	858,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,095,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,349	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000.	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,660,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	2,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1910	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1903	....
Sinking Fund Bonds of 1879 ..	6,140,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1909	....
Winona and St. Peter—						
1st Mortgage, guar.	2,019,000	7	Jan. & July.	New York.	1887	....
2d Mortgage guar.	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,258,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000.	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $4,000,000.	7,255,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,600,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage	1,996 000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000.	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.&Ind.(C.,H.&D.):						
1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1902	....
2d Mortgage, guar.	1,646,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.)'58	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort.(Cin., Laf. and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1909	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec	New York.	1890	....
1st Mort. (San., Day. & Cin.)	760,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1903	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1918	....
4th (now 1st) Mortgage, guar.	1,096.000	6	" "	" "	1892	....
Consol. sinking fund guar.	2,661,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 505,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Clev. land.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'96	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July.	" "	1883	....
1st Mort.(Tol., Loganap't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,900	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,285,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division	586,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar.	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,420	4*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	255,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
1st Mort.(Bay C. & E.Jag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.&Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar.	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	6	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3?,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	.. ..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven	'91-'96	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	.. ..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	.. ..
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, sk'g fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,0 0	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	.. ..
2d Mortgage, Income	2,6?9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.)						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	day & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	335,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s'k'g fund guar.	806,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1883	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1868	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	....
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Bos on.	....	....
Mortgage on Branches	1,325,000	....	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	6-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	..
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,496,52?	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	.. ..
Kansas City, St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City, Top. & W. (A., T. & S. Fe)						
1st Mortgage	884,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1896	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1898	....
1st M.(3dD 244.66m.& 2,000,000m)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1890	....
2d Mort. (")gold	850,000	7*	March & Sept.	New York.	1898	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	223,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,305,000	6	Various.	Boston.	'90-'92	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1869	....
1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	" "	....	.. ..
Income (Sandusky Extension)	600,000	....	.....	" "	....	....
1st Mort. (La', Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.)	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon.)		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	.. ..
Lake Shore Dividend Bonds	1,256,000	7	" "	" "	1890	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1902	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	300,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,334,000	7	April & Oct.	" "	1896	....
1st M. (Detr't, Monroe & Toledo)	226,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	236,000	7	Feb. & Aug.	New York.	1885	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	478,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg	14,364,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1863	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7		" "	'81-'82	....
1st Mort. (Smithtown & Pt.Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb. & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1850	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6				
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mehoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756,860	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O.	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	800,000	..		" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1898	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,264,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1918	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7			....	....
Income Bonds conv., non-cum.	2,000,000	3			....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*			1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	566,000	8	Apr. and Oct.	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S. & M.S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (Northern Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb. & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1890	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,601,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,318,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'93-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000						
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1895	....
Real Estate Bond's	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000		6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R.R.)	409,000	...			....	....
1st Mort. (Leav. Atch. & N.W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...			....	....
1st Mort. (Kan. City and East.)	348,000	6	Jan. & July.		1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...			....	....
1st Mort (Lexington & Southern)	1,050,000	...			....	....
Mobile and Girard:						
2d Mort., end. by Cent. R.R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R.R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7	non-acc.	"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7			....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1893	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1913	....
1st Mort. (Tenn. & Pacific K. R)	300,000	6	" "	" "	1913	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...			....	....
Newburg and New York:						
1st Mortgage	250,000	7		New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,500,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N.Y. & L.B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1980	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1920	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N.Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F..	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	...
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £.....	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income.....	1,800,000	7	March & Sept.	" "	....	...
New York and Harlem:						
Consol. Mort. for $12,000,000....	10,500,000	7	May & Nov.	New York.	1900	...
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage.....	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	...
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage...	182,800	7	Jan. & July.	"	1891	....
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold...	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold....	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons....	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000 ..	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880...	8,000,000	6*	March & Sept.	New York.	1895	...
1st Mort., gold, Income, 1880...	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y., Woodhaven & Rockaway:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peters'b.—See AtlM&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	....
General Mortgage.....	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage.....	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage.....	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	...
Northern Pacific:						
1st Mort., l. g., Mo. Div.....	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880...	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mortgage.....	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds.....	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.....	600,000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880..	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling....	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,916,000	7	" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880..	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	000,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	33,000	5	" "	"	1884	....
Plain Bonds.....	1,692,000	7	" "	"	1894	....
Plain Bonds.....	390,500	7	Various.	"	1881	....
Plain Bonds.....	500,000	6	June & Dec.	"	1895	....
Plain Bonds.....	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1898	...
Oregon and California:						
1st Mortgage, gold.....	10,950,600	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold..	25,000 pm.	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.....	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage.....	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar...	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income.....	1,144,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880.....	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880.....	859,200	7	.....	.....	....	....
Panama:						
General Mort., stg. (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.....	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage..... }	19,999,700	6	Jan. & July.	Phil. or Lond.	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873....	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort. gold, 1879...	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, skg fd.	4,091,676	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds.....	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1887...	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.& P.):						
1st Mortgage guaranteed.....	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880.....	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880..	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum...	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage.....	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar...	1,126,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments) ..	500 000	8	Jan. & July.	New York.	'79-'86	....
2d Mortgage.....	300,000	6	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	800,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie).....	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
General Mort. for $20,000,000...	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880 ...	1,800 600	4-6	.....	Philadelphia	....	....
Loan of 1868, debanture.....	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg.....	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg.....	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible...	10,499,900	7	Jan. & July.		1893	....
Improvement Mort. Loan, S. F	9,364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. stg. sinking fund	19,636,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879.....	10,000,000	6	.....	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad..	5 6,000	3-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	13,036,000	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100 0,000	6,641,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	225,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Series B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,200,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equa lien).....	300,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	..
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July	New York.	1899	....
Income bonds..... ...	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,212,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	320,000	8	Jan. & July.	Phil. & Ral'h.	1896	....
Reading and Columbia (P.& R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July.	Richmond.	1890	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)...	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.3	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.....	177,516	6-6	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	6	Jan. & July.	Philadelphia.	'81- 90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1891	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,.00,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mo t. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1890	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,355,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1903	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	410,300	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,.32	6*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute.						
1st Mortgage, S. F.. guaranteed.	1,899,000	7	Jan. & July	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
3d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)...	366,000	7	Jan. & July.	" "	1893	....
1st Mort., L. G., sinking fund...	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	6,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1900	....
2d Mortgage S. F.....	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage.....	1,623,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsidy)....	1,623,020	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July	London.	'78-'88	....
1st Mortgage (L.) currency.....	1,051,800	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'90-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1.000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.						
1st Mortgage	261,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,400,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	3,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 660,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1905 (" ")	841,000	6	March & Sept.	"	1905	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	856,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,883,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,952,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa).	200,000	7	" "	" "	....	...
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	8	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	...
General Mortgage: 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	...
1st Mort.(Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	....	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1903	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" " ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. (" ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb.& Danv.)	1,310,000	6	Apr. and Oct.	"	1898	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,168,000	6	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	520,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	125,500	6	May and Nov.	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1880	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	B ston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	490,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1900	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	....
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. (3d series, Jan. 1, 1871	2,500,000 / 6,481,000	7	Jan. and July.	New York.	1884 / 1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,361,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,953,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,454,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg						
1st Mortgage, extended	1,709,330	6	M. S. J. & D.	Philadelphia.	1897	
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susquen. Canal)	1,323,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London.	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
ept.30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,263,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,562	16,661	—	100	...
Dec. 31, 18.9	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	...
ept. 30, 1879	142.8	24.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq.†(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,046,000	373,461	.....	177.2	877,547	289,615	658,353	1,218,236	553,268	7	100	...
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley†.....Pennsylvania.	21,568,350	2,413,862	.....	.....	2,166,500	23,974,000	2,780,245	.....	289.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	...
une 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	.....	32,247	.....	1,656,432	1,500,000	12,889	.....	62.6	244,210	50,940	423,445	251,798	67,752	—	50	...
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	...
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	...
June 30, 1880	80.7	—	4.5	5-0	14	7	4	176	Atlanta and West Point.....Georgia.	1,192,499	*	52,650	97,765	1,282,200	66,000	5,996	39,719	80.7	.....	.....	99,604	868,180	153,319	—	100	...
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,308,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,495	2,269,843	4,135,296	678,808	—	100	...
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	165,755	543,931	824,789	39,749	6	100	...
Sept.30, 1879	406.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio†..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	...
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	.....	1,850	87	131,700	.....	414	.....	4.0	.....	.....	.....	9,273	9,273	7	100	...
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio †.....Md. & W. Va.	29,643,315	12,203,068	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,687	547.1	8,679,346	.....	.....	8,884,827	4,341,245	8	100	...
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	285,067	223,674	10	100	...
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,746	.....	.....	659,699	186,023	—	100	...
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,427,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,768	—	50	...
Dec. 31, 1879	21.4	65.8	17.9	4-9	28	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,180	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	896,965	847,456	669,772	173,570	—	100	...
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6†	50	...
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	...
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	...
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	88,368	40,966	deficit.	—	50	...
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,401	—	100	...
Sept. 30, 1880	201.6	98.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	24,616,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	6,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	...
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	743	Boston and Lowell.....Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,100	406,082	580,789	86.3	1,225,343	2,876,531	1,066,230	1,399,316	378,446	2	500	...
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6	100	...
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,464,338	*	49,311	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	284,892	159,451	—	100	...
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	.....	665,043	220,785	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,823,926	422,179	8	100	...
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,897	.....	1,451	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	...
Mar. 31, 1880	145.4	20.4	19.0	4-3.5	39	30	17	593	Boston, Concord and Montreal.....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,594	165.8	124,307	119,015	173,235	183,866	40,455	—	100	...
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	.....	1,633,957	45,060	39.0	632,307	49,800	.....	13,197	deficit.	—	100	...
Sept.30, 1880	8 8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	466,634	94,219	158,303	26,558	350,000	300,000	45,150	50,615	8.8	124,966	924,521	.....	155,888	47,341	6	100	...
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	47,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,690	82,950	.....	6,304	1,594	—	100	...
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia.	110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	...
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,569	nominal.	53 612	11,493	—	100	...
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y	1,477,403	*	.....	.....	494,225	580,000	289,807	.....	7.5	120.060	87,960	7,328	203,051	102,924	—	100	...
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,896	44,117	10,353	29,321	6,827	—	100	...
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	336	Buffalo and Southwestern....New York.	1,288,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	...
Sept. 30, 1879	120.6	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,800	1,401,765	248,391	120.5	617.728	207.239	1,063,256	954,683	380,355	—	100	...
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,662	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,482	—	100	...
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	...
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,606	.....	.....	206,703	7,516	—	100	...
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410,260	459,702	—	100	...
June 30, 1880	146.5	—	54.2	3-0	24	7	7	611	Cairo and St Louis.....Ill.	7,103,035	*	.....	.....	4,555,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	...
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes.....Illinois & Ind.	.....	.....	In Receiver's hands. No returns.	.....	.....	.....	.....	.....	157.0	291,275	68,959	199,232	366,648	.....	—	100	...
Dec. 31, 1879	61.2	84.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	895,014	138,506	276,094	12,000,000	6,850,000	1,536,688	L. 606,716	115.4	.....	.....	.....	550,000	519,216	—	100	...
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	568,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,478	202,127	3½p	50	...
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central.....Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	...
Dec. 31, 1879	229.0	62.8	66.0	4-8.5	76	25	17	3,042	Canada Southern.....Canada.	23,717,145	*	.....	.....	.....	.....	.....	.....	167.5	.....	.....	.....	2,995,365	547,275	—	100	...
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	125.5	.....	.....	.....	.....	.....	7pf	50	.....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,359,500	1,802,350	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	...
Sept.30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,389	589,110	.....	18	13,21?	34.6	76,090	21,672	73,578	57,929	2,559	6†	100	...
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,703	.....	3,190,490	1,537,935	—	100	...
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,058	4,625,000	107,349	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1,371,579	—	100	...
Dec. 31, 1879	73.4	66.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,024,373	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	...
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*†.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,464,793	54,275,500	95,102,285	306,605	16,382,538	1,213.1	7,203,591	6,542,307	1,875,343	17,153,163	6,945,300	—	100	...
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	67	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	...
Sept.30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,182,315	*	372,892	23,826	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,384	98,476	458,167	228,106	—	100	...
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,892	.....	57,142	26,037	648,763	500,000	996	.....	22.8	67,547	180,743	167,571	84,660	30,596	—	50	...
Sept.30, 1879	40.0	—	1.5	5-0	2	4	1	25	Cheraw and Darlington.....S. C	660.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,581	—	100	...
Sept.30, 1879	423.0	9.3	98.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	133,248	23,762,136	22,525,215	5,716,662	457,197	432.3	2,060,344	166,369	688,527	1,891,542	384.210	—	100	...
Sept.30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire.....N. H. & Mass.	2,395,259	322,266	.....	305,141	2,153,300	805,500	27,396	36,488	64.9	574,267	134,282	501,487	602,750	164,598	3	100	...
Dec. 31, 1879	243.5	146.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,372	11,627,850	2,597,983	579,373	840.4	3,609 638	843.429	2,634,177	5,755,677	2,706,156	6	100	...
Aug.31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,406	172,924	333,054	3,714,329	259,349	204,956	152 0	1,600,088	146,219	749,340	1,020,764	389,445	—	100	...
Jun. 30, 1880	80.0	24.0	10.2	4-8.5	15	6	5	200	Chicago and Iowa.....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	104.0	.....	.....	.....	589,793	356,828	—	100	...
Dec. 31, 1879	170.0	75.6	23.6	4-8.5	29	15	12	715	Chicago & West Michigan.....Mich.	6,238,201	429,640	33,923	118,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	...
May 31, 1880	1,627	—	367.1	4-8.5	426	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,965,795	*	8,318,765	2,811,506	36,513,610	37,688,000	11,448 446	5,989,060	1,627.5	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	...
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	162	Chicago and Paducah.....Illinois.	7,227,440	*	.....	.....	4,112,500	2,961,000	163,940	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	...
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	88,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	...
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11092	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,945	1,834,371	31,004,456	27,270,225	16 526,547	4,492,866	1,857.3	8,000,517	2,076,184	4,686,353	14,817,105	7,260,038	8	100	...
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,210 193	238,525	780,016	115 027	5,151,400	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	...
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,308	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,653,744	41,349,500	1,591,292	3,531,588	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,589,025	7pf	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	340.4	484 3	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,600	4,807,829	2,477,133	50 000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,336,968	6	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,850	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	980,204	4,670,023	6,540,364	3,548,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	16	Ligonier Valley.....Pa.	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	18,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,048,241	*	1,965,942	84,724	4 637,300	2,015,000	34,946	350,661	196.5	1,219,194	835,541	787,769	1,382,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶ ..... Ark.	7,010,817	*	961,167	8,199	4,096,135	2,648,500	1,528,826	L. 293,278	165 2	238,829	54,516	.....	362,160	156,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶ .....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,886	.....	325.6	1,712,474	5,043,848	286,071	1,617,960	388,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	76	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48.403	502,500	.....	.....	L. 56.210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185..	909.7	—	5-0	186	67	33	3,112	Louisville & Nashville..Ill., T..Ky. & Ala.	82,703,932	*	13,326,077	1,267,520	9,059,361	23,902,820	10,425,589	3,909,759	1,859,9	5,627,177	.....	.....	7,435,848	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,362	*	.....	86,083	807,935	1,860,603	3,764,700	622,498	241,567	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	.....	52,854	2,502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696,621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	8	Louisv., N. A. & Chic.... Ind., Ill. & St. L.	1,903,885	*	.....	3,937	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,186	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,285	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	553,364	596,107	1,508,377	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53.132	1,000,000	.....	21,964	103,492	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	160	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	893	Memphis & Charleston.....T., M. & Ala.	8,640 934	*	1,378,069	412,558	5,312,725	4,220,000	1,360,425	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	.....	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,258	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,758,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	54	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192.511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,550	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.6	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,585	6,000,000	1,110,000	107,781	.....	158.8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	18	6	3	286	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,600	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	68,188	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,612,560	*	31,000	10,540	2,147,500	2,365,000	41,240	.....	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,145	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,898	1,783,784	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	60	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,010	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	790,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	838,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37.909	.....	.....	366,336	44.900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	349,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,505	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,475	232,738	800,000	300,000	207,739	142,732	53.6	328,530	546,963	829,031	435,285	146,911	7	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	.....	.....	85	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,180	6,848,900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	34	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	513	Naugatuck .....Connecticut.	1,903,494	224,086	62,626	150,138	2,000,000	.....	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19,814	101,949	44,759	—	100	....
Jun. 30, 1879	102.0	29.0	5.0	3-6	10	6	3	112	New Brunswick .....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	245,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,566	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	33,224	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	13.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	13.0	47,318	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4 533,242	796,516	84422	120,729	2,460,000	2,689,000	271,386	214,323	144.6	460,007	300,940	260,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,664	391,500	47,538	166,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	10 ,000	126,513	1,500,000	1,493,500	99,006	158,108	121.0	517,233	365,098	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach.....N.Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,258	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,588	N. York & N. England..M., R. I. & Conn.	7 087,935	1,616,306	322,785	6 5,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River.N.Y	137,757,152	*	4,050,034	2,262,191	89,428,300	40,418,568	5,112,049	9,100,539	1,018 3	16 861,509	8,130,543	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	181	292	—	—	New York Elevated.....N. Y.	18,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,666	29,675,912	....	5,239,849	1,068,140	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	628	314	97	—	N. Y., Lake Erie & Western..N. Y. & Pa.	156,035,707	*	1,837,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,393,576	5,491,431	8,715,892	18,693,109	7,049,182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	1,545	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,184,455	768,623	2,1 4 0 2	15,500,000	.....	331,481	2,145,283	152.3	2,462,532	4,600,607	1,348,687	4,294,236	1,694 985	10	100	....
Sept. 30, 1879	249.0	96.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Osw. go Midland .....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	3,524,436	.....	344.0	410,479	213,161	216,100	528,592	84,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645.021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219.529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,181	*	53,610	21,289	985.350	1,058,000	60,644	119,037	102.0	286,090	46,900	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	.....	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69.582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	188.0	8.6	184.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,580,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491,913	3,068,400	100	287.393	628,567	82.9	502,138	133,012	509,358	489,005	112,489	5½	100	....
Jun. 30, 1880	722.0	—	80.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn .Dak.,Wash.&c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	246,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Oban, Bradford and Warren .....Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,888	18,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	539,488	7,133,800	5,787,000	686,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	169.1	—	13.7	4-8.5	14	11	4	269	Oregon and California .....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,723	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191.663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m	os. ending	May31, '80	1,138,627	721,059	2	100	....
Jan. 31, 1880	185.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,858,000	1,441,194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,999,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225,915	451,400	91,104	.....	55.0	.....	47,670	22,624	89,974	22,898	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶..... Pennsylvania.	59,975,140	*	81,178,558	12,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,867	5,948,645	13,684,042	21,743,629	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville..... ..Ill.	3,229,700	*	.....	.....	1,239,760	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,043,345	.....	126,092	47,896	38.040	1,924,600	893,143	.....	38.5	257,564	66,458	310,780	194,690	65,871	—	50	....
Sept. 30, 1879	64 0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1.035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,593	29,524	67,782	202,936	64,767	—	100	....

Nov. 30, 1879	102.9	228.6	713.4	4-8.5	478	428	76	20148	Philadelphia & Reading	Penn	30,513,089	2,355,442	67,357,546	16,627,139	34,278,175	77,924,761	11,650,279	—	826.0	10,362,755	7,908,648	12,825,566	13,106,352	4,119,011	—	80	....
Oct. 31, 1880	96.3	15.8	149.0	4-8.5	78	130	60	1,313	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,213,690	*	3,076,773	534,868	11,585,750	3,740,500	542,073	955,908	212.7	1,874,822	....	....	3,263,110	1,866,223	8	50	....
Dec. 31, 1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	425,427	93,108	472,075	....	767,790	192,428	....	....	9.1	49,200	143,893	71,488	141,245	19,604	—	50	....
Dec. 31, 1879	68.0	2.3	13.3	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,155	70.3	809,515	....	....	871,461	335,649	157,923	—	50	....
Dec. 31, 1879	192.3	8.1	198 9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,834,910	1,679,297	1,439,976	8,437,200	12,497,000	2,128,367	—	1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,039	—	50	....
Dec. 31, 1879	468.4	—	209.8	4-9	278	158	59	6,655	Pitusb., Ft. W. & Chicago	P., O., I. & I.	38,619,721	*	200,000	....	26,043,586	13,510,000	....	....	468.4	8,319,823	2,254,341	8,679,382	8,452,383	3,951,254	7	100	....
Dec. 31, 1879	95.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buff	N. Y. & Pa.	8,473,622	587,500	34,188	111,768	4,959,450	4,125,955	62,585	59,068	120.0	441,927	236,554	625,669	467,126	190,331	—	50	....
Dec. 31, 1879	24.0	—	1.3	4-9	—	—	—	—	Pitt'sb., Wheeling & Kentucky	W. Va.	613,367	—	13,301	3,394	399,600	200,000	30,460	—	24.0	61,106	63,123	121,808	77,599	33,349	—	100	....
Sept. 30, 1879	23.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	....	....	724,277	—	16,000	—	23.7	24,030	19,211	13,782	25,807	1,616	—	100	....
Sept. 30, 1879	94.0	—	10.0	4-8.5	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	292,888	52,915	87,556	1,052,166	2,649,000	186,731	114,969	94.0	190,603	82,514	129,879	271,494	102,046	—	100	....
Sept. 30, 1879	52.5	—	7.0	4-8.5	7	9	3	137	Portland and Rochester	Me. & N. H.	1,966.21	*	....	....	636,011	1,500,000	527,274	....	52.5	171,068	109,004	106,829	145,702	19,252	—	100	....
Dec. 31, 1879	112.0	—	4.0	5-0	11	9	3	198	Port Royal and Aug	S. C. & Ga.	2,629,331	*	46,032	40,148	750,000	1,750,000	36,879	78,646	112.0	[15 mo	nths.	118,269	220,177	84,742	—	100	....
Sept. 30, 1879	38 5	—	1.9	3-0	2	1	1	30	Potomac, Fred. and Pied.	Va.	969,447	*	....	....	1,468,000	125,000	5,000	....	38.5	37,160	6,675	23,025	23,177	6,715	—	100	....
Sept. 30, 1879	42.7	—	2.2	4-8.5	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,449,920	*	....	....	850,000	535,000	38,216	....	42.7	61,402	45,600	20,202	51,844	8,516	—	100	....
Sept. 30, 1879	22.8	—	2.3	4-8.5	5	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	....	....	....	517,150	500,000	10,000	46,796	22.8	54,889	76,861	35,564	52,988	39,302	—	100	....
Sept. 30, 1880	43.4	7.0	68.4	4-8.5	30	11	817		Providence and Worcester	R. I. & Mass.	2,926,353	102,407	37,220	37,220	2,000,000	1,242,000	568,549	261,970	65.8	710,486	1,849,912	787 521	1,069,644	337,656	5	100	....
Sept. 30, 1879	13.6	—	3.0	4-8.5	5	10	—	25	Providence, Warren and Bristol	N. J.	744,257	644,025	....	....	437,917	20,000	....	....	13.6	....	213,105	49,419	89,364	15,421	6pf	100	....
Dec. 31, 1879	230.3	—	3.7	4-8.5	6	—	—	560	Pueblo, and Ark. Valley	Col.	6,809,000	*	2,036,947	110,260	6,084,200	2,591,000	173,490	107,518	230.3	[Includ	ed in Less	ees returns.]	....	....	....	....	100	....
Jan. 30, 1879	286.6	53.5	15.0	4-8.5	38	42	11	431	Que., Mon., Ottawa and Occid.	Ind.	10,500,000	*	....	....	....	....	7,811,245	....	340.0	480,763	179,767	87,463	341,096	69,280	—	100	....
July 31, 1879	97.0	—	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	1,252,293	132,676	1,500,000	820,000	22 416	542,553	97.0	[14 mos.	58,172	....	295,051	69,284	—	100	....
Sept. 30, 1879	22.5	2.8	2.8	4-8.5	7	5	3	113	Richmond and Petersburg	Va.	1,182,291	67,553	439,309	101,009	1,530,500	847,764	77,176	595,597	24.8	72,556	114,651	99,049	164,623	73,071	4	100	....
Sept. 30, 1879	80.0	—	7.2	4-8.5	13	14	10	121	Richmond, Fred'burg and Potomac	Va	2,509,718	*	....	....	1,530,500	847,764	77,176	595,597	80.0	167,937	119 675	68,005	814,840	152,864	—	100	....
Sept. 30, 1879	38 5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va.	652,867	*	....	....	497,500	273,000	....	....	38.5	56,255	30,361	32,409	124,035	41,074	—	100	....
Sept. 30, 1879	107.6	—	10.7	4-8.5	11	10	5	246	Rochester and State Line	N.Y.	2,437,417	*	....	....	22,094	2,349,900	111,709	....	107.6	400,565	104,098	325,210	275,898	89,813	—	100	....
Jan. 30, 1879	91.0	—	4.5	4-8.5	5	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	....	....	1,500,000	150,000	24,366	....	91.0	219,205	95,986	206,737	355,892	102,028	5½	100	....
Sept. 30, 1879	141.1	48.5	84.9	4-8.5	52	50	25	1,175	Rome, Watertown and Ogdensburg	N. Y.	11,316,878	*	....	....	5,298,900	7,759,900	639,256	....	409.9	1,079,013	514,770	571,083	1,143,289	398,448	—	100	....
Sept. 30, 1879	22.0	—	3.8	4-8.5	4	4	2	104	St. Croix and Penobscot	Me	364,000	*	27,383	18,508	100,000	200,700	1,014	108,177	22.0	24,844	12,271	....	38,662	19,457	—	100	....
Mar. 31, 1880	10.5	—	0.5	4-8.5	2	5	3	116	St. Johns	Florida	218,000	*	....	....	110,000	108,000	....	....	10.5	22,750	....	....	26,852	16,656	5	100	....
Jun. 30, 1879	52.5	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont	1,589,229	*	....	....	789,909	730,000	....	....	59.0	127,202	48,038	43,305	129,517	37,865	—	100	....
Dec. 31, 1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,693	171,988	22,083,420	6,786,087	904,117	335,082	392.4	1,103,368	94,355	471,810	1,672,438	948,494	—	100	....
Dec. 31, 1879	198.2	71.0	....	4-8.5	14	13	4	655	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	169,179	264.0	....	....	....	1,501,455	496,731	—	100	....
Dec. 31, 1879	459.5	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,694,908	*	4,455,463	893,522	21,488,961	30,068,657	1,692,341	—	684.9	2,483,149	652,757	981,139	5,292,611	2,372,592	—	100	....
Dec. 31, 1879	41.5	18.7	2.5	4-9	4	1	—	99	St. Louis, Salem and Little Rock	Ark.	1,431 474	128,838	12,607	14,180	746,800	976,100	53,704	—	60.2	....	....	....	83,165	37,723	—	100	....
Dec. 31, 1879	158.3	—	29.8	4-8.5	32	14	10	792	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,330.209	*	1,560	2,069	3,928,016	4,499,000	227,546	—	158.3	1,142,765	204,780	900,294	1,317,287	362,897	—	100	....
Jun. 30, 1879	156.0	—	22.0	4-8.5	24	10	4	485	*St. Paul and Duluth*	Minn.	9,097,866	*	....	....	4,297,866	....	....	....	169.0	373,425	61,525	252,922	469,416	113,713	—	100	....
Jun. 30, 1880	207.1	395.4	37.9	4-8.5	60	69	*	1,498	St. Paul, Minn. and Man	Minn. & Iowa.	31,666,882	*	570,990	1,582,102	15,000 000	16,324,900	1,522,707	992,367	668.0	....	....	....	2,933,108	1,632,595	—	100	....
Dec. 31, 1879	49.5	—	7.0	4-8.5	3	3	2	66	Sacramento and Placerville	Ca.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691	49.5	....	20,004	53,120	149.253	58,163	—	100	....
Jun. 30, 1879	60.0	—	2.0	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	....	....	2,321,080	2,137,000	418,297	31,467	60.0	42,621	11,200	11,000	53,244	11,557	—	100	....
Sept. 30, 1879	63.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N. Ala	Ga.	1,555.945	*	....	....	815,255	500,000	....	....	63.0	....	....	....	52 960	22,375	—	100	....
Sept. 30, 1879	80.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke. Va. & N. Carolina		2,140,813	*	....	....	1,299,600	215,004	100,500	1,218,427	80.0	269,388	82,450	226,337	477,366	179,124	7	100	....
Dec. 31, 1879	27.3	3.8	12.2	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,450	—	....	....	869,450	1,994,000	....	....	31.1	[Leased	to Northern Central.	Rental	$104.671.	12	50	....
Nov. 30, 1879	95.0	—	8.5	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046,631	147,940	25,000	....	200,000	1,105,000	159,375	—	46.0	....	27,851	288,465	150,283	54,916	—	100	....
Sept. 30, 1879	32.3	—	1.5	4-8.5	3	2	2	28	Shepaug	Conn.	268,524	*	....	6,625	299,700	400,000	....	....	32.5	38,394	10,956	20.528	54,175	18,805	—	100	....
Jun. 30, 1879	61.5	51.7	5.9	4-8.5	5	3	4	92	Sioux City and Dakota	Iowa & Dak.	3,246.38	*	....	....	2,400,000	900,000	....	....	113.2	730,853	23,734	74,684	277,338	75,619	—	100	....
Jun. 30, 1880	107.4	—	8.9	4-8.5	14	8	6	134	*Sioux City and Pacific*	Neb. & Iowa.	5,355 551	*	....	....	2,068,400	3,256,320	329,757	89,980	80.5	222,288	59,525	211,117	289,490	109,666	7pf	100	....
Sept. 30, 1879	25.0	—	1.0	4-8.5	2	1	1	12	Somerset	Maine	799,488	*	94,837	....	377,574	450,000	78,662	*	25.0	15,750	8,049	8,075	19,908	3,199	—	100	....
Sept. 30, 1879	183.0	6.3	26.0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	....	....	3,461,767	6,208,810	810 018	—	139.3	590,226	83,017	468,195	873,197	314,586	—	100	....
Aug. 31, 1879	144.0	166.6	21.5	5-0	36	28	9	392	Southwestern (C. of Ga.)	Ga.	4,291,300	*	....	....	3,892,300	399 000	....	....	310.5	471,550	....	....	751,576	307.624	7	100	....
Jun. 30, 1879	167.5	—	13.8	4-8.5	14	3	3	289	Southern Minnesota	Wis. & Minn.	6,468,944	*	69,682	102,594	1,784,200	4,739,900	103,621	113,619	167.5	261,455	52 028	148,394	534,426	262,004	—	100	....
Sept. 30, 1879	69.0	—	3.4	5-0	11	4	2	31	Spartanb. Union and Col	S. C.	1,340,882	*	....	....	751,296	548,370	125,000	—	69.0	....	7,632	....	75,616	20,884	—	100	....
Jun. 30, 1879	108.0	—	10.0	3-0	11	5	—	275	Springfield Southern	Ohio.	1,234,511	154,670	....	....	625,241	182,700	....	....	108.0	....	73,889	91,477	117,400	10,292	—	100	....
Dec. 31, 1879	24.0	—	1.0	4-8.5	1	2	1	—	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	....	1,000,000	400,000	41,678	....	24 0	32,790	8,154	—	63,088	16,070	—	100	....
Sept. 30, 1879	13 0	—	0.3	4-8.5	4	9	—	7	Staten Island	N. Y.	490,000	*	....	....	210,000	300,000	....	....	13.0	72,985	356,128	....	264,518	85,346	20	100	....
Dec. 31, 1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	....	....	1,638,600	236,500	....	....	24.0	104,230	....	....	123,168	22,091	—	100	....
Dec. 31, 1879	81.0	—	38.5	4-8.5	18	8	4	448	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,808	2,004,000	2,020,000	216,695	65,805	81.0	484,623	145,196	1,238,735	829,842	327,231	4½	100	....
Sept. 30, 1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	....	....	801,400	261,4 0	....	....	43.5	84,240	85,417	50,178	72,278	3,766	—	100	....
Oct. 31, 1879	79.7	34.1	39.6	4-8.5	44	22	17	1,465	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156.440	1,324,018	1,988,150	1,600,000	793,627	1,262,660	113.8	1,018,962	282,686	1,287,601	1,082,874	404,371	8	50	....
May 31, 1880	179.7	264.1	42.7	4-8.5	52	21	12	928	Texas and Pacific	Texas.	27,418,108	*	2,439,858	338,408	7,902,500	21,220,533	618,886	454,435	443.8	1,545,829	194,788	525,093	2,589,222	1,045,704	—	100	....
Dec. 31, 1879	44.0	4.0	13.4	4-8.5	16	8	3	942	Tioga and Elmira State Line	Pa.	1,559,836	506,099	....	....	580,900	629,500	....	1,417,559	54.5	287,829	73,186	691,137	387,225	171,571	—	50	....
Jun. 30, 1879	79.0	—	11.7	3-6	12	15	3	278	Toronto and Nipissing	Ca.	1,600,000	*	....	....	193,350	1,276,915	290,382	....	106.5	194,303	89,613	81,694	172,155	48,551	—	50	....
Jun. 30, 1879	191.0	—	16.0	3-6	20	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,888	*	....	....	783,234	3,355,665	16,349	....	191.0	310,025	118,652	92,855	284,947	80,512	—	100	....
Sept. 30, 1879	34.7	—	16.7	4-8.5	18	16	7	451	Troy and Boston	New York.	1,981,912	*	1,103,588	—	1,609,016	2,199,500	408,149	—	46.0	426,505	278,257	812,189	593,896	288,519	—	100	....
Sept. 30, 1879	74.0	—	5.3	4-8.5	7	8	2	114	Ulster and Delaware	New York.	1,073,359	*	1,751,912	16,846	1,139,500	1,582,600	170,017	—	74.0	129,008	84,694	128,894	178,283	18,673	—	100	....
Dec. 31, 1879	1,037	5.0	20.0	4-8.5	178	121	41	3,115	*Union Pacific*	Nebr. Wy. & Utah.	114,493,812	*	....	....	36,762,300	77,731,512	....	....	1,042.4	7,001,569	....	....	992,886	13,201,077	7,725,574	—	100	....
Dec. 31, 1879	404.3	—	34.7	4-9	242	3.1	49	3,635	United New Jersey (Pa.)	N. Jer.	35,330,487	*	....	....	20,490,400	19,976,000	....	....	404.3	5,638,128	7,204,654	5,052,995	9,088,884	2,914,947	—	100	....
Apr. 30, 1880	36.5	—	1.8	4-8.5	6	7	5	29	Utal Central	Utah.	2,500,000	*	....	....	1,500,000	1,000,000	....	....	36.5	....	....	....	....	....	—	100	....
Dec. 31, 1879	105.0	—	7.5	4-8.5	6	5	3	91	Utah Southern	Utah.	3,450,000	*	....	....	1,500,000	1,950,000	....	....	105.0	....	....	....	447,034	291,972	11	100	....
Sept 30, 1879	87.0	—	13.3	4-8.5	18	20	14	212	Utica and Black River	New York.	2,378,739	418,847	183,100	238,519	1,771,720	1,112,000	54,735	180,751	180.1	432,840	218.019	108,880	475,508	184,977	2	100	....
Sept. 30, 1879	71.0	—	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	....	....	2,000,000	....	207 337	....	98.0	174,364	100,026	88,003	166,981	def.4,106	—	100	....
Dec. 31, 1879	75.7	21.7	16.8	4-8.5	15	12	8	4	Utica, Chenango and Susq. Valley	N. Y.	4,148,103	*	....	....	4,000,000	....	148,103	....	97.4	406,078	217,658	325,600	521,756	def. 253	6	100	....
Feb. 28, 1879	140.0	2.0	10.0	6-0	17	10	7	91	Vicksburg and Meridian	Miss.	3,046,444	*	134,110	81,077	1,397,603	3,166,973	88,474	....	142.0	144,330	45,666	45,597	329,176	70,316	—	100	....
Dec. 31, 1879	64.2	1.5	37.0	4-8.5	24	10	4	369	Virginia and Truckee	Nevada.	3,715,360	712,279	....	....	6,000,000	1,000,000	....	....	53.7	458,810	....	395,854	1,888,261	562,752	5½	100	....
Dec. 31, 1879	40.8	1.4	2.5	4-8.5	2	2	1	38	Wabash, Chester and West	Ill.	468,212	*	....	....	250,000	200,000	26,278	....	42.3	....	16,103	38,782	39.424	def.3,996	—	100	....
Dec. 31, 1879	710.5	628.4	210.5	4-8.5	331	126	77	7,998	Wab., St. L. & Pacific	O., Ind. & Ill.	....	....	....	....	40,000,000	35,267,250	....	....	1,201.7	....	....	....	8,224,555	2,624,777	—	100	....
Sept. 30, 1879	53.4	—	5.0	4-8.5	21	2	3	16	Wallkill Valley	N. Y.	298,799	*	660,000	11,893	330.000	632.000	108,691	—	33.5	80,528	69,830	60,788	85,012	14,423	—	100	....
Sept 30, 1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	199,162	*	....	....	225.000	285,000	....	....	10.2	14,500	28,761	22,185	37,008	16,041	3½	100	....
Sept. 30, 1879	51.7	—	2.8	4-8.5	8	7	6	66	Washington and Ohio	Virginia.	1,944,790	*	....	....	1,777,927	387.300	128,400	....	51.7	99,745	28,889	27,839	97,470	22,281	—	100	....
Sept. 30, 1879	238.5	121.0	18.0	4-8.5	31	39	14	522	Wash. City, Va. Mid. & Gt. So.	Va & N. C.	10,160,949	*	....	....	4,265,297	8,095,949	1,815,004	....	369.5	825,137	131,911	514,018	954,738	347 682	—	50	....
Oct. 31, 1879	26.3	—	5.0	4-8.5	11	23	5	70	West Chester and Philadelphia	Pa.	1,547.105	163.012	349,717	143,205	821,300	1,100,000	53,146	228,598	26.3	255,190	738,127	95,439	304,452	128,535	7	50	....
Dec. 31, 1879	82.6	47.0	18.4	4-9	20	50	13	222	West Jersey	New Jersey.	2,395,749	459,297	1,082,971	158,450	1,359,750	2,523,000	102,845	91,372	128.4	471,745	659,862	162,407	544,151	248,885	2	100	....
Aug 31, 1879	116.0	51.0	8.3	5-0	16	18	8	260	Western of Alabama	Alabama.	3,275,012	*	177,000	43,082	....	2,553,000	722,011	220,082	167.0	322.840	....	....	579,493	253,968	—	100	....
Sept. 30, 1879	152.0	20.7	26.2	4-8.5	39	12	12	612	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,885	4,000,000	3,500,000	354,353	306.207	212.7	585,993	160,254	348,422	773,551	234,716	—	100	....
Sept. 30, 1880	164.5	17.0	13.0	4-8	24	10	11	370	Wilmington and Weldon	N.C.	3,240,224	*	13.900	154,752	1,456,200	1,619,100	49,792	383,784	180.5	464,494	....	....	603,175	188,925	3	100	....
Sept. 30 1880	189.0	—	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta	N. C. & S. C.	2,556,532	*	26,195	243 999	950,000	1,600,000	112,315	154,411	189.0	396,551	....	....	647,446	145,423	—	100	....
Dec. 31, 1879	249.9	70.0	17.9	4-8.5	25	18	6	657	Wisconsin Central	Wis.	19 823,023	—	—	—	11,435,500	8,168,000	....	193,091	485.7	708,741	167,085	325,078	851,091	383,952	—	100	....
Dec. 31 1879	108.0	—	11.5	4-8.5	5	4	2	548	Wisconsin Valley	Wis.	2,858,739	306,132	106,728	28,767	2,028,256	1,149,748	78,278	39,087	90.0	....	58,197	124,152	225,963	92,386	—	100	....
Sept. 30, 1880	46 1	—	31.0	4-8 8	19	22	8	367	Worcester and Nashua	N.H.& Mass.	2,121,982	390,686	....	454,504	1,789,800	1,000,000	3,894	172,878	94.5	462,662	371,019	467,479	575,860	189,301	—	100	....
Jun. 30, 1879	65.0	—	2.0	3-0	8	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	....	....	1,000,000	....	....	....	23.5	22,765	3,972	16,147	4,446	1,369	—	100	....

The following securities, in addition to those given in our financial columns, have been admitted to dealings at the Board:

Milwaukee and Northern Railroad Company—Capital stock $2,155,000, in shares of $100 each; first mortgage bonds, $2,155,000; dated June 10, 1880, payable June 1, 1910; interest the first year, 4 per cent, the second year 5 per cent, and thereafter 6 per cent, payable June 1 and December 1. The company was organized under the general laws of Wisconsin, with authority to buy the Milwaukee and Northern and the Menasha and Appleton Railroads. Its main line extends from Schwartzburg station on the Chicago, Milwaukee and St. Paul Railway, seven miles from Milwaukee, to Green Bay, with branches to Menasha, Appleton and Neenah, in all 126 miles. The company has a contract with the Chicago, Milwaukee and St. Paul Railway for use of its road into Milwaukee, and terminal facilities there. At Menasha it connects with the Wisconsin Central Railroad which extends to Ashland and Eau Claire. The company is under lease to the Wisconsin Central Company, terminable by either party on six months' notice, at a rental of 37½ per cent of the gross earnings, payable monthly, and has no other indebtedness of any description.

Chicago and Eastern Illinois Railroad Company—Capital stock, $3,000,000, in shares of $100 each. The company obtained its rights under the foreclosure and sale of the Illinois Division of the Chicago, Danville and Vincennes Railroad, under decree of the United States Court for the Northern District of Illinois, February 7, 1877, and under foreclosure and sale of the Indiana Division of the same railroad, under decree of the United States Court for the District of Indiana, February 9, 1877, and by consolidation with the Danville and Grape Creek Railroad Company, as per articles of consolidation filed in the Secretaries of States' offices of Illinois and Indiana, on March 9, 1881. The length of its road is 263 miles. The company has a funded debt of $4,160,000; and also guarantees the interest on $1,250,000 securities of the Evansville, Terre Haute and Chicago Railroad Company, and the Indiana Block Coal Company, which have been leased to the company. It has a debt of $49,500, and a temporary car loan of $109,390, the latter secured by income bonds. It holds in its treasury securities of the par value of $424,602, as follows: First Mortgage Bonds Chicago and Eastern Illinois Railroad, $75,000; Income Bonds and Scrip Chicago and Eastern Illinois Railroad, $232,389 08; Capital Stock and Scrip Chicago and Eastern Illinois Railroad, $2,212 98; Income Bonds due from Evansville, Terre Haute and Chicago Railway Company for betterments, under lease of May 1, 1880, $115,000.

The general term of the Supreme Court of New York City has denied the application of the Third Avenue Railroad Company for a new trial in the suit in which Wm. Schultz was awarded $15,000 for injuries received by one of the company's cars. The general term of the Supreme Court also affirmed the judgment recovered against the same company by Thomas McMahon, for being put off one of their cars on July 6, 1878.

The Chief of the Bureau of Statistics reports that the total values of the exports of petroleum and petroleum products from the United States during the month of February, 1881, were $2,524,055, and during February, 1880, $2,800,314. For the eight months ended February 28, 1881, $25,363,391, and for the eight months ended February, 29, 1880, $28,234,473.

According to the Annual Report of the Board of Trade the number of manufacturing establishments in Cincinnati is 5,450; cash capital invested, $67,651,552; value of real estate occupied $40,069,458; number of hands employed, 80,839, value of products, $179,815,497.

New York Central and Hudson River R. R.

The following is a comparative statement of the earnings, by months, of the New York Central and Hudson River Railroad Company for the first half of the current fiscal year, compared with the corresponding period of the previous year:

	1880-81.	1879-80.
October	$3,095,198 35	$2,898,586 19
November	3,047,540 98	2,801,835 04
December	2,833,403 10	2,846 216 37
January	2 404,718 37	2,593,612 75
February	2,293,462 72	2,317,230 80
March	2,668 250 31	2,854,834 73
Totals	$16,342,568 83	$16,312,315 88

—showing an increase of $30,252 95.

A railway company has been formed at Cornwall, Canada, under the title of the Eastern Ontario, New York and Boston Line. The object is to build a road from Carleton Place to Cornwall, with a view of bridging the St. Lawrence at the latter place and connecting with the railway system of New York and the New England States. The projected road would connect with the Pacific Road at Carleton Place.

The Baltimore Sun says that the value of a steam pilot-boat off the capes is becoming more apparent every day. During the recent bad weather numerous steamers short of coal were supplied by the steam yacht Pilot and enabled to get into the capes, the last supplied being the steamer Gracia, from the West Indies. The Pilot has also towed in many sailing vessels.

The new title of the Green Bay and Minnesota Railroad will be the "Green Bay, Winona and St. Paul Railway." The road now runs from Green Bay, Wisconsin, across the whole of that State, to Winona, Minnesota, and a branch to St. Paul is in contemplation.

The Texas and Pacific Railway was completed to Colorado, Texas, 263 miles west of Dallas, on the 16th inst. Freight and passenger trains will commence running, as soon as the time card can be changed.

The Southwestern Branch of the St. Louis and San Francisco Railroad from Pierce City, Mo., to Dallas, Texas, is being vigorously pushed, and will be completed to Fayetteville, Ark., by the 1st of June.

Messrs. Caldwell & Neely have been awarded the contract for constructing the first 27 miles of the Chicago, Texas and Mexican Central Railroad. President Hale says 50 miles of the road will be completed by September 1.

Trains commenced running on the 18th inst. on the Shenandoah Valley Railroad, through from Hagerstown, Md., to Waynesboro', Va., 143 miles south, and where the road connects with the Chesapeake and Ohio Railway.

The Mauch Chunk Gazette says that the Lehigh Valley Railroad is to be extended from Ashland to Pottsville.

The Scioto Valley Railroad will be opened on the 1st of May to Peterboro, opposite Ashland, Kentucky.

Philadelphia Stock Exchange.

Closing Prices for the week ending April 19.

	W.	Th.	F.	Sat.	M.	Tu.
	13.	14.	15.	16.	18.	19.
Allegheny Val. 7s-10s	....	....	....	125	....	....
7s, Income	55½	56	....	54	48½	51
Camden & Am. 6s, 1888	....	....	....	....	....	105
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	115½	....	115½
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	20½	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	14½	....	....	....	15½	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	45½	45½	....	45½	45	45½
6s, 1884	106½	....	....	....	....	....
Gold Loan	....	....	....	....	....	....
Railroad Loan	....	....	....	116	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	120	....	....	....	....	....
Lehigh Valley	61½	....	....	61½	61½	61
1st mort. 6s, coupon	....	....	....	....	....	122½
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	121	....	....	....	....	....
Little Schuylkill	....	....	53	....	53	
Minehill & Sch. Haven	....	....	....	....	59½	
North Pennsylvania	59	....	59	....	....	
1st mortgage 6s	....	....	....	....	107½	
2d mortgage 7s	....	....	....	....	....	
Gen'l mort. 7s, coup	....	....	....	....	....	
Gen'l Mort. 7s, reg	....	....	....	....	....	
Northern Central	49	....	49½	49	49	49½
6s	100	100	....	....	....	100
Northern Pacific	43	42½	....	41	39½	39½
Preferred	73½	73	....	70½	69½	70½
Pennsylvania R. R.	68½	68½	....	68	68½	68½
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	104½	104½	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	111
Phila. and Reading	31	30½	....	31	30½	30½
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	119	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	....	124
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	95exhp	94½	....	....	94	94½
Philadelphia and Erie	27½	....	27½	27½	26½	
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	117½	....	....	....	....	117½
Pittsb., Cin. & St. L. 7s	....	123	....	122½	123	122½
Pittsb., Titusv. & Buff.	21½	21½	....	21½	21½	21½
7s	97	98	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	13	....	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	89	....	....	....	....	88½
United Co. of N. Jersey	....	....	....	135	....	135
Hestonville, (Horse)	22½	22	....	23	22	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending April 19.

	W.	Th	F.	Sat.	M.	Tu.
	13	14.	15.	16.	18.	19.
Baltimore and Ohio	....	....	....	....	204	204
6s, 1880	....	....	....	....	....	....
6s, 1885	....	107½	....	....	....	....
Central Ohio ($50)	48	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	122½	....	....	122	....	....
2d mortgage, 7s	92½	92½	....	91½	91½	90½
3d mortgage, 8s	47	47	....	47	45½	46½
Northern Central ($50)	49½	....	....	49½	....	49
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	101½	....	101½	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	....	....	....	81	80½	80½
Consol. Coupons	....	....	....	96	96½	96½
10-40 bonds	....	51½	....	51½	51½	51½
Deferred Certificates	....	18	....	....	....	....
Western Maryland	....	18½	....	....	18	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	109½
City Passenger R. R.	....	....	....	38½	38½	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending April 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20
Adams Express	130	....	132	132	....	....
Albany and Susq.	....	....	....	....	122½	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	109½	....	....	....
American Express	79	....	....	78	77¾	78
Atlantic & Pacific Tel.	46	....	....	....	46	46½
Burl., C.R. & Nor.	....	....	70½	....	....	70
1st mortgage 5s	....	....	....	....	100	....
Canada Southern	73½	....	75½	72½	74½	74
1st mortgage guar.	100	....	100½	100½	100½	....
Central of N. Jersey	100½	....	99½	94½	94½	98½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	116	....	116½	....	116½	116½
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	....	....	....	....	....	96
Adjustment	....	....	....	112	111½	111
Central Pacific	86	....	85½	86½	86½	86½
6s, gold	....	....	115	....	....	114
1st M. (San Joaquin)	....	....	107	106	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	24½	....	24½	24½	24½	....
Chicago and Alton	136	....	134½	133	133	135
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	162½	....	162½	162½	163	163
7s Consol, 1903	128	....	....	128½	....	....
Chic., Mil. and St. Paul	111½	....	111	109½	110½	111
Preferred	121½	....	121½	121½	....	....
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	122½	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	122	....	....	....	122	122
Chic. & Northwestern	122½	....	121½	120	121½	122
Preferred	135	....	....	....	131½	133
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	131
Consol. Gold bonds	124½	....	....	....	....	124½
Do. reg.	....	....	....	....	....	125
Chic., Rock Isl. & Pac.	134½	....	136	133	135	135
6s, 1917, c.	....	....	124½	125	....	....
Clev., Col., C. and Ind.	87½	....	87	86	86½	86
1st mortgage	126	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	114	....
Col., Chl., & Ind. Cent	25½	....	23½	22½	23½	23½
1st mortgage	....	....	....	....	128	130
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	110½	....	110	107½	108½	109
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	108
7s, 1894	....	....	....	....	....	117
Del., Lack. & Western	119½	....	118½	126½	117½	118½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	116½	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	107½	....	....	107½	....	107½
4th mort. 5s, ext.	....	....	108½	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	....	129	....
Great Western 1st mort	111	....	....	....	....	....
2d mortgage	....	....	111	....	110½	....
Hannibal & St. Joseph	57½	....	56½	56½	57½	58
Preferred	102	....	101½	100	102½	102
8s, Convertible	....	....	109½	....	....	....
Houston & Tex. Cent.	....	....	....	....	....	....
1st Mortgage	....	....	111	....	111½	....
Illinois Central	135½	....	136	134	134½	134½
Lake Shore & Mich So.	126½	....	125½	124	124½	125½
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg.	....	....	....	....	....	126
2d Consolidated	....	....	124½	....	125	115
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	119	....	....	119
Louisville & Nashville	91½	....	92	91½	91½	91½
7s Consolidated	....	....	120	....	....	120
Manhattan	30½	...	30½	29½	30½	30½
Metropolitan Elevated	103½	....	103½	100	102½	103
1st Mortgage	104½	....	104½	106	104½	104½
Michigan Central	107½	....	106½	103½	105½	105½
7s, 1902	....	....	....	....	126½	126½
M. S. and N. I. 1st, S.F.	....	....	113	....	....	....
Morris and Essex	121	....	121½	121	121	120½
1st mortgage	135	....	134½	....	135	....
2d mortgage	....	....	....	....	117	117½
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	123½	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	143½	....	142½	141½	142½	142½
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	111	....	....	....	....	111½
1st mortgage	....	....	133	....	....	....
1st mortgage, reg.	....	....	....	....	138	....
N. Y. Elevated	117	....	117	116½	119	117½
1st mortgage	117½	....	117½	117	....	115
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending April 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20
N.Y., Lake Erie & W.	46½	....	45½	45½	46	45½
Preferred	....	....	87	....	84	85½
2d Consolidated	101½	....	101½	101½	102	102½
New 2d 5s fund	98	....	....	97	....	....
N.Y., N. Haven & Hart	....	....	....	....	170½	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	42½	....	39½	38½	39½	42½
Preferred	73	....	71½	69	70½	71½
Ohio and Mississippi	42½	....	42½	40½	....	43
Preferred	....	....	106	103½	....	....
2d mortgage	....	....	....	....	124	124
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	119½	....	....	....	....	....
Pacific Mail S. S. Co.	51½	....	49½	46½	48½	49½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	107½	....
2d mortgage	....	....	115½	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	62	....	61½	60½	61½	59½
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	125½	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co.	17	....	....	17	17	....
Preferred	....	....	65½	....	....	64½
St. Louis & San Fran.	....	....	....	....	43	42½
Preferred	62	....	63	62½	63	65½
1st Preferred	96½	....	....	....	95	....
St. L., Alton and T. H.	47½	....	....	46½	45	45½
Preferred	125	....	....	....	....	125
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	105	....
St. L., Iron Mt. & S. As.	64½	....	64½	63½	64½	64½
1st mortgage	....	....	....	....	....	....
2d mortgage	115	....	114½	....	....	115
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	117½	....	116½	114½	116½	117
1st mortgage	115½	....	114½	115	115	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	121
United States Express	60½	....	64	63½	63½	64
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	111	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	46½	....	46½	44½	45	46
Preferred	89	....	89	88	88½	89½
New Mort. 7s	....	....	....	106½	....	....
Wells-Fargo Express	119	....	118½	....	118	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	116	....	116½	116½	116½	116½
7s, S. F. conv., 1900	....	....	....	....	122	....

Boston Stock Exchange.

Closing Prices for the week ending April 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20
Atch., Top. and San. Fe.	136	....	136	133	135	135½
1st mortgage	....	....	....	....	120	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	167½	....	167½	167½	168	168
7s, reg.	....	....	....	....	....	....
Boston and Lowell	102	....	....	....	....	101½
Boston and Maine	150½	....	151	151	151	151½
Boston and Providence	....	....	....	156½	....	....
Boston, Hart. & Erie 7s	59½	....	59½	58½	59½	59½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	113	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	162½	....	162½	162	162½	162½
7s	124½	....	....	....	....	....
Cin., Sand. & Clev. ($50)	31½	....	30½	30½	30½	30½
Concord ($60)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	39	....	38	37½	38	38½
New 4½ Bonds	103½	....	....	....	103½	103½
Fitchburg	....	....	....	....	142	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	107	....	....	....
N. Y. & New England	....	....	57	57½	56½	57
7s	....	....	118½	....	118	118
Northern, N. H.	105	....	....	....	....	105½
Norwich & Worcester	....	....	....	....	....	....
Ogden & Lake Champ	49	....	48½	48½	....	48
Preferred	....	....	....	....	....	....
Old Colony	127½	....	128	128	128	128½
Ph., Wil. & Balt. ($50)	69½	....	....	....	....	65
Portl'd, Saco & Ports.	....	....	....	....	113	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	117½	117	....	117½
Pullman Palace Car	....	....	....	....	....	....
Union Pacific	117½	....	116½	115	115½	....
6s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	119½	119	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	61	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	73	72½	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	245	....	237½ x	239½	240	239½
Quincy	33½	....	33	32½	....	33½

New York Stock Exchange.

Closing Prices for the week ending April 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.
Federal Stocks:—						
U. S. 4s, 1907, reg.	....	....	114½	....	....	....
U. S. 4s, 1907, coup.	....	....	....	114½	114½	114½
U. S. 4½s, 1891, reg.	....	....	....	113½	....	113½
U. S. 4½s, 1891, coup.	....	....	....	....	....	....
U. S. 5s, 1881, reg.	....	....	....	101½	101½	....
U. S. 5s, 1881, coup.	102½	....	102½	102½	....	....
U. S. 6s, 1881, reg.	....	....	103½	....	103½	103½
U. S. 6s, 1881, coup.	103	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	103½	103½	....	

London Stock Exchange.

	—Closing Prices.— April 1.	Mar. 8
Baltimore and Ohio (sterling)	113 —116	113 —115
Central of New Jersey $100 shares	100 —105	100 —105
Do. Cons. Mort. Oct. '79 coupon	117 —119	118 —120
Do. Adjustment Bonds	112 —115	112 —116
Do. Income bonds	104 —106	103 —106
Det., Gd. Haven & Mil. Equip. bds.	113 —115	113 —115
Do. Con. M. 6 p.c. till '84 after 6 p.c	109 —111	110 —111
Illinois Central $100 shares	141 —142	142 —144
Lehigh Valley Consol. mortgage	116 —118	116 —116
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —138
Do. $100 shares	151 —153	151 —153
Do. Mort. bonds (sterling)	120 —122	120 —122
N. Y., Lake Erie & West., $100 shs.	50 — 50½	49½ — 49½
Do. 6 p. c. pref. $100 shares	92 — 94	91 — 93
Do 1st Con. Mort. Bonds (Erie)	130 —132	131 —133
Mort. Funded Coupon bonds	126 —128	128 —130
Do. do. 2d do.	106½—107½	106 —107
Do. 2d Consol. Mort. bonds	101 —105	101 —103
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	67½— 68½	68 — 69
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	68½— 69½	71 — 72
Do. Con. Sink. Fund Mort.	120 —123	117 —119
Philadelphia & Reading $50 shares	32½— 33½	33 — 33½
General Consol. Mortgage	115 —117	115 —117
Do. Improvement Mortgage	103 —104	103½—104½
Do. Gen. Mort. '74, ex-defer'd. cou.	96 — 97	96½— 97½
Do. Scrip for the 6 def. ¼ coupons.	93 — 97	94 — 97
Pittsbg, Ft. W. & Chic. Equip bds.	109 —111	109 —111
St. Louis Bridge 1st mort. gold bonds	123 —125	123 —125
Do 1st pref. stock	85 — 87	85 — 87
Union Pacific Land Grant 1st mort.	113 —116	113 —116½

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, April 21, 1881.

During the forenoon the loan money market was in good supply on call at 4@5 per cent, the exceptionally high rate being 6 per cent. Time money was freely offered at 4½ per cent, the quotation where the collateral consisted of stocks being 4@4½ per cent. Prime mercantile paper was 5@5½ per cent. Later in the day the quotation for call loans was 3½@4 per cent, and at the close the rate was 3 per cent.

The posted rates for prime bankers' sterling are 4.82@4.84½. The actual rates are 4.81¼@⅛ and 4.83⅛@¾. Cables transfers are 4.84@¼. Prime commercial bills are 4.79¾@4.80.

According to the semi-annual Report of the Grand Trunk Railway Company of Canada, which has just been issued in London, the available balance for the half year ended December 31, 1880, was £197,895, which pays the first and second preference dividends in full and admits of the payment of one per cent on the third preference.

The suit of the city of New York against the Union Ferry Company to recover a fair rent for the ferries, which had been leased, it is claimed illegally, for ten years at $1 a year, was compromised on the 14th inst. The company is to pay the city $300,000 in settlement.

We gave in our last issue the circular of the Secretary of the Treasury of April 11th, calling in for redemption, on the 1st of July next, the United States six per cent bonds of 1881, unless the holders thereof should elect to have them continued at the pleasure of the Government after

that date at the rate of 3½ per cent per annum; and provided the bonds are received by the Secretary of the Treasury for that purpose on or before the 10th of May next. The form of request which should accompany the bonds forwarded for continuance is as follows:

(P. O. Address:)

1881.

To the Secretary of the Treasury:

Under the terms of the Circular No. 42, issued by the Secretary of the Treasury April 11th, 1881 ———the undersigned, owner of the below described United States Six per centum Bond——— hereby request that———payment be deferred, and that———be continued during the pleasure of the Government, to bear interest at the rate of three and one-half per centum per annum from July 1, 1881, as provided in said Circular, and, in consideration of the premises, ———hereby waive and release all right to, or claim for, any interest on said Bond in excess of three and one-half per centum per annum on and after said date of July 1, 1881; and in witness thereof———have hereunto set———hand and seal this day———.

Authorizing Act.	Registered Coupon.	Denomination.	Serial Numbers.	Amount.
				$

[Signature in full.] [SEAL]

NOTE.—The seal should be of wafer or wax, if not executed by a corporation. In case the above request is signed by an officer of a bank or other corporation, it should be accompanied by the usual resolution authorizing such officer to act for the institution. This form of request will be furnished upon application to the Secretary of the Treasury.

The following is the indorsement which is to be printed on the face of the 6 per cent bonds which may be received at the Treasury Department for continuance at a lower rate of interest: "At the request of and for value received by the owner of this bond, the same is continued during the pleasure of the Government, to bear interest at the rate of 3½ per centum per annum from July 1, 1881, payable semi-annually, as provided in Treasury circular No. 42, dated April 11, 1881."

The governors of the Stock Exchange have admitted to dealings at the Board the following securities:

Michigan Central Railroad Company—Jackson, Lansing and Saginaw Railroad Company consolidated mortgage bonds, $1,100 000; dated September 1, 1880, payable September 1, 1891; interest 6 per cent payable March 1 and September 1. The entire property is leased and operated by the Michigan Central Railroad Company, which guarantees all the bonds, principal and interest, of the other company, and in addition pays $70,000 a year rent. The Jackson, Lansing and Saginaw Railroad Company, besides its railroad property, has about 425,000 acres of land, and although this land is not covered by the mortgages for the bonds, that company applies any moneys arising from sales of lands to retiring such bonds.

Chicago, Rock Island and Pacific Railway Company—An additional $2,500,000 Chicago, Rock Island and Pacific Railroad Company first mortgage bonds; dated 1877, payable July 1, 1917; interest 6 per cent, payable January 1 and July 1. These bonds complete the amount ($12,500-000) authorized to be issued.

Rochester and Pittsburg Railroad Company—Capital stock, $3,000,000 in shares of $100 each; first mortgage bonds, $1,300,000; dated February 1, 1881, payable February 1, 1921; interest, 6 per cent, payable February 1 and August 1; income bonds, $1,870,000, of same date and maturity. The interest on the income bonds is not accumulative. This company is a reorganization of the Rochester and State Line Railway Company by purchase at foreclosure sale. The original first mortgage bonds of that company were issued at the rate of $25,000 per mile of road, and are provided for as follows: In the new company one-half of the principal is given in a new forty-year six per cent gold bond, issued at the rate of $12,000 per mile of road; the balance of the principal and the back interest is given in a non-accumulative income bond, issued at the rate of $16,000 per mile. The road runs from Rochester to Salamanca, a distance of 108½ miles. It connects the New York Central Railroad with the Erie and New York, Pennsylvania and Ohio Railroads at Salamanca. The company has no floating debt.

New Orleans Pacific Railway Company—First mortgage bonds, amount authorized, $7,100,000, issued, $1,360,000; dated July 31, 1880, payable July 1, 1920; interest 6 per cent, payable January 1 and July 1. This road is an extension of the Texas and Pacific Railway, and forms part of the trunk line between New Orleans and San Francisco, and is owned by the Texas and Pacific interest. Its main line extends from New Orleans to Shreveport, La., a distance of 315 miles, of which there are now built sixty-eight miles, from New Orleans to Bayou Gonla, and the remainder is under contract to be completed by August 1, 1881. The company has large terminal facilities at New Orleans. The amount of capital stock is at the rate of $20,000 a mile, of which $1,124,000 has been issued. The present issue of bonds is at the same rate, and there is no other mortgage on the property. The company has no floating debt.

Louisville and Nashville Railroad Company—St. Louis Division first mortgage bonds, $3,500,-000; dated January 27, 1881, payable March 1, 1921; interest 6 per cent, payable September 1 and March 1; second mortgage bonds, $3,000,-000; dated January 27, 1881, payable March 1, 1980; interest 3 per cent, payable September 1 and March 1. These bonds have been issued in payment for the St. Louis and Southeastern Railroad, extending from East St. Louis to Evansville, Ind., with a branch to Shawneetown, which constitutes the St. Louis Division of the Louisville and Nashville Company to which it is leased; Pensacola Division, first mortgage bonds, $600,-000; dated March 1, 1880, payable March 1, 1920; interest 6 per cent payable March 1 and September 1. These bonds are secured by a first mortgage on a line of railroad extending about forty-five miles from Pensacola, Fla., to a point in Alabama where it connects with the Mobile and Montgomery Railroad. The road is owned by the Louisville and Nashville Company.

The closing quotations on Thursday were: Adams Express, 122@130; American Express, 77¾@78¾; American District Telegraph, 55½@58; Atlantic and Pacific Telegraph, —@48; Chicago, Burlington and Quincy, 161½@165; Canada Southern, 73¾@74¼; Chicago and Northwestern, 122@122⅛; do. pref., 134@136; Chicago and Alton, 134½@136; Chicago, Milwaukee and St. Paul, 111¼@111⅜; do. pref., 122½@122¾; Chicago, Rock Island and Pacific, 135½@136; Cleveland, Columbus, Cincinnati and Indianapolis, 86@86½; Columbus, Chicago and Indiana Central, 24@24⅛; Delaware and Hudson Canal, 108½@108¾; Delaware, Lackawanna and Western, 118¼@118⅜; Hannibal and St. Joseph, 58¼@58½; do. pref., 102⅜@102½; Illinois Central, 135@135⅜; Lake Erie and Western, 48@50; Lake Shore and Michigan Southern, 125⅜@125½; Metropolitan Elevated, 101¾@102¼ Manhattan Elevated, 30⅜@30½; Michigan Central, 105½@105¾; New York Elevated, 116@116½; New York, Lake Erie and Western, 45¾@45⅞; do. pref., 85½@86; New York Central and Hudson River, 143@143½; Ohio and Mississippi 42⅝@42⅞; Ohio Central, 29⅝@29¾; Pacific Mail, 51½@51½; St. Louis, Alton and Terre Haute, 45½@47; do. pref., —@127; Texas and Pacific, 58⅞@59; Union Pacific, 117¼@117⅜; United States Express, 62½@63; Wells Fargo Express, 117½@118½; Western Union Telegraph, 116½@116¾; do. ex. div., 81½@81¼; Wabash, St. Louis and Pacific, 46¼@46⅜; do. pref., 89¼@89⅝.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. Co. 7s, ass., 130; Atchison, Colorado and Pacific 1st, 102; Boston and New York Air Line, 48; Boston, Hartford and Erie 1st, 69¼; Chicago, Burlington and Quincy 8s, 108½; Chicago and Alton Income, 102; Cedar Falls and Minnesota, 20; Chicago, St. Louis and New Orleans, 74½; Chesapeake and Ohio 1st pref, 40; do. 2d pref., 29; do. cur. int., 55⅜; do. 1st, Series B, 84⅜; Chicago, St. Paul, Minneapolis and Omaha, 41⅜; do. pref., 96¼; do. consol., 104; Cincinnati, Sandusky and Cleveland, 60½; Col., Chi. and Ind. Cent. Inc., 71½; do. 1st, Trust Co. certif. ass. sup., 117; Chicago, Milwaukee and St. Paul, S. W. div. 6s, 107¾; do. S. M. div., 106½; do. Chicago and Pacific div., 110¼; Central Iowa 1st, 113; Chicago and Eastern Illinois Inc., 109; Cairo and Fulton 1st, 112; Cleveland Toledo S. F., 112; Clev., Col., Cin. and Ind. consol., 120; Denver and Rio Grande, 104¾; do. 1st, 118; do. 1st consol., 113; Denver, South Park and Pacific 1st, 108; Houston and Texas Central 2d, M. L., 123; do. inc. and ind., 103; Ind., Bloom. and Western, 95; do. 1st, 89⅝; do. 2d, 80¼; do. Inc., 94; International and Gt. Northern, 69; do. 2d Inc., 98¼; Indianapolis, Decatur and Springfield 1st, 106; do. 2d Inc., 72½; Kansas Pacific 1st consol., 107; do. 6s, Denver Div. ass., 109½; Keokuk and Des Moines, 18; do. 1st, 102; Laf., Bloom. and Muncie 1st, 109; Louisville and Nashville Gen'l mort., 6s, 105½; Lake Erie and Western, 49; do. Inc, 74; do. 1st, 109; Louisville, New Albany and Chicago, 76; do. 1st, 103¾; Lehigh and Wilkesbarre consol. ass., 108¾; do. Inc., 98; Manhattan Beach, 52; do. 7s, 92; Marietta and Cincinnati 1st pref., 17½; do. 2d pref., 10⅜; Mobile and Ohio, 26⅜; do. 1st deben., 86¼; do. 2d deben., 59⅜; do. 3d deben., 46; do. 4th deben., 44; do. new mort., 113; Missouri, Kansas and Texas, 45⅝; do. 6s, 95; do. consol. ass., 107¾; do. 2d, 84¾; Memphis and Charleston, 48; Milwaukee, Lake Shore and Western, 49½; Missouri Pacific 1st consol., 107½; Metropolitan Elevated 2d, 95½; Minneapolis and St. Louis 1st, Iowa Ext., 110; Midland of New Jersey 4-5-6s, 87; Nashville, Chattanooga and St. Louis, 77; New York, Ontario and Western, 34⅛; Northern Pacific bond certif., 102; Ohio Central, 29½; do. Inc., 61; do. 1st, 104; do. Terminal Trust, 101; Oregon Railway and Nav., 143; do. 1st, 106⅞; Ohio and Mississippi 1st, Springfield div., 120; Peoria, Decatur

and Evansville, 37⅜; do. Inc. 79; Rome, Watertown and Ogdensburg, 28; do. 1st consol., 86; Rochester and Pittsburg, 29¾; do. Inc., 52½; St. Louis and San Francisco 2d, class C, 92½; do. A, 105; do. B, 92¼; Southern Pacific of California 1st, 102¼; South Pacific 1st, 105; St. Paul and Sioux City 1st, 109; Syracuse, Binghamton and New York 1st, 121¾; St. Paul, Minn. and Man., 91; do. 1st, 110½; do. 1st, Dakota Ext., 108; St. Paul and Duluth pref., 76¼; St. Louis and Iron Mt., 1st pref. inc., 95; St. Louis, Kansas City and Northern, Clarinda Branch, 99; do. St. Charles Bridge, 101; Toledo, Peoria and Warsaw, 1st, 116½; Toledo, Delphos and Burlington, 27½; do. 1st 98; Texas and Pacific, 57; do. income L. G., 84; Denver and Rio Grande div., 97; Utah Southern Gen'l mort., 109½; Wabash, St. Louis and Pacific, Gen'l mort., 6s, 100½; do. Chicago div., 95; Alabama Class A, 71¾; Georgia 6s, 109; do. 7s, gold, 118; Missouri 6s, 1889, 115; do. 1887, 110⅛; North Carolina consol. 4s, 89½; do. 6s, N. C. R. R. 7½; do. 6s, S. T., 1st, 2d, and 2d class, 8¼; South Carolina 6s, non-fund., 10½; Tennessee 6s, old, 72¾; do. new, 73; do. new series, 73; Virginia 6s, def., 18; Am. Dist. Tel., 58; Canton Co., 60; Sutro Tunnel, 2⅜; Colorado Coal and Iron, 54⅞; do. 1st, 6s, 95¼; Consolidation Coal, 31; Caribou Mining, 2⅛; Central, 4½; Little Pittburg, 3¾; Mariposa, 7¼; do. pref., 8¼; Ontario, 37; Silver Cliff, 6½; Standard, 24; Starmont, 3½.

Boston.—Atchison, Jewell County and Western 6s, 1905, 101⅛; Atlantic and Pacific Block, 120; do. 6s, gold, 102⅜; Atchison, Topeka and Santa Fe 8s, inc., 105¾; do. 5s, 1909, 100; Atchison and Nebraska 7s, 1907, 116; Atchison, Colorado and Pacific 6s, 101½; Boston Water Power, 10⅞; Boston Land, 10¼; Boston, Clinton, Fitchburg and New Bedford, 45; do. pref., 124; Burlington and Missouri River R. R. in Nebraska 6s, non-exempt, 105¼; Boston and Maine 7s, 1898, 126½; Boston, Revere Beach and Lynn, 122⅛; do. 6s, 1895, 117; Chicago and West Michigan, 79; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 106; Connecticut and Passumpsic Rivers R. R., 84¼; Connotton Valley, 25¼; do. 7s, 1910, 91¼; Cincinnati, Sandusky and Cleveland 7s, 1890, 105; Cedar Rapids and Missouri River, 150; Detroit, Lansing and Northern pref., 107; Eastern (N. H.) R. R., 92; Flint and Pere Marquette pref., 88; Illinois Grand Trunk 8s, 1890, 117; Iowa Falls and Sioux City, 63; Jackson, Lansing and Saginaw 8s, 1891, green, 115; Kansas City, Fort Scott and Gulf, 90¼; do. 7s, 111½; Kansas City, St. Joseph and Council Bluffs 7s, 119; Little Rock and Ft. Smith, 75½; do. 7s, 114; Louisiana and Missouri River R. R., 27; Lynn and Boston 6s, 1900, 111; Mexican Central Blocks, new series, 102; do. old, 115; Marquette, Houghton and Ontonagon pref., 75; do. 6s, 99; Massachusetts Central, 6s, 97; Middlesex Horse, 8s, 1885, conv., 122¾; New York and New England 6s, 106⅜; New Mexico and Southern Pacific 7s, 115¾; Nashua and Rochester, 57¼; Nashua and Lowell 5s, 1900, 103¼; Ogdensburg and Lake Champlain consol. 6s, 94; do. Income 6s, 58; Quincy Railroad Bridge, 148; Portsmouth, Gt. Falls and Conway, 20; Rutland, 5½; do. pref., 30½; do. 6s, 99¾; Republican Valley 6s, E. D., 105; Southern Kansas and Western 7s, 109; Sonora Block No. 3, 255; Summit Branch, 26¼; Toledo, Delphos and Burlington, 14⅛; do. income, 43; do. 6s, 97½; Union Railway, 140; Vermont Central 7s, 1886, consol., 12; Wisconsin Central, 25; do. 2d series, 59¼; Alouex Mining Co., 2¾; Atlantic, 12½; Catalpa, 2⅝; Crescent, 1¾; Contentment, 2⅜; Duncan, 3; Franklin, 11¾; Harshaw, 10; Osceola, 35; Silver Islet, 29; Sullivan, 4; Washington, 50c.

Philadelphia.—Allegheny Valley Income scrip, 45; Catawissa new pref., 51; Central Transp., 45; Chesapeake and Delaware Canal 6s, 90; Harrisburg and Lancaster 6s, 105; Philadelphia and Trenton R. R. 182½; Pittsburg 7s, W. L., 125; do. Av. 7s, 109¾; Philadelphia and Reading R. R. scrip, 65; Pennsylvania Canal 6s, 98; Pennsylvania and New York Canal 7s, 1906, 128⅛; Susq. Coal 6s, 114; St. Paul and Duluth, 35½; do. pref., 76; Texas and Pacific consol. mort. 6s, 104; Union and Titusville 7s, 102¾; West Jersey and Atlantic 6s, 110; West Jersey R. R., 82; do. 1st mort. 6s, 118. The latest quotations are: City 6s, 110@111; do. free of tax, 127@129; do. 4s, new, 106½@113; Pennsylvania State 6s, 2d series, 101@101½; do. 3d series, 104¾@105; do. 5s, new loan, 117@117½; do. 4s, new, 108@111; Philadelphia and Reading R. R., 80½@80⅝; do. consol. mort. 7s, coup. 124@—; do. reg., 124½@124¾; do. mort. 6s, 117@—; do. 7s, 1893, 121¾@122½; United New Jersey R. R. and Canal, 184@186; Buffalo, Pittsburg and Western, 21⅝@21¾; Pittsburg, Titusville and Buffalo 7s, 97¾@98¼; Camden and Amboy mort. 6s, 1889, 115½@116; Pennsylvania R. R., 68½@68⅝; do. gen'l mort., coupon, 124¾@125; do. reg., 126@126¼; do. consol. mort. 6s, reg., 119@119¼; Little Schuylkill R. R., 53@54; Morris Canal pref., 164@170; Schuylkill Nav., 5¾@6; do. pref., 12@18¼; do. 6s, 1882, 88⅜@89½; do. 1872, 102¾@103¼; Elmira and Williamsport pref., 54@—; do. 6s, 115@115½; do. 5s, 98@100; Lehigh Coal and Navigation, 45¼@45⅜; do. 6s, 1884, 106⅝@106⅞; do. R. R. loan, 115¾@116¼; do. Gold Loan, 115¾@116¼; do. consol. 7s, 118¾@119¼; Northern Pacific, 39⅜@39⅝; do. pref. 70½@70¾; North Pennsylvania, 6s, 106@107½; do. 7s, 122@122½; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 26½@27; do. 6s, 102⅜@102⅝; do. 7s, 117¼@117¾; Minehill, 59⅜@59½; Catawissa, 20½@21¾; do. pref., 52½@52⅝; do. new pref., 51@51¼; do. 7s, 1900, 120@—; Lehigh Valley 61@61¼; do. 6s, coupon, 121@125; do. reg., 122¼@122½; do. 2d mort. 7s, 135½@136; do. consol. mort., 120¼@121¼; Fifth and Sixth streets (horse), 125@—; Second and Third, 110@112; Thirteenth and Fifteenth, 70@75; Spruce and Pine, 54@56; Green and Coates, 85@93; Chestnut and Walnut, 96@100; Hestonville, 21½@22½; Germantown, 75@76; Union, 119@122½; Lombard and South, 24½@25; West Philadelphia, 90@—; People's, 21½@22⅝; Continental, 106@108.

Baltimore.—Atlanta and Charlotte, 73; do. 1st, 108¾; Atlantic Coal, 1 20; Baltimore City 6s, 1890, 119; do. 6s, 1886, 112½; do. 1886, new, 111; do. 6s, 1884, 106; do. 5s, 1894, 117½; do. 6s, 1916, 122; do. 4s, 1920, 109; Canton Co. 6s 116; Central Ohio pref., 54; Maryland Defense 6s, 108; do. 5s, 106½; do. 6s, exempt, 1887, 115; Marietta and Cincinnati 1st Sterling, 119; North Carolina 4s, consol., 85¼; Northern Central 5s, 100; Ohio and Mississippi, Springfield div., 116; Richmond and Danville, 99; South Side (Va.) 2d, 103; Virginia and Tennessee 2d, 103; Virginia 10-40 coupons, 96; Virginia Peelers, 87; Virginia Black Scrip, 13½; Western Alabama 2d guar., 116; Wilmington, Columbia and Augusta 6s, 110. The latest quotations are: Atlanta and Charlotte 1st, 108¼@108¾; do. Income, 92@—; Baltimore and Ohio, 203@205; do. 6s, 1885, 107¼@—; Baltimore City Passenger R. R., 38¼@38¾; Chesapeake and Ohio Canal 6s, 83@86; Consolidation Coal, 32@35; Central Ohio 6s, 114@115; George's Creek Coal, 104@107; Marietta and Cincinnati 1st, 121¾@122⅛; do. 2d, 90¾@91; do. 3d, 46⅛@46¼; Northern Central, 48⅞@49¼; do. 6s, 1885, 110@111; do. 6s, 1904, gold, 115@—; do. 5s, 1926, 99½@100; Orange, Alex. and Manassas 7s, 101½@102; Ohio and Mississippi, S. F., 120@—; Pittsburg and Connellsville 7s, 124@125½; Richmond and Danville, 1890, 107¾@—; South Side 3d, 103@104½; Union Canal endorsed by Canton Co., —@121; Virginia and Tennessee 2d, 103@103½; Western Maryland 2d pref., 109⅝@110; Wilmington, Columbia and Augusta 6s, 109@113; Baltimore City 6s, 1884, 107@108⅛; do. 6s, 1886, —@113½; do. 6s, 1890, —@119; do. 6s, 1900, 124@127½; do. 6s, 1902, 123@127; do. 5s, 1894, 117½@—; do. 5s, 1916, 122¼@—; do. 4s, 1902, 109@109½; Virginia Consols, 80⅝@80⅞; do. consol. coupons, 96⅛@96½; Virginia consols 2d series, 37¼@38; Virginia, 10-40 bonds, 51⅛@51¼; do. 10-40 coupons, 96⅜@96¾.

The river route has been adopted for the Lexington Branch of the Richmond and Alleghany Railroad, and laborers are now engaged above the mouth of the Buffalo.

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot 100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe. 100	10,409,300	quarterly	Feb. '81 2
Atlanta and West Point. 100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law* ... 100	5,000,000	M. & S.	Sept. '80 3
Augusta and Savannah. 100	1,022,900	J. & D.	June '80 3½
Avon, Geneseo & Mt. M.* 100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio 100	14,216,800	M. & N	May '81 5
" " pref. 100	4,599,578	J. & J.	Jan. '81 3
Washington Br. 100	1,650,000	A. & O.	Apl. '81 5
Berkshire* 100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	Mar. '81 2
Bos., Clin., F. & N. Bed. 100	1,297,600	— & —	.....
" " pref. 100	1,750,100	.....	Apl. '81 3
Agricultural Br. guar. 100	60,000	J. & D	June '76 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N	Nov. '80 3
Boston and Lowell 500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine 100	6,921,274	M. & N.	May 81 4
Boston and Providence. 100	4,000,000	M. & N.	May 81 4
Attleborough Branch. 100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn. 100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie* 100	950,000	J. & D	Dec. '80 3½
Burl. & Mo. Riv. in Neb. 100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl. '80 3⅛
" " pref. 50	328,311	quarterly	Apl. '80 3⅛
Camden & Burl. Co. 100	381,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J & D.	June '80 3
Catawissa* 50	1,159,500	Oct. '80	Oct. '80 $1½
" pref. 50	2,200,000	M. & N.	Nov. '80 2½
" 2d pref. 50	1,000,000	M. & N.	Nov. '80 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.* 100	6,850,400	F.M.A.N	May '81 1
" " pref. 100	769,600	F. & A	Feb. 81 3½
Central of Georgia 100	7,500,000	J & D.	June '80 3
Central of New Jersey. 100	18,583,200	quarterly	Apl. 78 2½
Central Ohio* 50	2,425,000	J. & J.	Jan. 81 3½
" pref. 50	400,000	J. & J	Jan. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb '81 3
Chemung* 100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton..... 100	10,065,400	M. & S.	Mar. 81 4
" " pref. 100	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy. 100	31,004,456	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras* 100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul.. 100	15,404,261	A. & O.	Apl. '81 3
" " pref. 100	12,279,483	A. & O.	Apl. '81 3½
Chicago & N. Western. 100	14,988,257	J. & D	Dec. '80 3
" pref. 100	21,625,353	quarterly	Mar. '81 1½
Chicago, R. I. & Pacific. 100	50,000,000	quarterly	May '81 1½
Chicago & West Mich. ... 100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton. ... 100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,087	M. & N.	Nov. '80 3
Clev., Col., Cin. & Ind. 100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Mar. '81 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Mar. '81 2
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '81 4
Concord 100	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.* 100	350,000	J. & D.	Dec. '80 3½
Conn. & Passump Riv.. 100	2,175,700	F. & A.	Feb. '81 2
Connecticut River 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley. 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. 81 1½
Dayton & Michigan* 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware* 25	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook* ... 100	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor... 100	1,874,000	F. & A.	Aug. '80 2½
" " pref. 100	2,503,300	F. & A.	Feb. '81 3½
Dubuque & Sioux City* 100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania* 50	1,309,200	J. & J.	Jan 81 3
East Mahanoy* 50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga... 100	1,968,274	.....	Oct. '80 3
Eastern (Mass.) 100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	Dec. '80 2½
Eel River	3,000,000	— & —	Mar. '81 4
Elmira, Jef. & Canand* 100	500,000	Sept.	Sept. '80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '80 2½
" " pref. 50	500,000	J. & J.	Jan '81 3½
Erie and Pittsburg* 50	1,000,250	quarterly	Sept. '80 1½
Fitchburg 100	4,500,000	J. and J.	Jan. '81 3
Frankfort and Kokomo. 100	600,000	.....	Oct. '79 1½
Georgia 100	4,200,000	J. and J	Jan. '81 3
Hannibal & St. Jo. pref.. 100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	Apl. '81 2
Illinois Central 100	22,000,000	M. & S	Mar '81 3½
Iowa Falls & Sioux City* 100	4,625,000	quarterly	Mar. '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May 81 1½
Io. So. & Mo. Northern. 25	600,000	quarterly	May '81 2
Jeffersonv., Mad. & Ind.. 100	900,000	quarterly	May '81 1½
Joliet and Chicago* 100	1,500,000	quarterly	June '80 1½
Kan. City, Top. & West. 100	2,500,000	quarterly	May '80 1½
Kentucky Central 100	4,500,000	J. & D.	Dec. '80 1
" " pref. 100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So.. 100	49,466,800	quarterly	May '81 2
" " (guar.) 100	533,500	F. & A.	Feb '81 5
Lawrence* 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,565	quarterly	Apl. '81 1½
" pref. 50	106,300	quarterly	Apl. '81 2½
Little Miami* 50	5,871,450	quarterly	Mar. 81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill* 50	$2,646,300	J & J.	Jan. 81 2½
Louisville & Nashville. 100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi. 100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover 100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ... 100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law.... 100	1,000,000	M. & N.	Nov. '80 6
Marietta & Cincinnati.. 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Metropolitan Elevated. 100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	May '81 1½
Middlesex Central..... 100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific..... 100	12,416,000	quarterly	Apl. 81 1½
Mobile & Montgomery.. 100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex* 50	15,000,000	J. & J.	Jan. '81 3½
Mt. Carbon & Pt. Carbon. 50	282,350	J. & J.	Jan. 81 6
Nashua and Lowell 100	800.000	M. & N.	Nov. '80 3½
Nashua and Rochester . 100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur.. 100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,875,266	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 1½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp... 100	695,000	quarterly	Oct. 74 3
New London Northern* 100	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R.. 100	89,428,330	quarterly	Apl. '81 2
New York and Harlem.. 100	8,500,000	J. & J.	Jan. 81 4
" " pref. 100	1,500,000	J. & J.	Jan. 81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.* 100	2,000,000	.....	Oct. '79 2½
New York Elevated..... 100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West. 100	77,107,700	.....	.....
" " pref. 100	8,146,700	.....	.....
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston. 100	3,000,000	quarterly	Feb. '81 2
Nag. Bridge & Canand* 100	1,000,000	J. & J.	July '80 3
North Carolina* 100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S. C.) pref.. 100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '81 1½
Northern Central 50	6 842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh... 100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*.. 100	1,000,000	J. & J.	July '77 2
Norwich & Worcester* 100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.* 100	3,077,000	J. & J.	July '76 2
" " pref. 100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.... 100	20,000,000	quarterly	.....
" " pref. 100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav. 100	4,455,000	quarterly	May 81 2
Oswego and Syracuse* 100	482,400	F. & A.	Aug. 80 4½
Panama 100	7 000,000	quarterly	May '81 5
Paterson and Hudson* 100	632,000	J & J.	Jan. '81 4
Paterson and Newark* 100	250,000	J. & J.	.....
Paterson and Ramapo* 100	248,000	J. & J.	Apl. '81 3
Pember. & Highstown* 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '80 4
Peoria & Bureau Val.* 100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie* 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton* 100	1,259,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.* ..100	19,714,286	quarterly	Apr. '81 1½
" Special Imp. 100	5,504,300	quarterly	Apl. '81 1½
Pittsfield & N. Adams. 100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm.... 100	1,500,000	J. & J.	July '80 3
Profile and Franconia.. 100	.....	Annual.	Nov. '80 8
Providence & Worces.. 100	2,000,000	J. & J.	Jan. '81 3
Republican Valley..... 100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga * 100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass.. 100	175,575	— & —	Jan. '81 3
Richmond & Petersb.... 100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.* 110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute. 100	2,300,000	— & —	.....
" " pref. 100	2,464,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n. 100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell..... 100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '80 3
Shore Line* 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref.. 100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)* ... 100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.. 100	3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.* 100	448,700	J. & J.	July '79 3½
Summit Branch* 50	4,125,000	F. & A.	Feb. '76 3
Syr., Bingham. & N.Y.* 100	2,004,000	J. & D.	Feb. '80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston..... 100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,746,000	quarterly	Apl. '81 1½
United Cos. of N. J*... 100	20,490,400	quarterly	Apl. '81 1½
Utica, Chenango & S. V. 100	4,000,000	M. & N.	May '80 3
Utica and Black River... 100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific... 100	20,000,000	.....	.....
" " pref. 100	20 000,000	quarterly	May 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River* 100	$750,000	J. & J.	July '80 3½
Warren (N. J.)..... 100	1,800,000	A. & O	Apl. '80 3
Warwick Valley..... 100	225,000	J. & J	July '80 3
Westchest. & Phil. pref.. 100	821.300	J. & J.	July '80 2
West Jersey..... 100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon. 100	1,456,200	J. & D.	Nov. '79 3
Winchester & Potomac* 100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg* 100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.....
Baltimore City 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Milla... 100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)... 100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y) 100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug. '79 4
Bushwick (Brooklyn).... 100	309,000	J. & J.	July '71 3½
Cambridge..... 100	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv. 100	1,088,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl. 100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)... 100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton.... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland..... 100	600,000	J. & J.	Jan. '80 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston..... 100	200 000	annually	Nov. '80 6
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston)..... 100	550,000	M. & N.	Nov. '80 3½
N.Y., Bay Ridge & Jam. 100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.).... 100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.).... 100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.).... 100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov. '80 3
South Boston 50	600,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.).... 100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson.... 100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*.. 100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated).... 100	1,025,000	F. & A.	Feb. '78 2
" (preferred)..... 100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express..... 100	12,000,000	quarterly	Feb. '81 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co.... 100	3,000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May '81 $5
Central Mining Co.....	.....	Annual.	Feb '81 $5
Consolidation (Md.) Coal. 100	10,250,000	M. & S.	Jan. '81 7½
George's Creek C. & I.. 100	.....	J. & J.	Aug. '80 3½
Gold and Stock Tel..... 100	2,500.000	quarterly	Oct. '79 1½
Maryland Coal..... 100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold..... 100	2,386,600	.....	.....
" pref..... 100	3,693,400	.....	.....
Missouri Val. Land Co.. 100	200,000	M. & S.	Jan. '81 5
Monongona Coal Co..... 100	305,200	quarterly	Mar. '80 2½
National Tube Works.... 100	1,000,000	quarterly	Apl. 81 3
Pacific Mail Steamship.. 100	20,000,000	M.J.S.D.	Sept. '69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car..... 100	5,990.200	F.M.A.N	Feb. '81 2
Quicksilver, common.... 100	5,708,700	.....	.....
preferred ... 100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge..... 100	1,750,000	J. & J	Jan. '81 5
Sioux C. & L.F. L. & L. Co. 100	500,000	J. & J.	Jan. '81 3
Spring Mountain Coal.... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co.. 100	255,000	A. & O.	Apl. '81 5
United States Express.... 100	7,000,000	F.M.A.N	Feb. '80 1
Wells-Fargo & Co. Exp. 100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph. 100	80,000,000	quarterly	Apl. '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167 750	124,510	148,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,935,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,439	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,581	327,370	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,693	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,323	19,423,684
1881	1,222,250	957,300	1,162,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311 890
Chicago, Mil. & St. Paul:													
1880	764,398	738,749	900,675	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,644	134,134	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,923	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	200,059	189,125	177,861	163,484	212,896	209,068	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	916,950	803,490	941,699	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,331	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,457	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,469,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,923	490,195	451,560	403,300	372.280	365.300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,413
1881	570,957	560,791	692,029	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,482	320,962	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	926,603	933.143	1,199,268	890,137	946,186	952,049	1,065,980	1,185,325	1,177,134	1,526,475	1,105,616	962.663	12,336,162
1881	811,617	818,923	1,119,591	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No. thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,[illegible] *to* 19,[illegible]
Lynn, Mass	*National City Bank*	121 *to* 150	65,797 *to* 66,8[illegible]

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 to 750	19,[illegible] *to* 19,[illegible]
Lynn, Mass	*National City Bank*	121 to 150	65,[illegible] *to* 66,[illegible]

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

Wm. Wharton, Jr., of Philadelphia, is about to erect an iron foundry with a view to manufacturing street railway supplies, on Ellsworth street, between Twenty-fourth and Twenty-fifth streets in that city. The foundry will be 50 feet by 73 feet in size, and one story high.

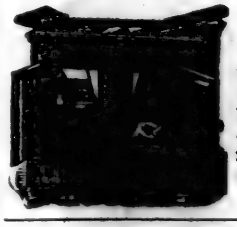
THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, March 25, 1881.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of TWO PER CENT. upon its capital stock, payable on Monday the 2d day of May next, at this office.

For the purpose of this dividend, and also for the annual election for Directors, which is to be held on the 4th day of May next, the Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 31st inst., and will be reopened on the morning of Friday, the 6th day of May next.

E. D. WORCESTER, Treasurer.

LELAND HOTEL, CHICAGO, ILL., FINEST location in the city, corner Michigan avenue and Jackson street; fronting on the beautiful lake and park; two blocks from the Custom House and Post-office. Newly furnished and reconstructed. American plan. Popular prices, $3 and $3 50 per day. WARREN F. LELAND, Proprietor, late of Delavan House, Albany.



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DETROIT AND BAY CITY R. R. BONDS.

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COLUMBUS AND TOLEDO FIRST 7s, DUE 1910.
COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

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BUY AND SELL
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Between this and other countries, through London and Paris.
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The best for Concrete—Pier Abutments, Tunnel Lining, Culverts, etc.
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ALSO FOR
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Used with or without Waste.
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CHEAP AND DURABLE.

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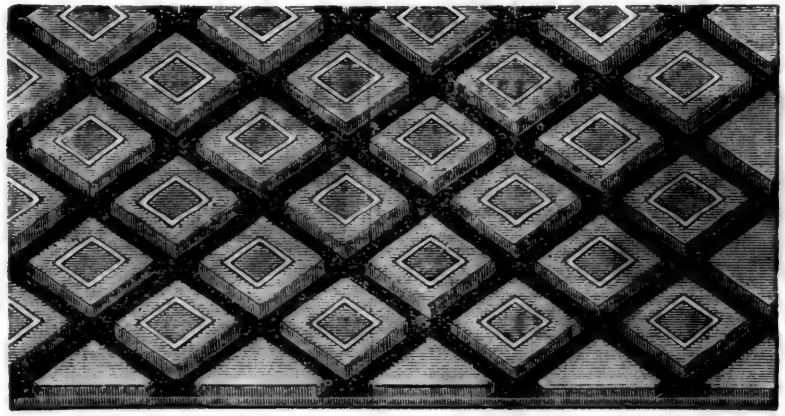
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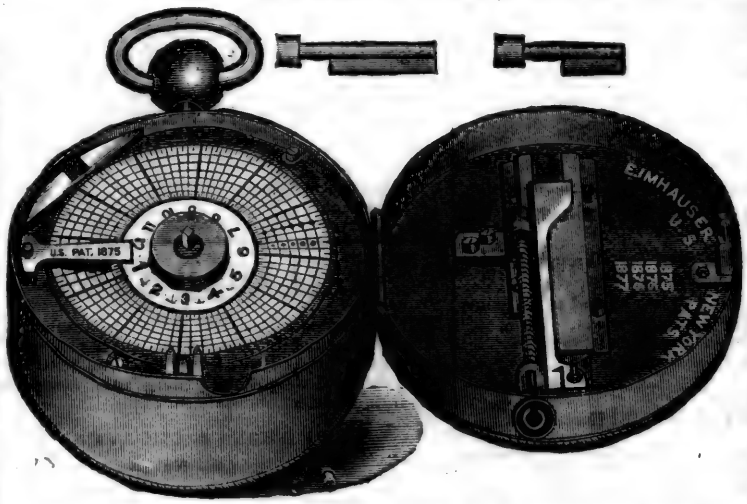
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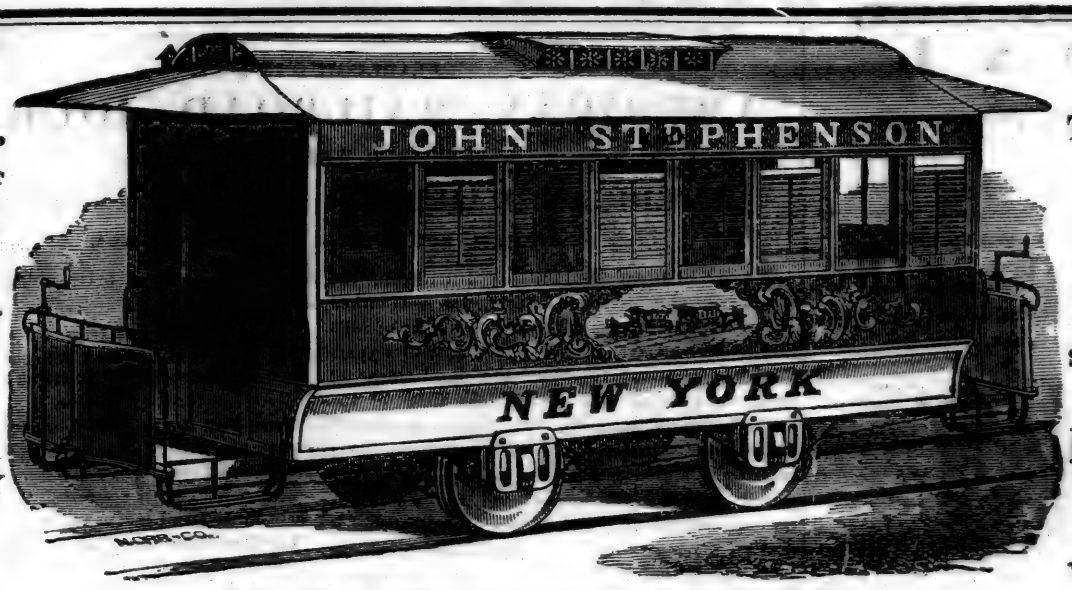
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The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 18.] NEW YORK, APRIL 30, 1881. [WHOLE No 2,349, VOL. LIV.

THE GROWTH OF RAILROADS IN NEW YORK.

An interesting bit of railroad history is found in the annual report on the railroads of New York, recently submitted to the Legislature by the State Engineer and Surveyor. A portion of the report is devoted to a concise sketch of the development of railroads in the State as follows: In the year 1825 there were no railroad companies in this State. In 1830 twelve companies had been formed, but no road was in operation. About 12½ miles of track had been laid by the Mohawk and Hudson Railroad between Albany and Schenectady, the cost of which cannot be given, as no report was required from it until the line was completed. Ten years later, in 1840, there were 86 companies incorporated. Of this number only thirty-three built their roads and continued in existence, and but five—the New York and Harlem (the oldest surviving railroad company), the Saratoga and Schenectady, the Rensselaer and Saratoga, the Long Island and the Oswego and Syracuse—are in existence today. Four of these roads are leased and but one (the Long Island) is now operated by its own officers. In 1840 there were 368 miles of road in operation and about $7,800,000 had been expended in railway construction. The rails used were wood, with a flat three-quarters of an inch by two and one-half inch bar of iron fastened on the upper side. The New York and Erie Railway Company, whose road was not in operation, in their report for the year 1840 state that they had purchased 5,000 tons of "edge rail," weighing fifty-six pounds per yard, at a cost of $55 per ton, which they considered much superior to flat iron rails in use on other roads, and that they had purchased three first-class locomotives, weighing fifteen tons each. This was the weight of the largest locomotives at that time. In the report of the Auburn and Syracuse Railroad Company for the year 1837, they say: "Owing to the general disarrangement of the business of the company and the difficulty of enforcing the payment of instalments upon the stock and to disarrangement of foreign exchange it was impossible to obtain iron plates for the rails, and the directors consequently determined upon the temporary use of wooden ribbons and horse power until the iron can be procured."

In 1850 eighteen companies were operating their roads, the entire length amounting to 730 miles, which cost $25,429,668. Five other companies, whose roads were incomplete, had 554 miles in use and had expended $35,239,865 16; and three companies, whose roads were not in operation, had expended $100,263 85. The whole number of miles over which trains were run was 1,285, and 485 miles were in process of construction. The total expenditure for railroads in New York State at this time was $60,769,797 01. The earnings for the year were $5,676,761 22 and the cost of operating the roads amounted to $2,440,794 22, leaving a surplus or profit of $3,235,967, equal to 5¼ per cent upon the amount invested. There were 4,363,608 passengers carried in cars and 734,378 tons of freight transported. Sixty-two persons were killed and 18 injured during the year.

In 1860, twenty years after the first railroad was built, there were 44 steam and 4 horse roads in operation. Fifty-two steam and 18 horse railroad companies were required to report to this office, and 1 steam and 5 horse road companies were exempt from reporting, making a total of 76 corporations. The cost of constructing the steam roads was $130,440,394 11, and the horse roads cost $7,407,929 48 — a total of $137,848,323 59. There were 2,730 miles of road in operation, 2,656 of which were steam and the remainder horse roads. The steam railroads carried 9,305,978 passengers and the horse roads 49,980,148—a total of 59,286,126. The total tonnage of freight transported was 4,741,773 tons, of which amount the New York Central Railroad Company report they carried 1,028,183 tons, 297,925 tons being west bound and 730,258 east bound freight. The earnings of the steam roads were $20,477,593 09 and of the horse roads $2,364,642 82, a total of $22,842,241 91. The total expenses were $14,387,983 83, of which the steam roads paid $12,652,676 72 and the horse roads $1,735,307 11. This leaves a surplus or profit for the steam roads of $7,824,922 37, or about 6 per cent upon the amount invested, and for the horse roads, $629,355 71, or 8½ per cent upon the cost. The number of persons killed during the year upon steam roads was 143 and 9 upon the horse roads. The number injured was 71 and 17 respectively.

In 1870 there had been 6,191 miles of steam and 310 miles of horse road constructed, and the amount paid for constructing steam roads was $249,228,896 19 and for horse roads $23,481,268 74. The steam roads this year carried 24,550,753 passengers and 20,572,212 tons of freight. The horse roads carried 154,591,871 passengers. The earnings of the steam roads were $69,549,444 03 and the cost of operating was $46,132,947 01, leaving a profit of $23,416,479 02, or 9½ per cent upon the cost of the roads. The horse road earnings amounted to $9,523,892 83 and the cost of operating was $7,859,928 78, leaving a profit of $1,663,965 05, or 7 per cent upon the cost of roads. The number of persons killed by steam roads was 269 and 264 more were injured. The horse roads injured 103 and killed 29. The report for 1880 shows that 9,186 miles of railroad have been constructed, 8,709 miles having been built by steam railroad companies and 477 miles by the horse railroad companies, including the elevated railroads. The steam roads have cost $695,525,828 48, the horse roads $40,686,946 64, and the elevated roads $33,038,332 12, a total of $770,251,107 24 for all. The steam roads carried 47,197,385 passengers, the horse roads carried 244,900,717, and the elevated 60,831,757, making 305,732,474 passengers carried by the city roads, a total of 352,929,859. During the year the steam roads carried 57,356,128 tons of freight, and the earnings were $108,965,556 04. The payments for operating the roads amounted to $64,996,989 54, leaving a profit of $43,968,566 50, or 6¼ per cent upon the cost. The earnings of the horse roads were $13,449,121 87 and the cost of operating $9,157,457 28, leaving a profit of $4,291,664 59, or 10½ per cent. The earnings of the ele-

vated roads were $4,612,975 56, the cost of operating $2,644,325 24, and the surplus or profit $1,968,650 32, or 6 per cent.

In regard to the new incorporations of the past year the report says: "An evidence of better times and increased confidence is shown by the number of railroad companies that were incorporated in this State during the past year. There were 52 new companies formed, 12 reorganized or formed by the consolidation of other companies, and 2 whose corporate powers had ceased were revived by special acts of the Legislature, making a total of 66 new corporations. This is the greatest number of roads ever incorporated in any one year. The largest number heretofore was 61, in the year 1872."

Grand Trunk Railway of Canada.

DIRECTORS' REPORT FOR THE HALF YEAR ENDING DECEMBER 31, 1880.

	Dec., 1879.	Dec., 1880.
The gross receipts upon the whole undertaking, including Buffalo and Champlain lines, have been	£978,202	£1,158,407
Deduct—Working expenses at the rate of 67.67 per ct, against 72.87 per cent for December half of 1879	712,807	783,894
	£265,395	£374,513
Add—Interest on International Bridge Capital	11,836	13,082
Interest on Chicago & Trunk Railway Bonds	.....	10,121
	£277,231	£397,666

Out of this amount the following half yearly charges for interest and rents have been paid, viz:

Interest on 5 per cent perpetual deb. stock	£76,538
Interest on Land loans, &c	457
Rents	105,388
Equipment bond interest	26,058
	£208,430
Showing a balance of	189,236
	£397,666

The amount brought forward from the preceding half year, £8,659, makes, with the above balance from the past half year of £189,236, a total of £197,895 available for the payment of dividends, as against a total of £65,740 in corresponding half year of 1879. From the sum of £197,895 thus available, the following dividends were paid on the 1st March last:

First preference stock, at the rate of 5 per cent per annum	£80,374
Second preference stock, at the rate of 5 per cent per annum	58,154
Do in payment of arrears of div. on the June half at the rate of 2 per cent per annum	23,262
Third preference stock, at the rate of 1 per cent per annum	35,823
	£197,614

leaving £281 to be carried to the next half year's account. The gross receipts for the half year were greater than in 1879 by £180,204, or 18.42 per cent., though the receipts for the Riviere du Loup line from 1st July to 13th August, 1879, (£5,038), were included in the receipts for that year, but not in those for 1880. The working expenses including renewals, amounted to £783,894, or 67.67 per cent, against a total charge of £712,807, or 72.87 per cent in 1879, showing an increase of £71,087, or 9.97 per cent, as compared with an increase in the receipts of 18.42 per cent. The passenger receipts, including mails and express freight, increased by £40,572, or 12.28 per cent; and the number of passengers carried by 82 388, or 7.47 per cent, as compared with 1879. The receipts from freight traffic increased £139,428, or 21.72 per cent; and the tonnage 221,577 tons, or 15 74 per cent. The total number of passengers was 1,185,089, against 1,102,701; and the quantity of freight was 1,629,035, against 1,407,468 tons. The average receipt per passenger was 5s. 8½d., against 5s. 5½d.; and per ton of freight 9s. 7d., against 9s. 1½d. The charges for maintenance and renewals of road and rolling stock compare with 1879, as follows:

Expended on—	1880.	1879.
Way, stations, and buildings	£161,060	£151,975
Engines, work shops, &c	74,825	64,771
Cars	77,017	69,657
Total	£312,902	£286,403
Of gross receipts per cent	27.01	29.28

The general increase in the charges for maintenance and renewals was owing partly to higher wages and greater cost of materials, but principally to extra work performed. Though the total charges were thus increased by £26,499 the proportion of maintenance and renewals to gross receipts was decreased by 2.27 per cent as compared with 1879, and by 5.60 per cent as compared with 1878. The expenditure for fuel, wages, and other charges for working the railway was increased by £44,589, as the following statement shows:

Expenditures for	1880.	1879.
Fuel	£113,241	£103,247
Running engines, wages, oil, &c	75,370	69,795
Traffic department	212 228	192,694
General charges	20,546	18,016
Miscellaneous expenses	17,495	18,181
Rent end mileage of foreign rolling stock	22,135	15,023
Tolls paid	9,975	9,445
Total	£470,990	£426,401
Percentage of gross receipts	40.66	43.59

The percentage of the working expenses (excluding maintenance and renewals) to the gross receipts fell from 43.59 to 40.66, and, as already stated, was also lower for maintenance and renewal of road and rolling stock, thus decreasing the relative proportion of the whole charges 5.20 per cent. On the 23d July, 1880, a prospectus of the issue of £1,000,000 perpetual 5 per cent debenture stock of £105 per £100 nominal was sent to each proprietor of the company, and resulted in application being received considerably in excess of the amount required. The whole of the stock was allotted, and, as far as possible, the receipts have already been applied to the objects of the issue—the redemption of pre preference securities. Notice having been duly given of the redemption of the pre-preference securities scheduled in the prospectus of 23d July, 1880, interest ceases to be paid upon them from the dates when they become payable. The most important of such securities are:

	1881.
Atlantic and St. Lawrence 6 per cent 2nd Mortgage Bonds payable	1st April.
Do. " 3rd	1st May.
Montreal and Champlain 6 per cent Mortgage Bonds	1st July.
And the balance of the International Bridge Bonds not already drawn for payment	1st July.

The amount charged against capital account during the half year was £283,423. The principal item of £266,949 consists of the pre-preferential securities (not previously included in the Grand Trunk capital account), redeemed from the proceeds of the issue of debenture stock. The remaining expenditure includes £50,707 for new works, £19,200 for rolling stock, and £6,562 for lands and land damages. There has been credited to capital account £10.808, the value of materials on the Riviere du Loup line sold during the half year, and £49,634 for premiums on debenture stock sold. At the special meeting to be held immediately after the general meeting, agreements (copies of which are attached) with the Michigan Air line and the Montreal and Champlain Junction Railway Companies, will be submitted to the shareholders for their approval. An agreement with the Georgian Bay and Lake Erie Railway Company will also be submitted. This company has been formed by an amalgamation of the Port Dover and Lake Huron, the Stratford and Huron, and the Georgian Bay and Wellington Railway Companies. The agreement is similar in character to that sanctioned by the proprietors in October last, but is enlarged to include the proposed extension to Colpoys Bay.

On behalf of the board,
H. W. TYLER, President.
21, Old Broad Street, E. C., 18th April, 1881.

Philadelphia and Reading Companies.

The receivers of the Philadelphia and Reading Railroad Company furnish the following statement of the business of the Railroad for the month of March, and for the year to that date, compared with the corresponding periods of the previous year:

	March, 1881.	Year to date.
Gross receipts	$1,600,568 41	$5,610,159 28
Gross expenses	918,112 33	3,377,048 79
Net profit	$682,456 08	$2,233,110 59
	March, 1880.	Year to date.
Gross receipts	$1,489,389 70	$5,467,707 75
Gross expenses	859,113 21	3,107,733 18
Net profit	$630,276 49	$2,359,974 57

The business of the Philadelphia and Reading Coal and Iron Company for the same time was as follows:

	March, 1881.	Year to date.
Receipts	$924,539 49	$3,445,425 43
Expenses	890,286 54	3,235,198 53
Profit	$34,252 05	$210,226 90
Net profit of all	$716 709 73	$2,443,337 49
	March, 1880.	Year to date.
Receipts	$927,670 09	$2,854,476 45
Expenses	872,214 02	3,059,265 09
Profit	$55,456 07	Loss $204,788 64
Net profit of all	$685,732 56	$2,155,185 93

This shows the total gross receipts on the railroad to have been $9,055 584 81 for the four months to date, against $8,322,184 20 for the same period in the preceding year; but as the expenses have increased from $3,107,733 18 for last year to $3,377,048 79 this year, the net profit is less by $126,863 98. The operations of the Coal and Iron Company show a profit of $210,226 90 up to date, against a loss of $204,788 64 last year, or a net gain in both companies of $288,131 56.

By the purchase of the Cleveland, Canton, Coshocton and Straitsville Railroad, the Connotton Valley Railroad Company has secured a direct line to the Hocking Valley.

The San Juan division of the Denver and Rio Grande Railway has been opened to Amargo, 28 miles beyond Chama, and within 80 miles of Durango.

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New York, Saturday, April 30, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

AN important step for the encouragement of American ocean shipping was taken at Albany this week, when the Senate passed a bill exempting from State and local taxation all American vessels registering at New York ports.

THE proposed amendment to the State Constitution providing for the abolishment of tolls on the canals of the State, was lost in the Senate at Albany this week, the vote standing 16 in favor to 15 against, with one Senator, said to be opposed to the measure, absent. This ends all probability of the canals being made free within the next four years at least.

THE prospects of the World's Fair seemed somewhat brighter on Wednesday. It had been prophesied that on that day the Executive Committee would meet and decide to abandon the project, but no such decision was made; on the contrary, reports were made that private subscriptions were coming in more freely, while the railroad companies were showing a disposition to give generous and substantial encouragement to the committee.

MOST encouraging reports continue to be received concerning the success of cotton manufacturing enterprises in Georgia. The Graniteville Cotton Manufacturing Company of Augusta, running 886 looms and 34,064 spindles, has just made an annual report showing a net profit for the year ending March 1st of $91,000, said to be a net earning of over 15 per cent on the capital stock, after paying all expenses. Another large cotton manufacturing enterprise, called the King Manufacturing Company, has been inaugurated recently, with a capital of $750,000 the proposed mill to have a capacity of 30,000 spindles.

THE growth of the railroad may safely be esteemed as among the most accurate measures of the advancement of civilization and Christianity; or perhaps still more positively it may be taken as the true index of the directions and localities in which the highest progress and the most worthy development of mankind will most rapidly extend. That it is considered by those whose efforts are most directly applied to missionary work is shown in abundant instances, and the railroad is heartily recognized by those of broad views, laboring in varied fields at home and abroad for the welfare of their fellow men, as one of their strongest material and practical allies. An illustration of this is given in the important missionary field which Burmah presents. That the people of Burmah, who have not yet accepted Christianity, have been made through the influence of the railroad and the telegraph and their accompanying works, to look with dissatisfaction upon their own religion, with its retarding superstition and ignorance, and are being prepared for the acceptance of Christianity, is illustrated by the following from a correspondent, at Thongzai, of the Baptist Missionary Magazine: "A few days ago I heard two men conversing about the wonderful era. They were Buddhists. 'It is time for a new Baddh to appear,' remarked the elder, and then they talked, and got up and looked out of the railway carriage. I passed into their car, and entered into conversation with them. 'What signs of a Buddh do you see?' I asked. The elder replied, 'Change in all things. Five years ago we were all afraid when we saw these iron rods upon the tops of those (telegraph) poles; but now, see, scores of birds sit up there. Two years ago I was afraid of this great "fire-waggon," and walked half a day rather than venture this ride of one hour; now I never think about fear, but sometimes come in and sleep all the way. Everything is so changed, that I think a Buddh will come to us.'" A missionary of the Baptist Board at Toungoo writes: "I have organized our jungle work anew, and our forty-three native preachers are doing what they can to win men into the kingdom of Christ. I am proud of our corps of native preachers. They are a noble set of men. I hear excellent reports from all parts of the field. A new village sent in a delegation at the beginning of the week for us to come out and destroy their charms, etc., used in the worship of the nats: for they wanted now to worship God, as they were sure our God was the true God."

Our Distinguished Railroad Visitors.

The Cunard steamship, Gallia, which arrived here Monday, brought among its other passengers a distinguished company of prominent railroad managers and titled gentlemen from England, who have come to this country for the primary purpose of inspecting and studying the different features of our railroad system. The Duke of Sutherland is of the party, and as it is said of him that he has a passionate fondness for steam engines of all kinds but more particularly for locomotives, much of his interest while studying railroads here will doubtless be manifested in examining and making practical tests of improvements in locomotives. Before his return he will inspect the Fire Department of this City and will probably visit several large locomotive works. In and about his own domain in Scotland (and he owns there over a million acres of land), and also in London society, the Duke of Sutherland is looked upon as a remarkably accomplished man, not only in the accomplishments ordinarily to be expected in a man of his station but also for those pertaining to engine driving, for he is fond of getting into the engine cab and running the locomotive, which he manages with as much skill as he would a horse. He is largely interested in the London and Northwestern Railway, and owns a line running through his Scotland estate. He is accompanied by his son, the Marquis of Stafford, who is an officer in the Life Guards. The other prominent members of the party are Henry Crosfield, Auditor of the London and Northwestern Railway; J. P. Brickersteth, its Deputy Chairman; George Crosfield, O. L. Stephen, and T. Knowles, Directors of the company, the last named a member of Parliament for Wigand; George P. Neele, the company's Superintendent, Henry Wright, the Duke's private secretary, and William H. Russell the famous war correspondent of the London Times, and widely known here as "Bull Run" Russell.

Among the features of the American railroad system that will be especially studied by the party will be those relating to the transportation of passengers and baggage, and the method of checking baggage, which does not prevail in England, will be looked into. The London and Northwestern Railway Co., once endeavored to have a plan adopted on the other side of the water by which baggage could be checked from any point on its line to this country, but the plan was abandoned, being opposed by the ocean lines. The prominent car shops will be visited by the party, and rolling stock features examined. The elevated railroads are to receive some attention though they are not made a special feature of the visit.

While some of the party are interested in American railroads, there seems to be no reason to think that the visit has any special significance in its financial bearings, on the stock market, or concerning the effecting of any important business arrangements. It appears to be rather a trip for study and pleasure, for enjoying which the railroad managers here with whom they are brought in contact will extend most heartily all possible opportunities to their distinguished visitors. Upon their arrival in the city the party went direct to the Brevoort Houee, and after a short rest started later in the week for Philadelphia, Baltimore, Washington and Richmond. After visiting those cities they will go to Boston, make a trip through Canada, arriving at Niagara Falls about the 15th of May. In June the party will be divided, some of the Directors returning to London while the Duke and others make a trip through the West and across the continent to San Francisco, sailing from this city for London in midsummer.

Organization.

Articles of incorporation have been filed in the office of the County Clerk for the establishment of the Pie Island Silver Mining Company. Capital stock, $5,000,000, divided into 1,000,000 shares of $5 each. Trustees, Hugh J. Jewett and ten others.

The following gentlemen have been elec'ed directors of the Quebec Steamship Company: Messrs. W. J. Buchanan and Alexander Buntin, of Montreal; and Messrs. Weston Hunt, John C. Thomson, D. C. Thomson, P. Garneau, W. Withall, H. S. Scott and A. Joseph, of Quebec.

The Directors of the Evansville, Dayton and Eastern Railroad Company held a meeting in Dayton, Ohio, on the 23d inst., and organized by electing Joseph Clegg, President; R. R. Dickey, Vice President; J. E. Sickles, Secretary; A. W. Platt, Treasurer. Ten per cent has been paid, and construction of the road will be commenced at once.

Letters patent have been issued at Ottawa, Canada, to the Northwest Navigation Company (limited), with a total capital stock of $250,000. The incorporators are: Jas. Grahame, Winnepeg: C. J. Brydges, Andrew Allen and H. Drummond, Montreal; Chas. Drummond, Winnipeg; W. Lawson, Andrew Whitton and Wm. Mackenzie, Dundas, Scotland.

The directors of the Midland (Canada) Railway Company, elected on the 19th inst., are: G. A. Cox, Peterboro; Lewis Ross, Port Hope; J. R. Dundas, Lindsay; R. Jaffray, and H. P. Dwight, Toronto; E. J. Halsey, H. Grizzell and W. R. Bucke, London, Eng. Mr George A. Cox was re-elected President and Managing Director.

At the annual meeting of the Valley Railroad Company, held at Cleveland, Ohio, on the 20th inst., Henry B. Payne, H. M. Flagler and Lewis V. Backins were re-elected directors for three years. The board reorganized, re-electing J. H. Wade president, S. T. Everett vice-president and treasurer, W. P. Porter secretary and auditor, and Sam Briggs superintendent.

The Secretary of State of Illinois has authorized Charles F. Neetling, Alonzo S. Wilderman, Frederick H. Pieper and Benjamin J. West, Jr., to organize the Bellville Mining, Milling and Smelting Company of Bellville with a capital of $200,000. Also, Benjamin W. Goodhue, Wm. A. Baldwin and Albert Larrabee to organize the Nevada Mining company and Milling company of Chicago, with a capital of $250,000.

The Rapid Construction Company has been incorporated in Connecticut with a capital of $1,000.000, which may be increased to $6,000,000. Henry P. Kidder, Hugh Harrison, Francis H. Peabody, Pliny Jewell, Elisha S. Converse, Thomas Wallace, James D. Smith and Percy S. Bryant are the incorporators. This company will shortly offer $2,000,000 stock for subscription at par, one-half to American Rapid Telegraph stockholders and one-half to the public.

Articles of incorporation have been filed with the Secretary of State of California of the Santa Rosa and Sonoma Railroad Company, for the purpose of constructing a broad gauge road from Santa Rosa through the Sonoma valley to Benicia, a line of fifty miles. Principal place of business, Santa Rosa. Directors—W. S. M. Wright, James B. Rue, E. T. Farmar, A. A. Bean, David Burris, F. G. Hahman and George P. Noonan, of Santa Rosa. Capital stock, $1,000,000 divided into 10,000 shares.

At a meeting of the stockholders of the Chicago and West Michigan Railway, held in Muskegon, Mich., April 21, the following directors were elected for the ensuing year; M. Thayer, H. H. Honeywell, Charles Francis Adams, jr., George Shattuck, J. Harvey, C. Merriam, F. S. Shaw and George C. Kimball. The stockholders of the White River Railroad Company at the same time chose the following: H. H. Honeywell, C. Merriam, Charles Francis Adams, jr., M. Thayer, Walter Honeywell and George C. Kimball.

The Louisville, New Albany and Corydon Railway Company, has been organized for the construction of a branch railroad from a point on the Louisville, New Albany and St. Louis Air Line to Corydon, a distance of eight miles. Stock to the amount of $35,090, has been subscribed, and Bennett H. Young, St. John Boyle, Charles Godshaw of Louisville, George Lyman, of New Albany; S. M. Stockslager, Thomas McGrain and Samuel J. Wright have been elected directors.

Articles of incorporation have been filed in the office of the County Clerk for the establishment of the following named mining companies: The Ruby Durango Mining Company, capital stock, $500,000, divided into 500,000 shares of $1; trustees, George A. Evans and seven others. The Baldwin Mining and Milling Company, capital stock, $200,000, divided into 50,000 shares of $4 each; trustees, Nathaniel D. Putnam and four others. The Chester Mining Company, capital stock $10,000, divided into 100 shares; trustees, George St. J. Sheffield, Henry C. Ward and David Milliker, jr.

The Carthage, Joplin and Short Creek Railway Company has been organized at Galena, Kan., with the following Board of Directors: A. A. Talmage, J. A. Hills, C. M. Hays, St Louis; E. H. Brown, Gerard, O.; H. Picher, Joplin; W. B. Stone and D. H. Sanderson, Galena. The company was organized for the purpose of extending the Missouri Pacific from Carthage to Short Creek. The right of way and depot grounds in the towns named is all that the company asks, and as soon as the right of way is secured and guaranteed the work will be commenced.

The Austin and Northwestern (Texas) Railroad Company has been organized by the election of the following board of directors: Jos. A. Rhomberg, J. K. Graves, S. T. Walker, all of Dubuque, Ia; H. W. McNeil, of Oscaloosa, Ia.; Dr. M. A. Taylor, B. Bertram, Leander Brown, Francis B. Forster, of Austin; W. S. Westfoot, of Burnett. The managing directors are: Joseph A. Rhomberg, President; Dr. M. A. Taylor, Austin, Vice-President, and Francis B. Forster, of Forster & Co., bankers, Austin, Secretary and Treasurer. The projected road is to run from Austin to Burnett and San Saba in a northwestern direction to Abilene, Taylor County, where it will intersect the Texas and Pacific road, with a branch of about one hundred miles from Burnett through Llano, Mason, Menard, Concho, and Tom Green, to a point of intersection with the Texas and Pacific in Howard County, Tex., in all about four hundred miles.

At the annual meeting of the stockholders of the Atchison, Topeka and Santa Fe Railroad Company, held in Topeka, Kansas, on the 22d inst., the following directors for the ensuing year were elected: T. J. Coolidge, J. T. Burr, Alden Shear, B. C. Cheney, L. S. Thorndike, C. J. Paine, G. A. Gardner, C. W. Price, W. Powell Mason, of Boston; S. A. Kent, of Chicago; C. K. Holliday, B. F. Stringfellow, and L. Lenery, of Kansas. Subsequently the following officers were elected: T. J. Coolidge, President; W. B. Strong, Vice-President and General Manager; L. S. Thorndike, Controller; E. Wilder, Secretary and Treasurer; G. L. Goodwin, Assistant Secretary and Treasurer; J. P. Whitehead, Auditor. The company is now operating more than 2,500 miles of railroad in Kansas, Colorado, and New Mexico, valued at $25,000,000. During the past year it has constructed over 400 miles of new road, bought $1,500,000 worth of rolling stock, and expended $500,000 in improving the lines already built.

Interest and Dividends.

The Iowa Railroad Land Company has declarid a dividend of $1 50 per share, payable May 2.

The Panama Railroad Company has declared a quarterly dividend of 5 per cent, payable May 2.

The Concord Railroad Corporation has declared a semi-annual dividend of 5 per cent, payable May 2.

The Wabash, St. Louis and Pacific Railway Company has declared a quarterly dividend of 1¼ per cent on the preferred stock, payable May 10.

The Manchester and Lawrence Railroad Company has declared a semi-annual dividend of $5 per share, payable on the 2d of May.

The Boston and Maine Railroad Company has declared a semi-annual dividend of $4 per share, payable on the 16th of May.

The Boston and Providence Railroad Company has declared a semi-annual dividend of $4 per share, payable April 30.

The Lynn and Boston Horse Railroad Company has declared a semi-annual dividend of $4 per share, payable on the 2d of May.

The Calumet and Hecla Mining Company has declared a quarterly dividend of $5 per share, payable on the 16th of May.

The Duncan Mining Company has declared its regular monthly dividend of 7½ cents per share, payable May 2.

The Cedar Rapids and Missouri River Railroad Company will pay a dividend of $1 per share on the common stock May 2.

The Railway Equipment Trust of Pennsylvania has declared a quarterly dividend of 2 per cent, on Series A stock; and the Car Trust of Pennsylvania a quarterly dividend of 1½ per cent, on Series A and B stock, both payable on the 2d of May.

The Baltimore and Ohio Railroad Company has declared a semi-annual dividend of 5 per cent on the capital stock of the Main Stem payable on and after the 16th of May; also a semi-annual dividend of 5 per cent on the stock of the Washington Branch Railroad, payable on and after the 16th of April.

The Atchison, Topeka and Santa Fe Railroad Company has declared a quarterly dividend of 2 per cent, payable at the office of the company in Boston, and at the National Bank of Commerce in New York on the 16th inst. to stockholders of record on the 4th inst.

The directors of the East Tennessee, Virginia and Georgia Railroad have declared a dividend 3 per cent on $5,000,000. Hitherto the 3 per cent has been declared upon $2,000,000 only. This latter dividend will then be 60 per cent larger than the usual semi-annual dividend. They also ordered a sale of 320 shares of "increase of capital stock," and 932 shares of "capital stock."

Personal.

Col. Thomas A. Scott is said to be improving in health. He intends to spend the summer at Newport.

H. C. Lowrie is to be Chief Engineer of the proposed Denver and New Orleans Railroad.

O. P. Carty has been appointed Assistant General Ticket Agent of the Union Pacific Railway.

Mr. and Mrs. John S. Kennedy, of this city, went to Montreal last week. Mr. Kennedy is a member of the Canada Pacific Syndicate.

Mr. Venner, the famous weather prophet, has resigned from the Canadian geological survey and will open a mining exchange in Montreal.

Mr. John W. Garrett, President of the Baltimore and Ohio Railroad Company, is expected to sail from Liverpool to New York May 19.

J. N. Du Barry has been elected President of the Philadelphia and Erie Railway Co. to fill the vacancy caused by the death of Gen. Robert Thompson,

Whitlaw Reid, editor of the Tribune, was married last Monday evening to Miss Elizabeth Mills, daughter of D. O. Mills, of this city.

W. Weatherson formerly of the Toronto, Grey and Bruce Railway Co. succeeds T. S. Dettor as General Superintendent of the Grand Trunk Railway of Canada.

Levi P. Morton, it is said, does not intend to go to Paris until after July 1, Minister Noyes having signified his willingness to remain until relieved by his successor.

The departure of Wm. H. Vanderbilt on a short visit to England is announced for to-day, Saturday. He sails on the Germanic and may return on the same steamer.

Harvey Seymour a prominent citizen of Hartford, Conn., recently deceased, was one of the first men in that city to do a brokerage business in railroad stocks and bonds. He died after a short illness aged 84 years.

M. Leon Chatteau, the French advocate of free trade, recently arrived in this city frem Paris, is interested in a new company organized in Paris for the importation of American live stock. The company's capital is stated to be 20,000,000 francs.

C. V. Hammond is reported to have been engaged to assist in establishing the right of way for the Baltimore and Ohio's new line between Baltimore and Philadelphia. Mr. Hammond was formerly connected with the Chesapeake and Ohio Canal.

J. C. Rawn has been appointed Superintendent of the Western and Springfield Divisions of the New York and New England Railroad, succeeding J. T. McManus, resigned. Mr. Rawns' former position as Engineer of roads, bridges and buildings, on the same road, is taken by F. L. Hills.

Prof. O. J. Schmitz an eminent geologist has been employed by the Louisville and Nashville Railroad Company, to examine the mineral lands of Alabama. The results thus far obtained are said to be very gratifying, developing the fact that at many places on the Louisville and Nashville Railroad where it never was expected, magnetic and other kinds of iron ore exist in large quantities.

Mr. Peck, the inventor of the patent railroad "chair" now quite extensively used, had the idea of the utility of such an invention thrust upon him quite forcibly by an experience when conductor on a street car line in Boston a few years ago. An end of a rail flew up one day and so aggravated him by its interruption of his trip, that he resigned his position at once and set about inventing something to remedy the evil.

The venerable Peter Cooper whose interest in public matters does not wane in the advanced years of his useful life is reported as declaring that the proposed world's fair enterprise shall not fail, even if he has to go to the rescue with his own money. Mr. Cooper is further quoted as saying that it would "be a great disgrace, not only to the city of New York, but to every business man in America, if the affair should prove a failure."

J. W. Romaine has been appointed assistant emigrant agent for the New York, Lake Erie and Western Railroad. Mr. Romaine has for a long time occupied a responsible position in the office of J. N. Abbott, General Passenger Agent, in connection with which he is widely and favorably known among the traveling public, and his new duties embody a still greater responsibility, especially at this time when the tide of immigration is flowing in upon our shores with such force as to make its distribution one of the most important features of transportation from New York westward. In assuming his new duties Mr. Romaine does not relinquish his old position, but for the present the former requires a large part of his time and attention.

Railroad Earnings.

The earnings of the Denver and Rio Grande Railway for the 3d week of April, were $104,104; as compared with $36,800, for corresponding week last year; miles now operated 551, operated last year 337.

The earnings of the Grand Trunk Railway for week ending April 16, were $221,116; corresponding week last year, $196,418.

The earnings of the Chicago and Grand Trunk Railway for week ending April 16, were $33,502; corresponding week last year, $21,173.

The earnings of the Flint and Pere Marquette Railroad for week ending April 21, were $39,748 95; corresponding week last year, $30,697 85.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for week ending April 21, were $98,035 94; corresponding week last year $83,278 66.

St. Lawrence Tunnel.

The official report of Mr. Shanly, on the St. Lawrence Tunnel, which was forwarded to the Quebec Government last week, states that the material through which the tunnel will be carried is composed of Utica shale rock, which is easily worked and presents no engineering difficulties so far as can be ascertained at present. The total length of the tunnel and approaches, for which two lines have been surveyed, will be about 13,000 feet. The breadth of the tunnel will be twenty-six feet and the height 23 feet. A double track will be constructed the whole length of the tunnel. The cost is estimated at $3,850,000 on one survey and $4,170,000 on the other. Mr. Shanly expects, however, to reduce the cost by further examinations on the approaches of these lines, and the examinations are now going on. The estimates of cost are made to provide for work of the highest character of excellence in all parts of the undertaking. Should no unforeseen obstacles be met with, the completion of the tunnel may fairly be counted on within three years from the date of commencement.

During the coming summer the gauge of the Toronto, Grey and Bruce Railway will be widened to the standard gauge and laid with steel rails throughout, the necessary bonds having been issued, and 12,000 tons of steel rails purchased in England for that purpose. Contracts have been let for the work of preparation for the change of gauge, such as making the necessary reduction of grades and curves, and cutting down embankments, etc. As soon as the road is placed in good working order it will be handed over to the Grand Trunk Railway Co., with whom negotiations have been completed for the working of the line for a period of twenty years.

A meeting of the second mortgage bondholders of the Petersburg Railroad Company is to be held in Richmond on 3d May next. The bonded debt of the company consists of $500,000 first and $500,000 second mortgage 8 per cents, upon both of which the company is in default. It is understood that arrangements will be made to redeem the road by the payment of the back interest on the first mortgage bonds, and a reorganization be brought about without the intervention of foreclosure proceedings.

The St. Louis Republican says that track laying on the Laclede and Creve Cœur railroad from Laclede station to Creve Cœur lake, a distance of 12 miles, was completed last week. The road will be completed by the middle of next month. Already two boat clubs are building boat houses at the lake, which promises to be a great resort.

The Ohio Central Railroad, which is now completed to Toledo, a distance of 225 miles, will intersect with the proposed branch to Youngstown, to be constructed in order to unite the Wabash system and the Central railroad of New Jersey. The railroad company and the coal company are now consolidated.

The United States Circuit Court, Philadelphia, on the 21st inst., issued the decree and injunction in accordance with its decision of the previous day, published elsewhere, prohibiting the issue of the deferred income bonds.

Robert F. Fairlie, of London, England, has filed a complaint against the Manhattan Elevated Railway Company for infringement of his patent for rounded platforms and traction cars, laying his damages at $250,000.

Presque Isle, Maine, has voted $10,000 bonus to have the New Brunswick Railway extended to that place from Caribou in the same State.

The name of the Minnesota Northern Railroad has been changed to "Northern Pacific, Fergus and Black Hills Railroad."

Trains over the Boston, Winthrop and Point Shirley Railroad commenced running on the 25th inst, to Winthrop Beach and Ocean Spray.

Proposed National Convention of State Railroad Commissioners.

By an act of the legislature of Alabama creating a board of railroad commissioners of that state a provision of the act required the commissioners to consult with the railroad commissioners of other states "by convention or otherwise" on matters regarding interstate commerce. The railroad commissioners of Missouri have been consulted and were the first to agree to holding a convention off-hand. There are twenty-one states which have railroad commissioners, and it is probable nearly all will favor the project of holding a national convention. It has been agreed to hold the proposed convention some time in June, and the place to be selected will probably be Louisville, Ky. This will be the fourth convention held by the railroad commissioners of the different states. The other three conventions were held at the instance of the Missouri commissioners, who took a leading part in the action of said conventions.

Col. G. C. Pratt of the present board of commissioners of Missouri, yesterday sent to the Alabama commissioners copies of the proceedings of the former conventions so that they can see what has already been done in that connection. Col. Pratt says that it is likely they will get some business prepared for the convention before it meets.—[St. Louis Rep. Apl. 23.

Philadelphia and Reading Railroad Deferred Income Bonds.

In the United States Circuit Court, Philadelphia, on the 21st inst., Judge McKennan delivered an opinion in the matter of the bill of the Messrs. McCalmont against the Philadelphia and Reading Railroad Company. He said:

The present proceeding is two fold; first, to obtain a rescision of an order made November 18th, 1880, by one of the Judges of this Court, at Chambers, touching the issue by the Philadelphia and Reading Railroad Company of $34,000,000 of "deferred bonds;" and second, to enjoin the issue of such bonds. Whatever may be the literal import of the order of November 18, 1880, only the significance and effect of an order by consent can be given to it. The petition for it was referred to one of the Masters in the cause. His report was favorable. All classes of interest supposed to be affected by it were apparently represented and concurring, and it was, therefore, made without argument, and as of course. When it was afterwards challenged by the complainants here, the circumstances under which it was made were fully explained, and its phraseology was so changed as to exclude any inference of authoritative sanction on the plan referred to. The petition for the revocation of the order must then stand upon the same footing as to merit with the motion for the injunctions.

The deferred bond plan is challenged for the vital reason that the corporation is legally incompetent to institute it. It is notably peculiar in its features. It is a proposition by the corporation that the stock and bondholders shall subscribe and pay ratably over $10,000,000, to be used in extinguishing the floating debt of the corporation, that to each subscriber shall be issued a writing, the form of which is yet undetermined, entitling him to receive 6 per cent on the sum of $50 for each $15 paid by him out of the net earnings of the corporation after paying all fixed charges and a dividend of 6 per cent upon the common shares, and that for further interest these subscriptions will rank pari passu with the common shares.

In considering the legality of the scheme, the Judge said:

Whatever power the defendant has in the premises can only be found in its general authority to borrow money. Neither in the charter of the defendant nor in the special act which authorizes it to sell bonds which it may issue below par is anything contained to legalize the contested proposition, unless it can be put on the footing of a loan. Has it, then, this character? I think, plainly not. It does not propose to create the relation of debtor and creditor between the defendants and the subscribers. The money obtained by the defendant could not be regarded as borrowed, because that implies reimbursement, and it is not demandable by the subscribers or payable by the defendant. It has not the essential and distinguishing qualities of a loan. It contemplates a stipulation that the subscribers, in consideration of the sums paid (not lent) by them, shall be entitled to receive, in a remote and uncertain contingency, a portion of the defendant's earnings, to be measured by a certain rate per cent upon three times the sums paid by them, and after that shall participate with the common shareholders in the division of the residuary earnings. By what allowable definition of a loan or borrowing such a transaction can be embraced I am at loss to conceive, nor will the fact that is to be evidenced by the sealed writing of the defendant change its inherent character and bring it within the range of a power to which it is not otherwise referable.

The Judge further said that—

Authority to raise money by borrowing does not imply the use of another and a different method of raising it, however well adapted to the end it may be. Even in the prospectus issued by the President of the defendant, the proposed issue of "deferred bonds" is not in any aspect treated as a loan, and the system is correctly stated to be "new in the United States, and to have been frequently adopted in Great Britain with great benefit to the companies and to subscribers," but we know that in Great Britain that system is expressly authorized by statute, and hence it may be assumed that such legislation was deemed necessary to legalize a resort to it. Is not this suggestive of the inference that, although it has been found to be of great benefit in Great Britain, it is "new" in this country, because it has been regarded as without necessary legislative authorization? I am therefore of opinion that the issue of "deferred bonds," as proposed, is without warrant of law, and that the order of November 18, 1880, ought to be revoked and a preliminary injunction granted, and it is so ordered.

Judge Butler read an opinion, in which he fully concurred in the views expressed by Judge McKennan and in the conclusion to which he had arrived. In relation ro the irredeemable character of the bond Judge Butler said:

There is no such thing known to commerce or transactions in money as an irredeemable loan in the sense here involved. Governments have issued obligations without provision or stipulation for repayment of the principal borrowed; but such obligations are redeemable at pleasure. Running, however, for an indefinite time, with no power in the holder to exact payment, they have come to be regarded as irredeemable, and an investment in them is, therefore, treated and described, not as a loan, but as the purchase of any annuity or stock. Aside, however, from the abstract considerations involved in defining the term borrow or loan, the corporate powers of the defendants to borrow money must be held to apply only to such methods of borrowing as fall within the ordinary sense of the term—as understood by the community and illustrated in commercial transactions. Applying this test to the proposition here under consideration, it becomes plain that the transaction contemplated is not a loan. The certificate proposed to be issued would vest in the owner a joint interest with the common stockholder in the capital or property of the corporation—an interest purchased with his money, the earnings of which would be paid to him in dividends.

In conclusion, Judge Butler said:

That the defendants have no authority to issue stock for the purposes involved in the scheme under consideration is not only clear on examination of the charter and subsequent statutes relating to the subject, but is fully conceded by their counsel. The proposed mortgage for $150,000,000 being liable to the same objection, as respects a part of the bonds proposed to be secured thereby, no further reference to it is necessary.

Metallic Cars.

It is a common remark, even among railroad men, that iron or steel cars will some time or other come into general use, for the reasons that timber is getting scarce and more expensive, and that iron is already extensively used for truck frames and body bolsters. But the question of iron body construction does not depend upon the way in which trucks are built. The two are essentially unlike, and are subject to different conditions. It does not necessarily follow that because iron makes a good axle or crowbar, it will also make an equally good flagstaff or ax handle. Railroad cars, as compared with stationary structures, are subject to peculiar conditions inseparable from the uses they perform. These are rapid movement, a minimum of weight, liability to violent concussion, and the necessity of being easily and readily repaired. With respect to these, wood has the advantage over iron at the start. It is lighter, more compressible, will resist shocks better, and, in case of breakage, repairs can be made with less difficulty. Iron, it is true, will not splinter nor burn; a car made of it may not weigh more than a wooden one of the same size and capacity; it may last longer, resist shocks quite as well if rightly constructed, be worth more as scrap when worn out, and be repaired with less difficulty than is generally supposed. These arguments, however, amount to little so long as they are not sustained by a record of performance.

It would be no very difficult thing, as it strikes us, to make a model passenger car body entirely of iron or steel—frame, panels, roof, flooring, and seat frames, with no inside wood finish even. It could be beautifully ornamented inside and out with paint and varnish, and made to look very light, cheerful, and attractive. It would make a few beautiful "runs" and after a few rose-colored local notices in the papers would be lost sight of and forgotten, and the roads would go on ordering new wooden cars as before, without the least regard to the wonders performed by the model car in the way of somersaults down embankments, with no roasting or scalding of passengers as an accompaniment.

One great obstacle in the way of iron body construction is the fact that it can not be carried on without special shops, machinery, tools, and workmen. A new and distinct department would be necessary upon every road using, repairing, or building such cars. Machinery and tools for the purpose would have to be perfected by degrees, according to the methods of construction that experience should prove to be best. Wood working machinery, on the other hand, is already perfect, or nearly so, and car builders know just what kinds to put into a shop.

Another obstacle is the tendency to make iron construction conform to that of wood, when the difference in the two materials seems to require that the construction should also be essentially different for each. Our freight cars are designed almost exactly upon the same principles as our passenger cars, and with special reference to wood construction. It is manifest, however, that if iron cars are ever to be a success, the material must be used constructively as iron, and without reference to the peculiarities of wood construction. The

design for a model iron passenger car that would really be a model for imitation would involve such a wide departure from present practice in order to meet the requirements of the new material that a first attempt could hardly be a success except by a miracle.—National Car Builder.

Sawdust Car Wheels.

The possibilities of sawdust are enthusiastically set forth by a lumber journal as follows: We have been shown a model of a car wheel consisting of an iron rim of seven inches outward diameter by one-half inch thick, fitted with a well proportioned hub, the space between the hub and rim filled with pine sawdust, pressed in so solidly that we are ready to believe the assertion that resting the iron rim upon bearings, a pressure equal to twenty-three tons applied to the hub failed to develop any signs of weakness. We hesitate, in these days of progress, to assert that anything is impossible, and we begin to think that even sawdust possesses elements of value hitherto unsuspected, and that the day may come when the filled grounds adjacent to all saw mills may be seen to have a great value in the mechanical development and utilization of the now useless debris placed upon them to get it out of the way. Sawdust car wheels, sawdust brick, sawdust fence posts, railroad ties, and even sawdust window and door frames, wainscoting and moldings, begin to appear among the possibilities of the immediate future.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending April 16, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	125,299	2,421,568	2,442 678
Schuylkill Canal....	5,751	23,330	70,540
Lehigh Valley.....	87,273	1,859,230	1,531,144
Del., Lack. & Western.	59,738	1 104,809	978,317
Shamokin Valley....	18,660	277,548	227,745
Central New Jersey.	63,543	1,056,778	896,575
United R. R. of New Jersey.....	27,234	429,100	297,849
Pennsylvania Coal ..	21,560	293,616	245,722
Delaware and Hudson	41,874	960,525	915,413
Huntingdon & Broad Top Mt.....	7,411	133,903	132,153
Penn. and New York.	27,283	477.120	420,322
Clearfield, Pa.....	58,485	632,247	356,581

The total tonnage of anthracite coal from all the regions for the week ending April 16, as reported by the several carrying companies, amounted to 416,070 tons, against 593,610 tons in the corresponding week last year, a decrease of 177,540 tons. The total amount of anthracite mined for the year is 6,886,892 tons, against 6,073,425 tons for the same period last year, an increase of 812,967 tons. The quantity of bituminous coal sent to market for the week amounted to 112,876 tons, against 85,584 tons in corresponding week last year, an increase of 27,292 tons. The total amount of bituminous mined for the year is 1,294,246 tons, against 1,016,656 tons for the corresponding period last year an increase of 277,590 tons. The total tonnage of all kinds of coal for the week is 528,946 tons, against 679,194 tons in corresponding week last year, a decrease of 150,248 tons, and the total tonnage for the coal year is 8,180,638 tons, against 7,090,081 tons to same date last year, an increase of 1,090,557 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending April 16 was 179,319 tons, of which 128,071 tons were coal and 51,248 tons coke. The total tonnage for the year thus far has been 2,581,022 tons, of which 1,855,224 tons were coal and 725,798 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended April 16 were 42,062 tons, and for the year to that date 474,415 tons, a decrease of 2,764 tons as compared with the corresponding period last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 29,321 tons; year, 397,938 tons; decrease as compared with 1880, 778 tons. Chesapeake and Ohio Canal—week, 11,738 tons; year, 24,417 tons; increase as compared with 1880, 3,226 tons. Pennsylvania Railroad—week, 1,012 tons; year, 51,760 tons; decrease as compared with 1880, 5,212 tons. The Reading Railroad coal shipments for last week, ending April 23, were 123,500 tons, of which 26,100 tons were sent to Port Richmond and 29,300 tons shipped thence, and 9,125 tons were sent to Elizabethport and 10,850 tons shipped thence.—[Phila. Ledger, April 25.

Important Patent Case Decision.

The case of Reed Peck, administrator, etc., plaintiff in error, vs. T. D. Collins, was recently decided by the United States Supreme Court. The questions presented by this case are:

First, whether a patent surrendered by the patentee in order to obtain a reissue becomes cancelled upon the refusal of the commissioner to grant a reissue; and,

Second, whether a person who enters into a contract while the application for the reissue of a patent is pending to buy that patent or a part of it when it shall be "reissued or returned" can be held to his contract after the application for a reissue has been denied.

This court holds, first, that as the law stood prior to July 8, 1870, a patent surrendered in order to obtain a reissue was in legal effect cancelled, and if the application for a reissue were denied the patentee was in the same situation that he would have been in had his original application for a patent been rejected. The surrender of a patent was an abandonment of it, and the applicant for a reissue took upon himself the risk of getting such reissue or losing all. [Moffitt vs. Garr, 1 Black, 273.] Hence a patent once surrendered could no more serve afterward as a foundation for the assertion of a right than could an act of Congress which had been repealed.

Second, a person who has contracted to buy the whole or part of a patent "upon its reissue or return" cannot be held to that contract when the application for a reissue has been denied, and the patent if returned is cancelled and void. The word "return" is to be construed to mean return with the same validity which it had when sent. A surrendered patent under the law as it existed prior to 1870 could not be so returned, and the contract therefore cannot be enforced. Since the surrender of the patent in the case in question the patent laws have undergone a general revision, and a new clause has been introduced, declaring that the surrender shall take effect upon the issue of the amended patent (Revised Statutes, section 4916).

What may be the effect of this provision in cases where a reissue is refused, it is not necessary now to decide. Possibly it may be to enable the applicant to have a return of his original patent, if a reissue is refused on some formal or other ground which does not affect his original claim. But if his title to the invention is disputed and adjudged against him, it would still seem that the effect of such a decision would be as fatal to his original patent as to his right to a reissue. The judgment of the court below is affirmed with costs.

The Prosperity of the South.

Every well-wisher for the prosperity of the South will be pleased to learn of the rapidly growing industries, especially in the States of Virginia, North Carolina, and Georgia. The multiplication of spindles in the cotton mills of the latter State amounts to a marvel, and the development of her mineral wealth is enough to make a Leadville mine green with envy. For several years past one old miner has been working inside a fence twenty feet high, by which he fends off the inquisitive; this mine is a perfect bonanza to him; its product is a valuable mineral, out of which is taken every quality of stone, from the common emery to the more expensive purple amethyst, the red sapphire, and more highly prized blue variety. This mine almost exclusively supplies the home demand. Coming to North Carolina, in addition to gold, silver, copper, iron and coal mines, the three former yielding greater percentages to the ton than Colorado can boast, there are found mica mines of fabulous value; the owner of one of these boasts of a standing order on his books, from a stove firm in the State of New York, for $50,000 worth of that article. The busy hum of the spindle is heard all over western North Carolina, while men from the Eastern States are pouring in with their various industrial enterprises. The Pennsylvania capitalist is starting blast furnaces in close proximity to navigable streams, and narrow gauge railroads are building to convey the ore, coal and lumber to points accessible by water. Old Virginia, beloved by all for her past gifts to the Union, and the world of Christian statesmen and patriots, is opening up her treasures and bidding the enterprising, law abiding mechanic, and capitalist, enter, develop and enjoy. The questions which have agitated the South and North in years gone by will gradually melt away and disappear before the march of improvement and progress which seems to be setting in that direction of the South, and a bond of union cemented by industry will spring up, which will make us indeed a prosperous and powerful nation.—[St. Louis Republican.

The charter of the Milford and Bay Shore Railway Company, purchased on the 19th inst. by the Pennsylvania Railroad Company, is extremely liberal in its provisions, allowing a road to be built starting anywhere near Milford, Del., and proceeding towards Wilmington, taking in on its route Frederica, Magnolia and a number of other towns, and provides for co-operation, if desired, with such companies in Maryland and Pennsylvania as are or may be incorporated. Among the incorporators named in the original charter are Gov. Hall, Frederica; Harbeson Hickman, Lewes; Wm. M. Shakespeare, Dover; John M. Voshell, Smyrna.

The completion of the extension of the Scioto Valley Railroad to a connection with the Chesapeake and Ohio Railway was to have been celebrated in a becoming manner by a grand banquet at Ironton, Ohio, on the 29th inst.

The iron steamer Cepheus, for the Iron Steamboat Company, of New York, was launched at Roach's yard, in Chester, Penna., on the 16th inst.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala.& Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D.& H.Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1863	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1868	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,500	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1898	....
Ashtabula and Pittsburg:						
1st Mortgage, 1879	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,110,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,580	7*	" "	"	1903	...
Construction Notes	78,000	7	Jan. & July.	"	1883	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1903	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	...
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, Eldorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	800,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $16,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	969,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'95	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1865-'90 (Balt.) akg fd.	2,833,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) akg fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to estate of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,068,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (guar by C. & A. Co. and	499,500	6	March & Sept.	"	1885	....
3d Mortgage (guar by Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $3,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	550,000	7	Jan. and July.	New York.	1496	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1906	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1899	....
Bur. & Mo. R. in Neb.(C., B.& Q.):						
Bonds convertible until 1882	800,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M.& S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1890	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.)						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds.	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,800,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1893	...
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of N. J. (Flush., N.S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1948	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687.000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6,530,960	6*	" "	" "	1890	....
Income bonds, Sinking Fund ..	2,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,367,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	888,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000.	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,316,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1910	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,660,000	6	Jan. & July.	" "	1920	....
Prior Mt (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A., & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,140,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mortgage guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $5,000,000	7,258,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage	1,996 000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,700,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6,	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,645,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1850, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort. (Cin., Laf. and Chi.)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C., I., St. L. & C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C., H.& D.	560,000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.& I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'76-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, exterded	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1906	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1918	....
4th (now 1st) Mortgage, guar....	1,096 000	6	" "	" "	1892	....
Consol. sinking fund guar	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,996,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'98-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July.	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,546	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (D.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	260,000	8	Feb. & Aug.	" "	1885	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1890	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	846,800	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1888	....
1st Mortgage 2d division	586,000	7	" "	" "	1894	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Dakota:	$					
1st Mortgage, gold, guar.	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1888	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1882	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1920	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1908	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $8,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'86	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	255,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	5	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
1st Mort. (Bay C. & L. Jag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1839	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold.	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar.	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	765,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3?,000	7	" "	" "	1892	....
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....
Hartford and Connesticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	....
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	....
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1?95	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1910	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,?09,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &L.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,510,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,948,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....
Jersey City and Bergen:						
1st Mortgage	385,000	7				
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8				
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.	....	....
Mortgage on Branches	1,326,000	....	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,468,174	6	April & Oct.	Boston.	1907	....
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City,Top.&W.(A.,T.&S.Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income B nds	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	350,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'92	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	....	.....	" "	....	....
1st Mort. (La., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,411,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1892	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,334,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd.	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	761,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,210,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	800,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mehoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756,800	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,360	6	April & Oct.	Portland	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	3,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $900,000	566,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	2,500,000	6-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (North'n Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley, C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,318,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'08	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,578,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $39,000,000	.....		May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	500,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1893	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn & Pacific R. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1908	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,985,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300,000	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	1	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,000,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1894	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.& H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F..	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656,000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1965	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,356,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1875	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peters'b.—See AtlM.&O:						
North Carolina:						
1st Mortgage	210,000	6	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1888	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	Marc1 & Sept.	New York.	1917	....
Norwich & Worcester (R.H.& E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	Marc1 & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600,000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						....
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	300,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,084,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,500	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	859,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,999,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage	19,999,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	22,901,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	6	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.& P.):						
1st Mortgage guaranteed	800,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	853,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,126,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500,000	8	Jan & July.	New York.	'70-'98	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000,000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800,000	4-6	.....	Philadelphia.	....	....
Loan of 1868, debenture	1,185,200	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1858	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £ coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499,900	7	Jan. & July		1893	....
Improvement Mo.t. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. s.g. sinking fund	19,686,030	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	656,000	3-6	May & Nov.	Philadelphia.	1898	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000	13,036,500	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg ..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100,0,0000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Se ies B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
31 Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage.....	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort. (Portland Loan)skg f'd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equal lien).....	330,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	..
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds.....	1,500,000	6*	" "	"	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'h.	1896	....
Reading and Columbia (P.&R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	...
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.	177,516	6-7	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelphia.	'81-'96	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1893	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,000,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,000,000	7	" "	" "	1915	....
2d Mo t. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" " ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1901	....
1st & 2d M. on St. Charles Bridge	1,338,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	8*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	414,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,-32	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	800,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute.						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1831	.. ..
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.) for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	...
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	...
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1890.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	800,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)....	1,628,020	6	" "	U.S. Treasury	1898	...
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July	London.	'78-'88	....
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	576,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	44,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
	$					
Summit Branch:						
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.						
1st Mortgage	281,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,200,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cancinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1850	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	...
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	...
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	...
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	..
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1905 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N.Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,883,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	...
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	...
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	350,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,180,600	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
3d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	..
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	..
Funded coupons	2,242,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	..
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,000,000	4	....	" "	....	...
2d Pref. Income (do.)	1,000,000	...	....	" "	....	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
	$					
Warren (D. L.& W.):						
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1903	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" " ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. " ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb.& Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	372,949	6	Various.	"	'78-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
3d Mort. endor. by Wash. Co	300,000	6	" "	"	1896	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	550,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	148,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	B ston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1896	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	....
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. { 3d series, Jan. 1, 1871	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage, extended	1,700,330	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Bal	1885	....
3d Mortgage (Susqueh. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1907	
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London.	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Gauge of Track. ft-in	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Transported. Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. pc.	Value of Shares. Par. $	Market. p.c.
apt. 30, 1879	60.0	—	2.9	4-8.5	3	4	2	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,784	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec., 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
ept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	668,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶..... Pennsylvania.	21,563,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,385,820	1,711,696	725,719	—	50	....
une 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,656,432	1,500,000	12,589	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.8	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,600	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point .....Georgia	1,192,499	*	52,650	97,765	1,252,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,497	2,229,843	4,135,296	698,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	89,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	86	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	396,383	.....	428.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)..... Mass.	120,707	—	1,250	87	131,700	—	—	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	844	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va	29,843,315	12,203,068	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	9,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	286,007	223,674	10	100	....
Sept. 30, 1879	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch..... W. Virginia.	3,343,715	—	.....	.....	5,680,685	—	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago.O., I. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,783	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	289	Baltimore and Potomac..... Maryland.	8,311,506	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	566,121	895,965	347,455	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¼	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport..... N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap..... Penn	201,346	15,258	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	58,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe..... Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland..... Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	382,602	180 430	(2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	245	187	48	5,055	Boston and Albany.... Mass. & N. York.	24,516,781	3,145,400	372,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	748	Boston and Lowell..... Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,388	2,876,581	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.3	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,905	122.5	1,735,103	4,829,028	810,122	2,582,652	934,434	6½	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,454,338	*	49,311	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	284,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence..... Mass. & R. I.	4,612,774	—	665,043	220,751	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner..... Mass.	1,383,397	—	1,461	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,681	162,647	88,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	39	30	17	593	Boston, Concord and Montreal ..... N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	586,694	165.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415.430	—	1,633,957	45,060	39.0	632,307	49,800	....	13,197	deficit.	—	100	....
Sept. 30, 1880	8 8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn..... Mass.	466,684	94,219	168,303	26,558	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley..... Mass.	42,660	1,861	—	—	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1880	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope..... Virginia	110,600	*	.....	.....	110,500	—	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is..... N. Y.	139,500	175,913	.....	.....	300,000	80,000	4,439	.....	7.0	74,400	337,669	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island . N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	873,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	..	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	.....	.....	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	236	Buffalo and Southwestern.....New York.	1,238,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,548,300	1,401,766	248,391	120.5	617,728	207-239	1,063,256	954,683	380,356	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille..... Vermont.	1,413,962	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,432	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern..... Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,708	7,516	—	100	....
June 30, 1879	241.6	182.0	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	6,500,000	6,850,000	165,921	1,700,280	424.6	911,305	253,107	764,185	1,410,260	458,702	—	100	....
June 30, 1880	146.5	—	54.2	5-0	24	7	7	611	Cairo and St Louis..... Ill.	7,103,035	*	.....	.....	4,535,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,497	342,002	62,491	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.	.....	.....	In Receiver's hands. No returns.						157.0	291,276	68,950	199,232	366,648	.....	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.)..... California	18,965,058	895,014	138,806	275,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic..... New Jersey.	1,997,886	868,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	496,473	202,127	8¼	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... Canada.	3,561,235	*	.....	.....	995,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,198	—	100	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,841	280,507	467.5	.....	.....	.....	2,996,365	847,276	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,206,668	—	—	—	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1880	242.0	—	12.2	4-8.5	22	18	5	825	Carolina Central..... N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	7pf	50	....
Sept. 30. 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq..... New York.	812,135	79,541	.....	2,389	580,110	—	18	13,21¹	34.6	78,090	21,672	75,578	57,929	2,559	6½	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,679	Central, of Georgia..... Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	718.5	1,079,249	103,703	.....	3,190,490	1,537,935	—	100	....
June 30. 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa..... Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey..... New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	.....	5,886,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*¶..... Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	83,192,285	306,605	16,382,588	1,213.1	7,203,591	6,842,307	1,875,348	17,163,168	6,945,300	—	100	....
Dec. 31, 1879	158.0	278 4	37.0	4-8.5	109	57	44	1,955	Central Vermont..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga	5,182,315	*	372,892	23,626	2,578,000	2,700,971	144,941	105,122	195.0	566,525	62,384	95,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.)..... Penn.	1,084,893	*	37,142	26,037	648,763	500,000	990	.....	22.8	67,547	130,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Ch raw and Darlington..... S. C	680.000	*	.....	.....	392,100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	423.0	9.3	48.6	4-9	61	34	16	2,195	Chesapeake and Ohio..... Va. & W. Va.	54,238,716	*	534,267	183,248	23,762,136	22,526,216	5,716,662	457,197	432.3	2,060,344	166,389	686,527	1,891,542	884.210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire..... N. H. & Mass.	2,395,259	322,266	.....	305,141	2,163,300	806,500	27,398	35,480	64.0	576,267	184,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	199.6	4-8.5	187	80	27	4,218	Chicago and Alton..... Illinois.	19,095,603	*	3,537,160	4,663,315	12,490,872	11,627,850	2,597,983	579,378	840.4	3,609,636	843,429	2,634,177	3,755,677	2,706,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois..... Illinois.	4,136,848	*	202,403	172,924	333,054	3,714,329	259,340	204,956	152 0	1,660,088	146,219	749,340	1,020,794	389,445	—	100	....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa..... Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	104.0	.....	.....	.....	568,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan. ..... Mich.	6,238,201	429,640	35,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	19066	Chicago & Northwestern. Ill. Wis. & Mich.	73,865,795	*	8,318,765	2,811,506	36,513,610	37,688,000	11,448 446	5,988,060	1,627.6	12,769,566	3,964,798	5,574,685	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	166.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah..... Illinois.	7,227.440	*	.....	.....	4,112,500	2,961,000	153,910	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	....
Sept 30, 1879	30.3	—	1.5	3-0	2	2	—	78	Chicago and Tomah..... Wisconsin.	211,342	*	.....	.....	13 400	88,000	109,942	.....	30.6	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11032	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,596,547	3,722,845	1,834,371	31,004,456	27,270,226	16 596,547	4,492,865	1,857.3	8,600,517	2,076,184	4,688,363	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,240 193	233,825	730,016	115 027	5,161,440	953,000	253,520	45,100	208.1	380,784	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,891,292	3,531,538	2,231.0	7,665,701	1,555,446	2,559,734	10,012,820	4,589,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	640.4	484 3	696 7	4-8.5	495	134	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich., Ind.& Ill.	70,740,479	14,378,669	4,807,329	2,477,133	60 000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,336,968	6	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26576	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,966,942	34,724	4 687,300	2,013,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	239	*Little Rock and Ft. Smith* ¶ .....Ark.	7,010,817	*	961,167	8,199	4,096,186	2,618,500	1,528,826	L. 293,278	165 2	233,829	54,516	.....	366,160	156,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶ .....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48,403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.	909.7	—	5-0	186	67	38	3,112	Louisville & Nashville. Ill., T.,Ky. & Ala.	32 703,932	*	13,326,077	1,267,520	9,959,361	22,902,820	10,425,589	3,909,759	1,839.9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington. Ky.	5,995,362	*	86,083	307,923	1,860,603	3,764,700	522,498	241,567	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2,502	3,000,000	.....	57,356	.....	288.2	.....	169,286	416,998	696,621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	8	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,303,855	*	.....	3,937	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,108	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,135	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,235	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	553,364	596,107	1,508,377	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	*	40,124	53,182	1,000,000	.....	21,964	103,295	26.1	.....	.....	.....	175,899	100,746	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	30	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,812,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,880	644,887	552,671	275,743	—	100	...
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 934	*	1,378,069	412,558	5,312,725	4,220,000	1,360,425	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,614	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,758	428,621	138,567	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5½	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,860	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.6	4-8.5	11	17	8	290	Midland of Canada .....Ont.	4,164,065	*	.....	.....	1,946,666	2,087,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158.8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	286	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	266,852	77,571	284,600	393,649	146,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	220,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska...Mo. & Ia.	4,512,500	*	31,000	10,840	2,147,500	2,365,000	41,340	.....	118.0	116,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,559	Missouri, Kansas and Texas...M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,893	1,783,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	60	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,148,042	5,320,600	16,250,000	160,118	667,463	506.0	1,468,475	238,960	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	546,963	829,031	435,285	148,911	7	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,160	6,848,900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	413	Naugatuck .....Connecticut.	1,903,484	224,086	68,525	160,138	2,000,000	.....	33,563	317,670	55.5	295,826	352,288	228,195	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,968	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick .....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jan. 30, 1879	74.0	46.0	14.5	3-6.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,315	36,403	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	33,224	887,350	1,164,500	349,154	.....	58.6	113,703	59,392	112,780	164,489	18,846	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	10,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	83	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	625,000	90,939	44,681	18.0	47,318	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84,922	160,729	2,460,000	2,689,000	271,386	214,323	144.6	460,007	300,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,664	391,500	47 538	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern.... Conn. & Mass.	2,760,372	246,720	107,000	186,528	1,500,000	1,499,500	99,006	158,108	121.0	517,233	365,008	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach.....N Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,936	12 072	296,464	112,048	16	100	....
Sept. 20, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,588	N. York & N. England..M., R. I. & Conn.	27 087,993	1,616,306	322,786	675,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	489	167	—	New York Central & Hudson River. N.Y.	137,757,152	*	4,050,034	4,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,543	9,441,248	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	16,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,666	29,575,912	.....	5,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western. N. Y. & Pa.	158,035,707	*	1,537,562	2,976,842	83,247,000	67,178,746	8,218,228	3,911,138	1,009.5	14,893,876	5,491,431	8,715 892	18,698,109	7,049,182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,164,455	768,623	2,104 082	15,500,000	.....	331,431	2,145,283	152.5	2,462,332	4,600,807	1,348,687	4,294,284	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Oswego Midland .....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	6,524,436	.....	344.0	410,479	213,161	216,100	523,592	84,401	—	100	....
Sept. 30, 1879	62.5	—	67.7	4-8.5	25	31	12	253	N. Y., Providence & Boston...Conn. & R.I.	2,645,021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,614	556.700	219,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	189	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	985,350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	135,864	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,148	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,936	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	.....	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69,582	12,287	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	164.5	4-9	162	69	42	6,005	Northern Central .....Md. & Pa.	13,306,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,705,179	1,530,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	580	Northern .....New Hampshire.	3,068,400	*	424,147	491,913	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	489,006	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	95,897,160	1,243,531	9,187,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	80	Olean, Bradford and Warren .....Pa.	135,816	*	.....	.....	120,000	.....	750	.....	10.4	46,324	151,838	15,195	75,796	36,840	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	529,433	7,133,800	5,787,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	169.1	—	13.7	4-8.5	14	11	4	259	Oregon and California .....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,183	54,723	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	287,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m	os. ending	May31, '80	1,138,627	721,059	2	100	....
Jan. 31, 1880	155.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,686	*	34,976	112,804	2,883,000	1,441,194	48,283	85,240	155.7	385,827	48,105	276,765	362,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.5	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	22,729	161,744	2,156,387	1,120,907	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	78,040	36,000	.....	255.915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,416	1,648,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	676	560	174	13918	Pennsylvania ¶.....Pennsylvania.	59,975,146	*	31,178,558	12,534,952	68,870,200	60,287,756	14,631,161	5,224,583	1,017.6	16,110,657	5,948,645	13,684,041	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville..... ..Ill.	3,239,700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,943,345	.....	125,092	47,896	38,040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,593	29,524	67,782	202,986	54,767	—	100	....

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Railroads in Mexico.

The Mexican treasury has paid, thus far, in subventions to railroads for sections recently completed, a little over $1,200,000.

The statutes formed by the Central Railroad company have been approved by the executive, and work goes on with the accustomed activity.

The National Mexican Construction company also continues its work between this capital and Toluca, with the greatest energy. Gen. Diaz, the secretary of public works, accompanied by other distinguished persons made a trip to inspect the road, finding it satisfactory.

The Sonora railroad company has delivered up to the federal agent the second section, comprising ten kilometres of track; and according to the last intelligence forty more kilometres were to be received, lacking only the completion of a few small bridges. The company is already in possession of six American eight-wheeled locomotives, which afford the advantage of facilitating the passage through the curves on the road. Materials are being periodically received, and it is believed that before the next rainy season sets in the track will reach Hermosillo, one of the most important points on the line.

In the first days of the present month the work of construction on the Jalapa and Vera Cruz railroad, which we have spoken of in our former reviews, has been inaugurated. The works on the line between Jalapa and Chalchicomula have also been inaugurated.

The work on the Puebla and Izucar de Matamoras railroad is going on with the greatest activity; on the section between Puebla and Cholula, already in operation, there was a movement, during the months of January and February, of over 13,000 passengers.

The work of the branch which is to connect the Morelos and Vera Cruz trunk lines, as well as those of another branch which is to connect this capital with the town of Texcoco, having its junction at the Los Reyes station, on the Morelos railway, has already begun.

The twenty-seventh kilometre of the line from Pachuca to Tulancingo is now completed; trains are running through the sections already completed.

The reconnoissances for the railroad from Tampico to San Luis Potosi, to be constructed by the Mexican Central company (the buyers of the concession), are being continued.

The work on the San Martin Texmelucan line is being pushed on.

The concession made by the federal government to the state of Chihuahua for the construction of a railroad has been transferred by the latter to the Mexican Central Railroad company.

Mr. Walthem, the chief engineer of the surveying party sent to Mexico by the International and Great Northern Railroad company of Texas, has arrived at Monterey with his party of engineers, with the purpose of surveying the places where that railroad is to connect with the great lines here projected.

The ship Silver Wing has brought to Minatitlan 7,964 packages for the Tehauntepec railroad.

The cars for the Tepic city railway, manufactured in the United States, have been received in that city.

Large cargoes of rails for the San Luis and Tampico railroad have left England.

Six wagons loaded with tools for the Sullivan Palmer railroad works at Marelia, have recently been dispatched to that place.

It is reported that the Tehauntepec Railroad company having raised the necessary funds a great impulse shall be given to the works on that line.

The railroad movement which has recently taken place in our country is so remarkable, that, according to the returns received at the department of public works, 1,097½ kilometres of railroad have been already built, and in every one of the different lines work is being carried on with the utmost activity.

The Mexican railroad, which runs between this capital and the Port of Vera Cruz, with branches to Pueblo and Jalapa, carried during the year 1879, 287,826 passengers, and 177,834½ tons of freight. During the year 1880, there has been a larger traffic, and the number of passengers amounted to 313 348, while the freight transported reached the amount of 223,859 tons and 315 kilogrammes [—City of Mexico, two Republics, April 8.

Grand Trunk, Georgian Bay and Lake Erie Railway.

A meeting of the bondholders of the Stratford and Huron Railway Company was held at Stratford, Ontario, on the 16th inst., to confirm the act of amalgamation with the Port Dover and Lake Huron Railway and the Georgian Bay and Wellington Railway, which was unanimously passed. The name of these roads is now changed to the Grand Trunk, Georgian Bay and Lake Erie Railway. The Directors of the Stratford and Huron Railway are taking active steps to complete their railway to Wiarton this fall. Over 200 cars of steel rails have already arrived, and track laying has been commenced. They expect to have the road through to Wiarton by the 1st of November next, in time for the fall trade.

The new short line railroad, extending from Savannah, Ga., to Jacksonville, Florida, known as the "cut-off," will be opened to the public on the 1st of May. It runs from Way Cross, Ga., a station on the Savannah, Florida and Western Railway, to Jacksonville, making a saving of time of eight hours compared with the old route. Passengers can go through from Savannah in six hours, the rails and rolling stock being of the best quality. The steamers of the Merchants and Miners' Transportation Company connect with this new line at Savannah.

The New York and Freehold Railroad Company has in course of completion a spur from the depot of the New Jersey Central branch of the Long Branch Railroad at Matawan, to Matawan Junction, and after May 10, all trains from New York will run through without change of cars to Freehold and Keyport.

The Soyran & Orenberg Railway bridge across the river Volga in Russia, just finished, cost $8,000,000. Where the bridge is built the river is more than a mile wide. The fourteen piers which support the girders are 100 feet above the mean level of the water, and the girders 364 feet long and 30 feet wide.

The track has been laid on the Richmond and Allegheny Railroad to Tye river, a distance of 107 miles from Richmond, which, together with 56 miles laid on the western division, makes a total of 163 miles of road completed within 12 months.

The construction of the Fort Scott and Wichita Railroad was commenced on the 26th inst. at Fort Scott, Kansas.

Philadelphia Stock Exchange.

Closing Prices for the week ending April 26.

	W.20.	Th.21.	F.22	Sat.23.	M.25.	Tu.26.
Allegheny Val. 7 3-10s..	125	....	....	....	....	....
7s, Income.....	51	55½	56	56	54	54
Camden & Am. 6s, 1883....	....	....	....	....	....	....
6s, 1889.....	....	....	....	....	....	....
Mort. 6s, 1889.....	115½	....	115	....	....	115
Camden and Atlantic.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	105½	....
Catawissa.....	19½	....	....	19½	21½	22½
Preferred.....	....	....	....	52½	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	97	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	10	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	45½	45	45½	45½	45½	45½
6s, 1884.....	106½	106½	....	106½	106½	....
Gold Loan.....	110½	....	....	116½	....	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	....	....	....	....	....
Lehigh Valley	61	61½	61½	61½	61½	61½
1st mort. 6s, coupon.....	....	....	....	....	....	125
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s.....	136½	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	121½	....
Consol. mort. 6s, reg.....	121	....	....	....	....	....
Little Schuylkill.....	53	....	53	....	53	53
Minehill & Sch. Haven	59½	59½	....	....	....	....
North Pennsylvania ..	59	59	....	....	59	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central. ...	49½	49½	50½	51½	51½	52
6s.....	99½	....	100	100	100	....
Northern Pacific	42	42½	44	43½	43½	41½
Preferred	71½	72	73	72½	71½	71½
Pennsylvania R. R. ...	68½	68½	69½	69½	69½	69½
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	127	....	....	....	....
Consol. mort. 6s.....	120	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. State 6s. 3d series	....	....	....	....	....	....
do. 3d series.	105½	104½	104½	....	104½	....
do. 5s, new.....	....	118	....	....	118	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	29½	28½	29½	29½	28½	28½
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	119	....	....	....	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.	124½	124½	124½	....	....	....
Consol. mortgage reg.....	....	....	....	....	....	....
Gen'l mortgage 6s....94chp	93½	....	93½	93½	....	....
Philadelphia and Erie 27	27½	....	....	27½	27½	....
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s.....	....	117½	....	....	117½	....
Pittsb., Cin. & St. L. 7s 123	....	....	....	....	123	....
Pittsb., Titusv. & Ruff.. 22½	21½	21½	21½	21½	21½	....
7s..... 97	....	....	....	....	97	....
Schuylkill Navigation.....	....	....	....	....	....	....
Preferred.....	....	....	12½	....	12½	....
6s, 1872.....	106½	....	....	....	....	....
6s, 1882..... 88	....	....	....	....	....	....
United Co. of N. Jersey 183	....	184½	185	184½	184½	....
Hestonville, (Horse). 22	21½	....	21½	21½	21½	....
Chestnut & Wal. (do).....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending April 26.

	W.20	Th 21.	F.22.	Sat.23.	M.25.	Tu.26
Baltimore and Ohio	....	....	204½	199	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	....	....	121½	....	....	....
2d mortgage, 7s..... 91	91½	....	....	91½	91½	....
3d mortgage, 8s..... 46½	46½	46½	....	46½	46½	....
Northern Central ($50).....	49½	50½	51½	51	....	....
2d mortgage, 6s 1885. 110	110½	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	....	116½	116½	117	117	....
6s, 1904, gold.....	....	....	....	....	....	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	127	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s 102½	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.....	....	....	....	....	....	....
Virginia 6s, Consol	80½	80½	81	....	80½	....
Consol. Coupons 96½	....	....	....	....	96½	....
10-40 bonds..... 51½	51½	....	51½	....	....	....
Deferred Certificates. 16	....	....	....	....	....	....
Western Maryland	....	17½	....	17½	....	....
1st M., end. by Balt.....	....	118	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	113	....	....	....	....
2d Mort., preferred.....	....	....	....	....	....	....
City Passenger R. R.....	....	....	38½	110	38	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending April 27.

	Th.21.	F.22	Sat.23	M.25.	Tu.26.	W.27.
Adams Express	131	130	129½	130	130	129
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	109½	....	....	....	....	109
American Express	78½	78½	78½	....	78½	78½
Atlantic & Pacific Tel.	47½	....	48	46	46	46
Burl., C.R. & Nor.	71½	....	....	....	72	....
1st mortgage 5s	....	....	....	100	100½	100½
Canada Southern	74	75½	75½	75½	73½	75
1st mortgage guar.	100½	100½	100½	100½	100	100½
Central of N. Jersey	98½	99½	97½	98	97½	98½
1st mortgage 1890	....	....	....	....	....	119
7s, consolidated, ass.	116½	116½	116½	116½	116½	116½
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	99	100	100½	....	....	99
Adjustment	....	....	112½	....	111½	112
Central Pacific	87	86½	87½	86	86½	86½
6s, gold	114	....	....	115	114½	114½
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	25	25	24½	....	25	....
Chicago and Alton	134½	135	135	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	121½
Sinking Fund	....	....	....	....	113½	....
Chic., Burl. & Quincy	164½	163½	164½	164	165	164½
7s Consol, 1903	128	....	....	....	....	....
Chic., Mil. and St. Paul	111½	112½	111½	111½	111½	112½
Preferred	122½	122½	122	122½	....	123
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	121½	122	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	123	....	....	....
1st M. (H. & D. div.)	....	....	117½	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	....	....	....	....	123	123½
Chic. & Northwestern	123	122½	121½	121½	121½	122½
Preferred	133½	....	....	....	....	....
1st mortgage	....	....	....	....	....	110
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	132	132½	....	....
Consol. Gold bonds	124½	125	....	....	....	....
Do. reg	125	....	....	....	....	124½
Chic., Rock Isl. & Pac.	135½	135½	136	136	135½	135½
6s, 1917, c.	124	....	....	....	....	....
Clev., Col., C. and Ind.	86½	87½	88	87	87½	87
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chl., & Ind. Cent	24	25½	25	25½	25½	24½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	109	109½	108½	109	108½	109½
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	108	....	....	....	....
7s, 1894	116	....	....	....	....	....
Del., Lack. & Western	118½	118½	117½	127½	117½	118½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	108½	....	....	....	....	....
3d mortgage	107½	107½	....	....	....	....
4th mort. 5s, ext.	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	127	....	....	127½	....
Great Western 1st mort.	....	111	....	....	....	....
2d mortgage	....	....	....	....	....	....
Hannibal & St. Joseph	58½	58½	58	58½	58½	....
Preferred	102½	104½	103½	104	103½	103½
8s, Convertible	....	....	....	....	....	....
Houston & Tex. Cent.	67	68	70	73	73	73
1st Mortgage	111½	....	111½	111½	111½	112
Illinois Central	135½	136½	136	134½	134½	135½
Lake Shore & Mich So.	125½	126	124	123½	122½	123½
Consol. 7s	....	....	....	127½	....	....
Consol, 7s, reg.	....	....	124	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	130	....
Louisville & Nashville	92½	96½	97½	97½	97½	99½
7s Consolidated	....	119	....	....	....	....
Manhattan	30½	28½	26½	24½	21½	24½
Metropolitan Elevated	102½	96½	94½	91	87½	90
1st Mortgage	104½	104½	104½	103½	102½	102½
Michigan Central	106½	107	106½	106½	106	107½
7s, 1902	....	....	128	129	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	122½	122½	122½	....	....	124
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	117½	....
7s of 1871	....	120	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	143½	144	143	143½	142½	143½
6s, Sinking fund, 1883	....	....	107	....	....	....
6s, Sinking fund, 1887	111½	....	....	....	....	....
1st mortgage	138	....	134	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	116	114½	115	112½	108½	111
1st mortgage	116½	115	115½	115½	114½	115
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending April 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
N.Y., Lake Erie & W.	46	46½	45½	46½	45½	46
Preferred	87½	86½	86½	86	86½	....
2d Consolidated	102½	102½	102	102½	102½	102½
New 2d 5s fund	....	98	97½	....	....	98
N.Y., N. Haven & Hart	179	....	....	....	179½	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	42½	44	43	43½	42½	42½
Preferred	72	73½	72½	71½	71½	71½
Ohio and Mississippi	43	43½	42½	41½	43½	43
Preferred	....	....	....	....	104½	104½
2d mortgage	....	125	....	125	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	51½	53½	51	51½	50½	51½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	108	108½	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	245	240	....	....	240	247½
Philadelphia & Reading	57	58½	57½	57½	57	57½
Pitts., Ft. W. & Chi. gtd	132	131	....	129	....	....
1st mortgage	....	138	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	120
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	17	18	18	....
Preferred	....	....	....	65½	66	66½
St. Louis & San Fran.	43	43½	43½	43	45	45½
Preferred	64	64	65	65	65½	65½
1st Preferred	....	96	97	97	....	97
St. L., Alton and T. H.	46	47	48½	52	55½	55½
Preferred	....	....	....	127	127½	128
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	65½	65½	65½	64½	63½	65½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	114½	....	114	....	....
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	117½	118	116½	117½	116	116½
1st mortgage	114½	115	115½	....	115½	151½
Land Grant 7s	114	....	....	....	113	....
Sinking Fund 8s	120½	120½	....	....	120½	121
United States Express	64	63	....	62	....	61½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	109	....	....	....	109½	....
Wabash, St. L. & Pac.	46½	47½	47	47½	47	46½
Preferred	89½	89½	90½	89½x	88	88½
New Mort. 7s	....	....	....	107½	108	108
Wells-Fargo Express	118½	....	....	....	....	118½
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	116½	117½	116½	116½	116½	116½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending April 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
Atch., Top. and San. Fe.	136	136½	137½	138	138½	138½
1st mortgage	....	....	....	123	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	121	....
Boston and Albany	168½	169	....	170	177	170½
7s, reg.	....	....	....	....	....	....
Boston and Lowell	101½	....	....	102	....	103
Boston and Maine	....	150½x	152	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	59½	59½	59½	60½	60½	62½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	114½	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	163½	163½	164	163½	164½	164½
7s	....	....	....	....	....	....
Chi., Sand. & Clev. ($50)	31½	31½	31½	31½	31½	31½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	39½	39½	39½	41½	41½	41½
New 4½ Bonds	....	....	104	103½	104½	104½
Fitchburg	140	143½	....	144	....	144½
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	108	....
N. Y. & New England	57½	57½	57½	58½	5	59½
7s	....	....	....	....	119	....
Northern, N. H.	....	105½	....	105½	....	....
Norwich & Worcester	....	160½	....	....	....	....
Ogden & Lake Champ	48	....	48½	48½	48½	50
Preferred	....	....	....	....	....	....
Old Colony	128½	....	129	130½	130½	132
Ph., Wil. & Balt. ($50)	....	....	62	....	65	65
Portl'd, Saco & Ports.	....	....	113½	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	117½	117½	....	117½	....	117½
Pullman Palace Car	....	....	....	....	131	....
Union Pacific	117	118	....	117	117	117
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	....	17½	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	61	....	....	....	....	....
Cambridge (Horse)	112	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	239½	....	239	239	238½	....
Quincy	33½	....	....	33	....	34

New York Stock Exchange.

Closing Prices for the week ending April 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W27
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	114½	....	115	....	115½	115½
U. S. 4s, 1907, coup.	114½	115	....	114½	115½	116½
U. S. 4½s, 1891, reg.	....	....	....	....	....	....
U. S. 4½s, 1891, coup.	....	....	....	....	....	....
U. S. 5s, 1881; reg.	....	....	....	....	....	101½
U. S. 5s, 1881, coup.	102½	....	102½	102½	....	102½
U. S. 6s, 1881, reg.	....	....	....	....	103½	103½
U. S. 6s, 1881, coup.	....	....	....	....	....	103½
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	105	....	....	....
Dt. of Col. 3-65s, coup.	104	....	103	105	....	....

London Stock Exchange.

	—Closing Prices.— April 14.	April 8
Baltimore and Ohio (sterling)	117 —119	113 —115
Central of New Jersey $100 shares	100 —105	100 —105
Do. Cons. Mort. Oct. '79 coupon	118 —120	118 —120
Do. Adjustment bonds	110 —114	112 —116
Do. Income bonds	104 —106	103 —106
Det., Gd Haven & Mil. Equip. bds.	114 —116	113 —115
Do. Con. M. 5 p.c. till '84 after 6 p.c	110½—111½	110 —111
Illinois Central $100 shares	140 —142	142 —144
Lehigh Valley Consol. mortgage	114 —120	118 —116
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —138
Do. $100 shares	148 —150	151 —153
Do. Mort. bonds (reg.)	120 —122	120 —122
N.Y., Lake Erie & West., $100 shs.	48½— 48½	49½— 49½
Do. 6 p. c. pref. $100 shares	90 — 92	91 — 93
Do 1st Con. Mor. Bonds (Erie)	131 —133	131 —133
Mort. Funded Coupon bonds	128 —130	128 —130
Do. do. 2d do.	105½—106½	106 —107
Do. 2d Consol. Mort. bonds	101 —103	101 —103
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	67½— 68½	68 — 69
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	70½— 71½	71 — 72
Do. Con. Sink. Fund Mort.	120 —122	117 —119
Philadelphia & Reading $50 shares	32 — 32½	33 — 33½
General Consol. Mortgage	116 —118	116 —117
Do. Improvement Mortgage	105 —108	103½—104½
Do. Gen. Mort. '74, ex-deferd. coup.	97 — 99	96½— 97½
Do. Scrip for the 6 det. coupons	94 — 97	94 — 97
Pittsbg, Ft. W. & Chic. Equip. bds.	109 —111	109 —111
St. Louis Bridge 1st mort. gold bonds	123 —125	123 —125
Do 1st pref. stock	85 — 87	85 — 87
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, April 28, 1881.

Money on call is 3@4½ per cent; on time 3@4 per cent; and on prime mercantile paper 4½@5 per cent.

The posted rates of the leading drawers of sterling are 4.84@4.86; the actual rates are 4.83@½ and 4.85@½. Cables are 4.85½@4.86.

The following is the text of the circular of the Treasury Department, relative to the modification of Circular No. 42 in reference to the extension of 6 per cent bonds at 3½ per cent per annum:

So much of Circular No. 42, dated April 11, 1881, as requires the bonds to be sent to the Secretary of the Treasury, in case they are to be continued, is hereby so modified that foreign holders of any of the 6 per cent bonds described therein may have them continued as therein provided, upon the receipt of the bonds at the government agency established for that purpose at the banking house of Messrs. Morton, Rose & Co., Bartholomew Lane, London, E. C., England, and the time during which the bonds may be received at that agency for continuance is hereby extended to May 20, 1881. In case the bonds are presented at the London agency the forms of request for their continuance must be executed in duplicate.

The chief of the bureau of statistics reports that the total values of the exports of domestic provisions, tallow and dairy products during the month of March, 1881, were $14,325,889, and during March, 1880, $12,530,260; for the three months ended March, 1881, $44,272,192, and for the same period in 1880 $31,321,090; the total values of the exports of provisions and tallow

during the five months ended March, 1881, $65,819,269, and during the five months ended March, 1880, $46,200,106; the total values of dairy products for eleven months ended March, 1881, $22,894,066, and for the eleven months ended March, 1880, $15,926,186.

The receivers of the Philadelphia and Reading Companies announce that, on May 2, they will pay six months' interest, to March 1st, on the receivers' certificates, for materials and supplies issued last September. They also announce that on May 1st, they will buy, at the rate of five per cent per annum, the May interest of the Schuylkill Navigation Boat and Improvement Loans then due.

The Governing Committee of the Stock Exchange have placed the stock of the reorganized Indiana, Bloomington and Western Railway, $8,500,000, on the regular list. The committee also listed the first mortgage bonds of the Gulf, Colorado and Santa Fe Railway Company, amounting to $2,712,000.

The statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for March, 1881, as compared with the same month in 1880, shows an increase in gross earnings of $566,118, an increase in expenses of $278,140, an increase in net earnings of $287,978. The three months of 1881, as compared with the same period in 1880, show an increase in gross earnings of $822,820, an increase in expenses of $768,357, increase in net earnings of $54,463. All lines west of Pittsburg and Erie for the three months of 1881 show a surplus over liabilities of $966,927, being a decrease as compared with the same period in 1880 of $82,192.

The closing quotations on Thursday were: Adams Express, 129½@130; American Express, 78@78¾; American District Telegraph, 60¼@60¾; Atlantic and Pacific Telegraph, 46@48; Chicago, Burlington and Quincy, 161@164½; Canada Southern, 74⅞@75¼; Chicago and Northwestern, 122@122¼; do. pref., 133@136; Central Pacific, 86⅝@86¾; Chicago, Milwaukee and St. Paul, 112⅛@112¼; do. pref., 124½@125; Chicago, Rock Island and Pacific, 135½@136; Cleveland, Columbus, Cincinnati and Indianapolis, 87@88; Columbus, Chicago and Indiana Central, 24⅞@25; Delaware and Hudson Canal, —@108⅝; Delaware, Lackawanna and Western, 117⅜@117½; Hannibal and St. Joseph, 58⅜@58⅝; do. pref., 104⅜@104½; Illinois Central, 136⅛@136½; Lake Erie and Western, 50@52; Lake Shore and Michigan Southern, 125@125⅛; Metropolitan Elevated, 83½@83¾; Manhattan Elevated, 23¼@23½; Michigan Central, 107⅝@107¾; New York Elevated, 107½@108; New York, Lake Erie and Western, 46¾@46⅞; do. pref., 87⅝@88; New York Central and Hudson River, 144¼@144½; Ohio and Mississippi 43⅝@43¾; Ohio Central, 29¼@29⅜; Pacific Mail, 51⅞@52; St. Louis, Alton and Terre Haute, 55½@56; do. pref, 128@129; Texas and Pacific, 60⅛@60¾; Union Pacific, 117@117½; United States Express, 61¾@62½; Wells Fargo Express, 117½@118½; Western Union Telegraph, 116⅛@116⅝; do. ex. div., 81⅛@81⅝; Wabash, St. Louis and Pacific, 47⅜@47½; do. pref., 87⅞@88.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Colorado and Pacific 1st, 101; Boston and New York Air Line, 46; Boston, Hartford and Erie 1st, 62; Central Iowa 1st, 113⅛; Cedar Falls and Minnesota, 22; Chicago, St. Louis and New Orleans, 75¾; Chesapeake and Ohio 1st pref., 41; do. 2d pref., 30; do. cur. int., 55½; do. 1st, Series B, 84½; Chicago, St. Paul, Minneapolis and Omaha, 42⅜; do. pref., 97; do. consol., 103¾; Cincinnati, Sandusky and Cleveland, 62⅞; Cairo and Fulton 1st, 111¾; Chicago, Milwaukee and St. Paul, S. W. div. 6s, 106¾; Col., Chi. and Ind. Cent. Inc., 73; do. 1st, Trust Co. certif. ass. sup., 121; Chicago, St. Paul and Minneapolis 1st, 103⅞; Chicago and Eastern Illinois, 90; do. Inc., 100; Denver and Rio Grande, 105⅜; do. 1st, 118½; do. 1st consol., 113¾; Denver, South Park and Pacific 1st, 109; Houston and Texas Central 1st inc. and ind., 103; do. 2d, M. L., 124; Ind. Bloom. and Western, 96; do. 1st, 89; do. 2d, 80; do. Inc., 95¾; International and Gt. Northern, 90; do. 1st, 113¾; do. 2d Inc., 100½; Indianapolis, Decatur and Springfield 1st, 106; do. 2d Inc., 76; Keokuk and Des Moines 1st, 102; Kansas Pacific 1st consol., 107⅞; do. 6s, Denver Div. ass., 110⅝; do. 7s Leavenworth Branch, 150; Louisville, New Albany and Chicago, 80; Lake Erie and Western, 51; do. 1st, 109; do. Inc, 76¾; Lehigh and Wilkesbarre consol. ass., 110; do. Inc., 98; Laf., Bloom. and Muncie 1st, 109; Louisville and Nashville Gen'l mort., 6s, 106¼; Louisiana and Missouri River, 24⅞; Manhattan Beach, 55½; do. 7s, 96; Marietta and Cincinnati 1st pref., 17⅞; do. 2d pref., 9¼; Mobile and Ohio, 28; do. 1st deben., 89½; do. 2d deben., 60; do. 3d deben., 47; Missouri, Kansas and Texas, 45⅝; do. consol. ass., 108; do. 2d, 84; Memphis and Charleston, 56; Milwaukee, Lake Shore and Western, 50⅝; Metropolitan Elevated 2d, 90½; Missouri Pacific 1st consol., 108¼; Minneapolis and St. Louis 1st, Iowa Ext., 111; Nashville, Chattanooga and St. Louis, 84; do. 1st, 118; New York, Ontario and Western, 33¾; New Orleans, Mobile and Ohio 1st, 102; Ohio Central, 29½; do. 1st, 103; do. Inc., 62⅝; Oregon Railway and Nav., 153; do. 1st, 108¼; Ohio and Mississippi 1st, Springfield div., 116¼; Ogdensburg and Lake Champlain Inc., 64; Peoria, Decatur and Evansville, 38½; do. 1st, 106½; do. Inc. Evansville div., 78½; Rome, Watertown and Ogdensburg 1st consol., 86; Rochester and Pittsburg, 29⅞; do. 1st, 102½; do. Inc., 51; St. Paul, Minn. and Man., 91; do. 1st, 110½; Southern Pacific of California 1st, 102; St. Louis and Iron Mt., 1st pref. inc., 95⅛; do. 2d pref. Inc., 87⅛; do. Ark. Branch 1st, 115; St. Paul and Duluth, 36; do. pref., 78½; St. Louis, Kansas City and Northern, St. Charles Bridge, 100; St. Paul and Sioux City 1st, 110; South Side 1st, 104½; St. Louis and San Francisco 2d, class A, 105; do. B, 93⅛; Toledo, Delphos and Burlington, 27½; Toledo, Peoria and Western, 1st, 116½; Texas and Pacific, 62; do. income L. G., 87; do. Rio Grande div. 1st, 97¾; Union Pacific Col. Trust 6s, 108¼; Utah Southern Gen'l mort. 7s, 109¾; Wabash, St. Louis and Pacific, Gen'l mort., 6s, 100⅛; Alabama Class A, 72; Alabama 6s, issued Chatham R. R., 12; Georgia 6s, 1886, 118; Louisiana 7s, consol., 60; Missouri 6s, 1886, 110¼; do. 1887, 112; do. 1888, 113⅛; North Carolina 6s, S. T., 2d class, 8½; South Carolina 6s, fund., 10; Tennessee 6s, new, 73¾; do. old, 72¾; Virginia 6s, def., 18¼; Virginia 6s, consol. ex-mat. coupon, 81; Am. Dist. Tel., 61; Sutro Tunnel, 2⅛; Canton Co., 60; Colorado Coal and Iron, 54; do. 6s, 95; Cameron Coal, 25; Maryland Coal, 27; New Central Coal, 27; Caribou Mining, 3⅛; Central, 4½; Deadwood, 10; Excelsior, 5; Little Pittsburg, 8¾; Mariposa, 6; do. pref., 9¼; Ontario, 37; Standard, 24; Starmont, 3½; Silver Cliff, 6⅜.

Boston.—Atlantic and Pacific Block, 120; do 6s, gold, 102⅜; Atchison, Topeka and Santa Fe 7s, Dutch Stamp, 120½; do. 5s, 1909, 99¾; Atchison, Colorado and Pacific 6s, 1905, 101; Atchison and Nebraska 7s, 1907, 117; Boston Water Power, 10¾; Boston Land, 10⅛; Burlington and Missouri River in Nebraska 6s, non-exempt, 105½; Boston, Clinton, Fitchburg and New Bedford pref., 124; Boston and Maine 7s, 1894, 127½; Boston, Concord and Montreal 6s, 1898, 107¼; Boston, Revere Beach and Lynn, 128¾; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 107; do. Wis. Valley div., 6s, 103; Central Iowa, 35; do. 1st pref., 59½; Chicago and West Michigan, 84½; Chicago and Eastern Illinois, 90; Cheshire pref., 58; Connotton Valley, 26; do. 7s, 1919, 91⅞; Chicago, Burlington and Quincy 4s, 1919, 92¾; Detroit, Lansing and Northern pref., 107; Danville, Onley and Ohio River 7s, 97; Detroit and Bay City 8s, 1903, guar., 112½; Eastern (N. H.) R. R., 93; Essex R. R. 6s, guar. by Eastern, 104½; Flint and Pere Marquette, 30; do. pref, 95; Framingham and Lowell 5s, 94; Ionia and Lansing 8s, 1889, 115; Kansas City and Cameron 10s, 1892, 123½; Kansas City, Fort Scott and Gulf, 91½; do. pref., 122½; do. 7s, 112; Kansas City, St. Joseph and Council Bluffs 7s, 118½; Little Rock and Ft. Smith, 83; do. 7s, 116¼; Louisiana and Missouri River, 25; do. pref, 40; Lynn and Boston 6s, 1900, 113; Lincoln and Northwestern 7s, 1910, 117; Marquette, Houghton and Ontonagon, 45; do. pref., 85; do. 6s, 100; Mexican Central Blocks, new series, 102; do. old, 114; Massachusetts Central, 6s, 97½; Maine Central, 84; do. 6s, consol., 116¼; Metropolitan Horse, 7s, 1884, 107¼; New York and New England 6s, 110; New Mexico and Southern Pacific 7s, 1909, 115⅞; Ogdensburg and Lake Champlain Income, 65; do. consol. 6s, 95; Old Colony 7s, 1894, 126¼; Rutland, 5¾; do. pref., 81⅜; do. 5s, 80; Republican Valley 6s, E. D., 105; Summit Branch, 25½; Sonora Block No. 3, 225; Southern Kansas and Western 7s, 110; Stanstead, Shefford and Chambly 7s, 1887, 85; Sioux City and Pacific 6s, 1898, 103; Toledo, Delphos and Burlington, 13¼; Vermont Central 7s, 1886, consol., 13¼; Wisconsin Central, 26½; do. 2d series, 76; Maine State 6s, 1889, 116¼; Massachusetts 5s, 1894, Bounty, 103⅜; Bangor 6s, 1899, 113¼; Boston 6s, 1894, 123⅜; Chicago 7s, 1887, 113; Providence 5s, 1906, gold, 117¼; Allouez Mining Co., 8; Blue Hill, 3½; Crescent, 1⅞; Catalpa, 2⅞; Central, 31; Copper Falls, 9; Duncan,

8 ; Empire, 1 ; Franklin, 12 ; Harshaw, 10 ; Huron, 8⅞ ; Phœnix, 1⅞ ; Pewabic, 16 ; Ridge, 3⅞ ; Sullivan, 2¾ ; Silver Islet, 34.

Philadelphia.—Am. S. S. Co. 6s, 108 ; Alleghany Valley Income scrip, 49 ; Catawissa new pref., 51 ; Central Transp., 41½ ; Cincinnati 7-30s, J. & J., 129¼ ; Huntingdon and Broad Top Mt. consol. 7s, 94¾ ; do. 5s, 77⅛ ; do. 1st 7s, 121¼ ; Norfolk and Western pref., 51¼ ; Philadelphia and Reading R. R. scrip, 62 ; do. consol. mort. gold 6s, 114 ; Pennsylvania Company 6s, 107⅛ ; People's Pass. 7s, 109 ; Pennsylvania Canal 6s, 98⅛ ; Perkiomen 6s, 101½ ; St. Paul and Duluth pref., 78 ; Shamokin, Hazleton and Wilkesbarre 2d, 22 ; Texas and Pacific, 60¼ ; do. consol. mort. 6s, 104½ ; Union and Titusville 7s, 102¾ ; West Jersey and Atlantic 6s, 110. The latest quotations are : City 6s, 115 @116 ; do. free of tax, 126@128½ ; do. 4s, new, 106@113 ; Pennsylvania State 6s, 3d series, 104¾@105 ; do. 5s, new loan, 117¾@118¼ ; do. 4s, new, 111@— ; Philadelphia and Reading R. R., 28⅛@28¼ ; do. consol. mort. 7s, coup. 124@124¾ ; do. reg., 124@124¾ ; do. mort. 6s, 118@120 ; do. 7s, 1893, 119⅛@121 ; United New Jersey R. R. and Canal, 184⅛@185 ; Buffalo, Pittsburg and Western, 21⅛@21⅝ ; Pittsburg, Titusville and Buffalo 7s, 96¾@97⅛ ; Camden and Amboy mort. 6s, 1889, 115@— ; Pennsylvania R. R., 69⅜@69½ ; do. gen'l mort., coupon, 124¾@— ; do. reg., 124@127 ; do. consol. mort. 6s, reg., 120@— ; Little Schuylkill R. R., 52¾@53¼ ; Morris Canal pref., 164@— ; Schuylkill Nav., 5¾@6 ; do. pref., 12¼@12½ ; do. 6s, 1882, 88@89 ; do. 1872, 106@107 ; Elmira and Williamsport pref., 54@— ; do. 6s, 115@115½ ; do. 5s, 98@100 ; Lehigh Coal and Navigation, 44⅞@45¼ ; do. 6s, 1884, 106⅛@106¾ ; do. R. R. loan, 115@118 ; do. Gold Loan, 116¾@— ; do. consol. 7s, 119½@— ; Northern Pacific, 41⅞@42 ; do. pref. 71¾@72¼ ; North Pennsylvania, 59@59¼ ; do. 6s, 107@108 ; do. 7s, 122@122½ ; do. Gen'l mort. 7s, reg., 128@— ; Philadelphia and Erie, 27@27¾ ; do. 6s, 102⅜@102⅝ ; do. 7s, 117¼@117½ ; Minehill, 59⅝@60 ; Catawissa, 22⅛@22⅜ ; do. pref., 52⅛@53 ; do. new pref., 51@51¼ ; do. 7s, 1900, 120@— ; Lehigh Valley 61¼@61⅜ ; do. 6s, coupon, 125@127 ; do. reg., 125@127 ; do. 2d mort. 7s, 136@137 ; do. consol. mort., 121@121⅜ ; Fifth and Sixth streets (horse), 125@— ; Second and Third, 111@112⅛ ; Thirteenth and Fifteenth, 70@75 ; Spruce and Pine, 49@55 ; Green and Coates, 75@93 ; Chestnut and Walnut, 96@100 ; Hestonville, 21⅜@21⅝ ; Germantown, 75@76 ; Union, 119@125 ; Lombard and South, 26@26¼ ; West Philadelphia, 90@91 ; People's, 22¾@23⅛ ; Continental, 106@108.

Baltimore.—Atlanta and Charlotte, 73 ; do. 1st, 108 ; Atlantic Coal, 1 25 ; Baltimore and Ohio 1st pref., 122 ; do. 2d pref., 122 ; Baltimore City 6s, 1890, 119⅜ ; do. 6s, 1886, 113 ; do. 6s, 1886, new, 110 ; do. 6s, 1884, 107 ; do. 4s, 1920, 109 ; do. 5s, 1894, 118 ; do. 5s, 1916, 123⅛ ; Canton Co. 6s, gold, 116 ; Cincinnati and Baltimore 7s, 114 ; Marietta and Cincinnati 1st Sterling, 118 ; Memphis and Charleston, 56¼ ; Northern Central 5s, 100 ; Norfolk and Western pref., 52 ; North Carolina 4s, 85 ; Parkersburg Branch, 16 ; Pittsburg and Connellsville, 12⅛ ; Richmond and Danville, 98 ; do. bonds, 1885, 106 ; South Side 3d, 103¾ ; Union R. R. bonds, endorsed by Canton Co., 119½ ; Virginia and Tennessee 2d, 103 ; Virginia Peelers, 38 ; do. Peeler coupons, 16½ ; Virginia Black Scrip, 13¼ ; Virginia 10-40 coupons, 96½ ; Western Maryland 6s, guar. by Washington Co., 113 ; Wilmington, Columbia and Augusta 6s, 110. The latest quotations are : Baltimore and Ohio R. R., —@200 ; Baltimore City Passenger R. R., 38@38¾ ; Cincinnati and Baltimore 7s, 114@— ; Central Ohio 6s, 113¾@114 ; Charlotte, Columbia and Augusta, 39@42 ; Marietta and Cincinnati 2d, 91⅛@92 ; do. 3d, 46⅛@46⅞ ; Northern Central, 51⅞@— ; do. 6s, 1900, gold, 116⅛@117 ; do. 6s, 1904, gold, —@117 ; do. 5s, 1926, 99¾@100 ; Orange, Alex. and Manassas 7s, 103@104½ ; Ohio and Mississippi 7s, S. F., 119@— ; do. 2d mort., 122½@— ; do. 7s, Springfield div., 115@116½ ; Pittsburg and Connellsville 7s, 124@125½ ; South Side 1st, 110 @— ; Union Canal indorsed, 119⅜@119¾ ; Virginia and Tennessee 2d, 103@— ; Wilmington and Weldon 7s, 117⅛@— ; Western Maryland 2d pref., 109¾@110 ; do. 6s, guar. by Washington do., 113@115½ ; Maryland Defense 6s, 107¾@108½ ; Virginia Consols, 80¼@80½ ; do. 2d, 38@38½ ; 10-40s, 50¾@51⅛ ; Baltimore City 5s, 1894, —@117 ; do. 5s, 1900, @—118 ; do. 5s, 1916, 123@— ; do. 4s, 1920, 109@109½ ; do. 6s, 1890, 119⅛@119½ ; do. 6s, 1902, new, —@129.

Philadelphia and Reading "Blanket" Mortgage.

In the United States Circuit Court, Philadelphia, on the 27th inst., Judges McKennan and Butler made the following decree restraining the issue of the "blanket" mortgage bonds by the Philadelphia and Reading Railroad Company :

"And now, on this 27th day of April, 1881, it is ordered and decreed that until the final hearing of this case, or until further order of this court, the defendant corporation and the other defendants, and each of them, are, and they hereby are, enjoined from executing this mortgage upon the property of the company for $150,000,000, as mentioned in the bill, and from executing any bonds or obligations secured by such mortgage upon the property of the company, and from doing any act toward the carrying out of the scheme of an issue of bonds or obligations as a part of an issue or issues, amounting in the aggregating to $150,000,000, to be secured as set forth in the bill and the exhibits thereto attached."

Judge McKennan informed counsel for F. B. Gowen that the decree did not deprive him of the right to present any new plan to the court for the financial reorganization of the company.

The certain success of the Treasury policy of refunding is shown by the fact that it has become necessary to send two loan experts to Europe to take charge of the exchange of six per cents for the stamped three and a half per cents. It was thought that although the plan might be successful in this country, the foreign holders would prefer have their bonds redeemed, but the advices at the Treasury from Europe show that the holders of our bonds there cannot find any European investments which offer the same security at any better rate of interest than three and a half per cent.

The Elevated Railway which has been built by the Pennsylvania Railroad Company from its Depot in West Philadelphia to New Depot at Fifteenth and Filbert streets, Philadelphia, will be opened for freight traffic on the 2d of May.

The stockholders of the Connecticut Valley Railroad Company, at a meeting held in Hartford on the 23d inst., voted to accept their amended charter, and to extend their road northward to Springfield and Holyoke. The work upon the extension will be begun about the middle of May. The newly organized company which represents $750,000 of the original $1,000,000 first mortgage bonds, has taken a legal assignment of these bonds, and holds them subject to all rights under the mortgage.

Judge Gresham, of the United District Court, Indianapolis, Ind., has ordered the sale of the Fort Wayne, Muncie and Cincinnati railway to satisfy the first mortgage bonds, etc., concerned in the suit brought by Thomas for Taylor, the sale to be made within sixty days after notice by the commissioner.

The deed of transfer of the Cairo and Vincennes Railroad Company from Joseph W. Drexel and E. E. Tracey, of New York, has been filed in the office of the County Recorder at Vincennes, Ind. The deed is a quit claim in consideration of the sum of $1 and was executed December 24, 1880.

The officers of the St. Louis and San Francisco Railroad have organized the Rogers and Eureka Springs Railway Company, to build a road from Rogers to Eureka Springs, twenty-five miles. The road will be built as soon as possible.

A telegraph cable, one and a half mile in length, was successfully laid on the 20th inst. between Brockville, Canada, and Morristown, N. Y., for the use of the Canada Pacific and Utica and Black River Railroad Companies.

It is expected that the New York Canals will be opened by the 5th of May, though possibly the opening may be deferred until the 10th.

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot..... 100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July 80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'80 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,599,578	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	Mar. '81 2
Bos., Clin., F. & N. Bed.100	1,237,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D.	June'78 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M. & N.	May 81 4
Boston and Providence..100	4,000,000	M. & N.	May 81 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 3½
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3 e
" " pref. 50	838,311	quarterly	Apl.'80 3½e
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*..... 50	1,159,500	October	Oct.'80 $1½
" pref..... 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '81 1
" " pref.100	769,600	F. & A	Feb. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. 81 3½
" pref..... 50	400,000	J. & J	Jan. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb.'81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. 81 4
" " pref...100	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn.....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul...100	15,404,261	A. & O.	Apl. '81 3
" " pref.....100	12 279,483	A. & O.	Apl. '81 3½
Chicago & N. Western.100	14,988,257	J. & D	Dec. '80 3
" pref.100	21,525,353	quarterly	Mar. '81 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	May '81 1½
Chicago & West Mich.... 100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Mar. '81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Mar. '81 2
Colum. & Hocking Val..100	2,560,000	F. & A	Feb. '81 4
Concord..... 50	1,500,000	M. & N.	May 81 5
Concord and Ports.*.....100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv...100	2,175,700	F. & A.	Feb. '81 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*..... 25	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*... 100	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor...100	1,874,000	F. & A.	Aug.'80 2½
" " pref 100	2,503,300	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan 81 3
East Mahanoy*..... 50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga....100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,800	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	Dec. '80 2½
Eel River.....	3,000,000	— & —	Mar. '81 1
Elmira, Jef. & Canand*. 00	500,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'80 2½
" " pref. 50	500,000	J. & J.	Jan '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg..... 100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia 100	4,200,000	J. and J	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	Apl. '81 2
Illinois Central.....100	20,000,000	M. & S	Mar '81 3½
Iowa Falls& Sioux City*100	4,625,000	quarterly	Mar. '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May '81 1½
Io. So. & Mo. Northern. 25	000,300	quarterly	May '81 2
Jeffersonv., Mad. & Ind..100	000,000	quarterly	May '81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....100	4,500,000	J. & D.	Dec. '80 1
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	49,466,500	quarterly	May '81 2
" " (guar.).100	533,500	F. & A.	Feb '81 5
Lehigh* 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,832,566	quarterly	Apl. '81 1½
" pref. 50	106,300	quarterly	Apl. '81 2½
Little Miami*..... 50	5,871,450	quarterly	Mar. 81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*..... 50	$2,648,100	J & J.	Jan. 81 2½
Louisville & Nashville..100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 3
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3e
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3e
Massawippi*.....100	400,000	F. & A.	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738.204	quarterly	May '81 1½
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific..... 1 0	2,416,000	quarterly	Apl. 81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800,000	M. & N.	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp...100	695,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref...100	8,145,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '81 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref...100	90,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '81 1½
Northern Central 50	5.842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4.455.0 0	quarterly	May 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 1½
Panama..... 100	7 000,000	quarterly	May '81 5
Paterson and Hudson*..100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Apl. '81 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 100	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Apr. '81 1½
" Special Imp..100	5,504,300	quarterly	Apl. '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 3
Providence & Worces..100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½e
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,300	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.130	448,700	J. & J.	July '79 2½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,600,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Apl. '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Apl. '81 3½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3.050.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	May 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan, '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn).....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N.Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000.000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180.000	J. & J.	Jan. '81 6
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland..... 100	600,000	J. & J	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston..... 100	200 000	M. & N.	May '81 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	208,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '81 3
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 50	000,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600.000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. 80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,833,350	.....	Feb. '81 $1
Delaware and Hudson.....100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*..100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania..... 50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Feb. '81 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May '81 $5
Central Mining Co.....100	.....	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal..... 100	4.400,000	F. & A.	Feb. '76 1½
Mariposa Gold..... 100	2,836,600	.....	.....
" pref.....100	5,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Molugons Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Apl. 81 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '81 3
Pullman Palace Car.....100	5,990,200	F.M.A.N	Feb. '81 2
Quicksilver, common....100	8,708,700	.....	.....
preferred 100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,750,000	J. & J	Jan. '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '81 5
United States Express....100	7,000,000	F.M.A.N	Feb. '80 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	80,000,000	quarterly	Apl. '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167 750	124,510	148,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,644	134,134	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,927	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,213	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	916,950	803,490	941,699	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,233	149,907	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,923,396	2,898,586	2,801,835	2,846,316	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,344	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,462	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	163,994	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490,195	451,560	403,300	372,280	365,300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,02.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,483	320,952	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	925,603	933,143	1,199,268	890,137	946,186	952,049	1,065,090	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,152
1881	811,617	816,923	1,119,591	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1375.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
Northampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,600 *to* 19,488
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,896

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,600 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

The Waycross and Jacksonville Railroad, in Florida, was completed on the 23d inst., and the first train passed over safely. The formal opening will take place May 1. This line shortens the time between Savannah and Jacksonville to six hours.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
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THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of TWO PER CENT. upon its capital stock, payable on Monday the 2d day of May next, at this office.

For the purpose of this dividend, and also for the annual election for Directors, which is to be held on the 4th day of May next, the Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 31st inst., and will be reopened on the morning of Friday, the 6th day of May next.

E. D. WORCESTER, Treasurer.

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AND A THOROUGH

Classified Business Directory

of the Business and Professional men in the Cities, Towns, and Villages of Ontario, with a

CLASSIFIED BUSINESS DIRECTORY OF THE

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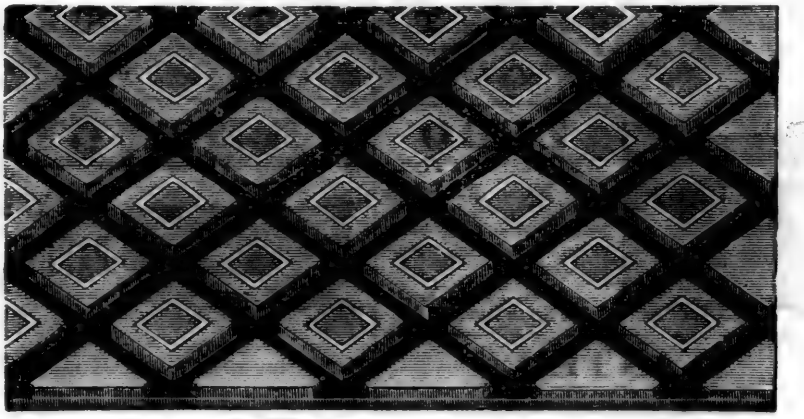
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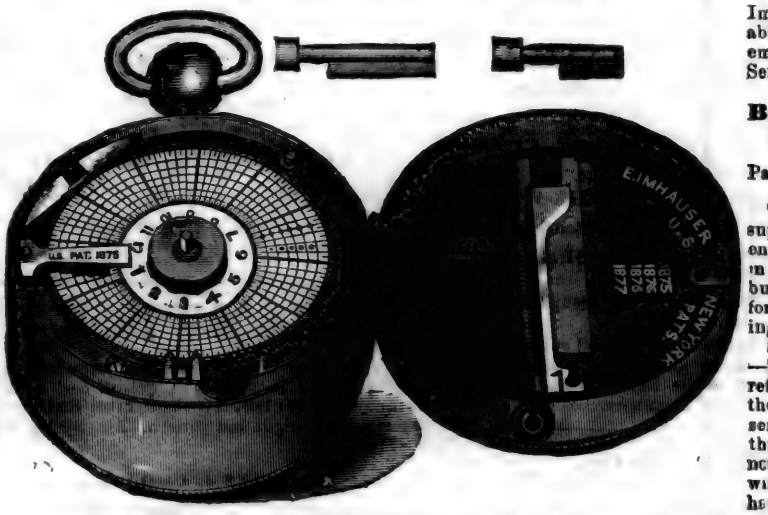
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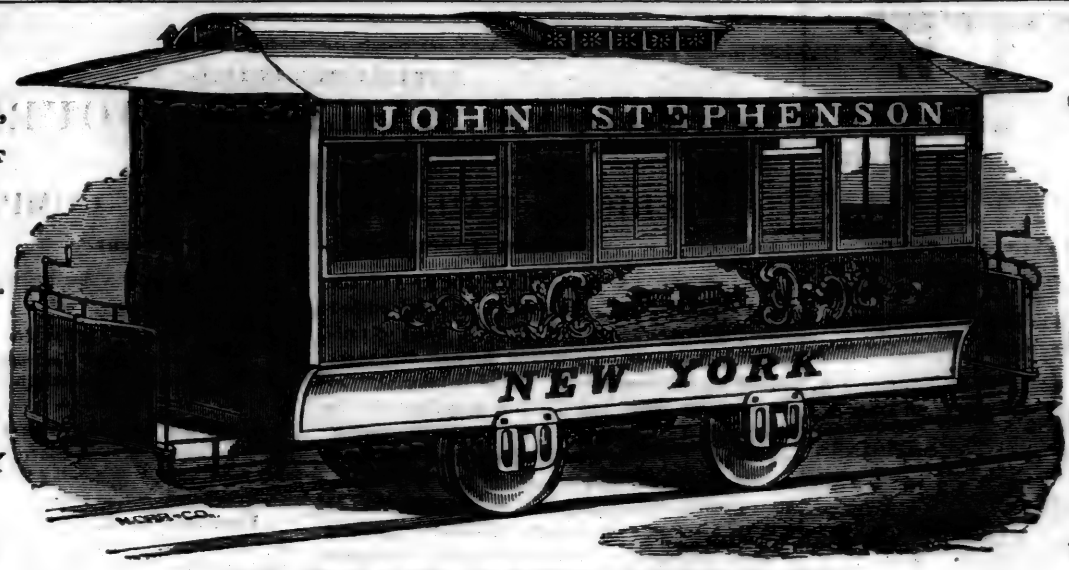
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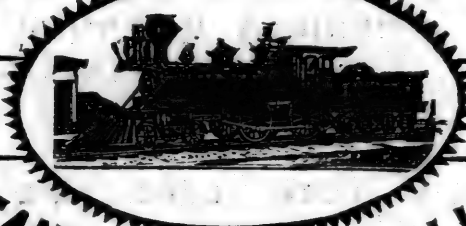
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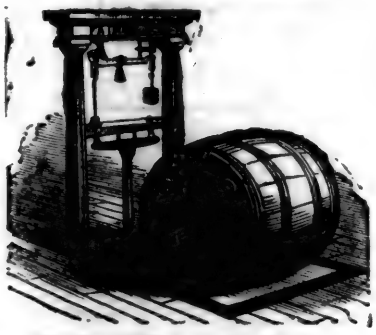
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AMERICAN RAILROAD JOURNAL,

PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL COMPANY,

JOHN H. SCHULTZ - - - - - President.

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

The *American Railroad Journal*, one of the most honest and outspoken of American papers.

From THE JOURNAL OF COMMERCE, New York.

The *American Railroad Journal*, a most valuable weekly newspaper, is now half a century old.

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American Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 19.] NEW YORK, MAY 7, 1881. [WHOLE No 2,350, VOL. LIV.

ABOUT COAL AND THE FIRST GEOLOGICAL STATE SURVEYS.

"Johnny Boquet" in his last Sunday's chat in the Tribune says: "It was a Connecticut Yankee, of course, who first put Pennsylvania's anthracite coal in his fire and used it: Obadiah Gore, in 1768, many years before it could be given away. But as long ago as 1830 bricks were burnt by refuse from coal yards on the North River. That refuse 50,000,000 tons in extent, is now subject to the operation of Mr. Wootten's patent, igniting it by an air blast, propelled by a jet of steam.

"It was in 1832, the year of the opening of railroads, that geological societies were established in France and Pennsylvania, but the first States to be surveyed geologically were Tennessee, South Carolina and Massachusetts. Had the New York geologists who bestowed names on the rock systems in 1836 lived today, and belonged to some of the political appointment machines, we might have had not only Mount Dix and Mount Colfax, but the Morgan sandstone, the Conkling Old Red, and the Tilden sub-carboniferous.

"'Pennsylvania in combination with Western Maryland,' wrote Rogers in 1838, 'holds the key to American geology, the entire series of formations, 40,000 feet of depth of strata, coming several times in succession to the surface.' This makes more than seven miles of bread-crust to our pie. The learned and industrious Dane, Martin H. Boye, who originally inspected the country between the Delaware and Schuylkill, long afterward taught ungrateful pupils in the High School at Philadelphia.

"James D. Whelpley was the Bonemian genius of the survey, the first perfect topographical geologist of America. Dr. R. M. S. Jackson, afterward Surgeon-in-Chief of the Army of the Cumberland, where he died,—also of a Bohemian turn,—discovered in 1838 that the brown hematite ore beds belonged to the stratified limestone and had been set free by decomposition. Rogers kicked at this assertion; everybody turned up his scientific nose. But it was found years afterward, that Jackson was correct; that the magnetic ore was sediment, not lava. In 1839 ores began to be smelted by a Boston man at Pottsville and a Welshman at Allentown, with anthracite coal—a great feat in that day. It killed the Bostonian, Lyman, with anxiety, but Thomas of Wales, survived, and after eighty years of age remained an anthracite iron patriarch. In 1840 the American geologists made a society, Massachusetts, Vermont, New York, Pennsylvania, Delaware and Michigan being represented."

CASTING A HUGE CYLINDER.

The cylinder which was recently cast at the Morgan Iron Works of John Roach and Son, in this city, and which is said to be the largest steamship cylinder in the world is described as follows by the Times:

What is declared to be the largest steam-engine cylinder in the world was cast yesterday afternoon in the Morgan Iron Works of John Roach & Son, at the foot of East Ninth street. It is 18 feet long, 9 feet 2 inches in diameter, and required for its casting 45 tons, or 90,000 pounds, of gun metal. It is intended to accommodate a piston stroke of 14 feet. The metal in the thinnest part is 1¾ inches thick, and the flanges at the top and bottom are 2⅝ in. thick by 5¾ in. wide. Under the top flange, the cylinder has a belt 16 inches wide, another 6 inches wide above the bottom flange, and between these two three more belts, each 6 inches in width. The thickness of the metal at the belts is 2⅛ inches. A nozzle for the upper steam-chest is cast on the cylinder, with an opening 14½ by 63 inches, the metal on the top of this nozzle being 1¾ inches in thickness, and on the sides and bottom 1½ inches. The casting of this massive piece of work was done in a mould constructed of brick, and lined with loam, the outside being covered with heavy iron plates to prevent the matrix from bursting when the molten metal was poured in. The mold is constructed of one cylinder of brick and loam within another, the space between them being the required thickness of the casting, the flanges, belts, and other parts of the work being accurately delineated in the matrix. Over half the mold was sunk in the solid earth which forms the flooring of the iron works. It required the metal three hours and twenty minutes to melt, and the 90,000 pounds were then transferred by the labor of 100 men to two huge tank-ladles, each having a capacity of about 15 tons, and two large crane ladles. The tanks were connected with the mold by pipes, and the crane ladles were attached to huge cranes.

At one o'clock, John Roach, who personally supervised the casting, gave the order to begin the pouring. The molten metal was turned into the mold from the two tanks on either side, and at the same time the two crane-ladles were swung over, and from all four a red stream of liquid metal began to flow into the matrix. The air in the room became so heated that it was with great discomfort that the few gentlemen invited to witness the casting were able to remain. Among the guests was Mr. Borden, the agent of the Old Colony Steam-boat Company, and according to his timing it took precisely two and half minutes to complete the pouring and fill the mold. The operation was watched attentively by Mr. Roach and his foreman, and when it was completed, both pronounced the casting to have been successful. It will require about ten days for the metal thoroughly to cool, and for several days it will remain red hot. When perfectly solidified, the upper part of the mold will be demolished, and the cylinder will then be dug from its resting place in the ground. It is intended for the engine of a new iron side wheel steamer.

THIS week the mile and a quarter of railroad, extending from the 155th Street station of the Sixth Avenue Elevated Railroad to High Bridge was opened for traffic for the first time. It is really the opening of the portion of the new route between New York and Boston via Brewsters, over the New York and New England line. The Tribune gives the following account of the city approaches of the route: "Starting from One Hundred and Fifty-fifth street, the trains proceed on an elevated track for a short distance, and after

crossing a drawbridge over the Harlem River, strike the surface tracks of the New York City and Northern Railroad. The drawbridge is a very tasteful structure, and unlocked, swung and locked by steam. It is said that the bridge can be swung in ten seconds, but half a minute will be allowed for swinging it each way. The large steamboats up the river will have hinged smoke pipes, so that with the quickness of the draw but little delay in the traffic by rail is anticipated. On Sunday trains were run to High Bridge every twenty minutes during the morning, and every six minutes from 1 o'clock to 1.30. The cars and engines used were a part of the Second Avenue Elevated Railway equipment, and were hired by the New York City and Northern Railroad for the occasion, and to run to Brewster's, a distance of 51 miles. Passengers going north do not need to leave the platform at One Hundred and Fifty-fifth street, but those going south are compelled to descend the stairs on one side and ascend them on the other to reach the trains on the elevated road. A bridge is soon to be built to remedy this inconvenience."

Mexican Railway.

A dispatch dated Mexico, April 29, says it is understood there that the Mexican Government has sold to an American Company its interest in the railway from Vera Cruz to the capital.

The affairs of this road are administered by the Mexican Railway Company incorporated in England under the Limited Liabilities Act in 1862. It was commenced under concessions to Don Manuel Escandon and his associates in 1857 and 1861, and by the eighth clause of the articles of association 4 per cent of the net profits of the company are secured in perpetuity to Mr. Escandon and his assigns in each year after the payment of a dividend of 8 per cent to the shareholders. Mr. Escandon is no longer living, but his heirs are represented on the direction of the company by William Barron, Esq. The authorized capital of the company on the 31st December, 1877, was as follows :

Shares	£6 266,060
Bonds and loans	4,184,069
Total	£10,450,129

Of this amount had been received and expended £6,080,594, or in round numbers $10,000,000. The length of road operated is—

	Miles
Main line	293
Jalapa line	70¼
Total	363¼

The gross receipts and expenses were as follows :

	Receipts.	Expenses.	Balance.
Main line	£305,480	£151 591	£153,880
Jalapa line	7,851	7,831	52

The Government interest in this railway appears in all the statements of the company in the following form :

£800,000 "Inalienable shares," being 40,000 of £20 (or $100 each), representing the Government "subscriptions, and untransferable in perpetuity." How the transfer of these "untransferable" shares can have been effected, remains to be seen. It will be observed, however, that the lines of the company are working at a profit, though the lines were constructed at an expense of more than $100,000 a mile.

Philadelphia and Reading Companies.

The following is the monthly comparative statement of gross receipts, tonnage and passengers of the Philadelphia and Reading Railroad Company for the month of March, 1881 and 1880 :

	1881. Month.	1881. Years to date.
Gross receipts :		
Railroad traffic	$1,526,268 30	$5,362,417 50
Canal traffic	15,380 09	21,520 01
Steam colliers	51,435 62	204,051 02
Richmond coal barges	7,484 40	22,170 85
Total Railroad Co.	$1,600,568 41	$5,610,159 38
Reading Coal & Iron Co	924,539 49	3,445,425 53
Total of all	$2,525,107 90	$9,055,584 81
Tonnage and passengers :		
Tons of coal on railroad	604,799.12	2,183,549.13
Tons of merchandise	533,921.15	1,823,412.05
Passengers carried	759,748	2,904,883
Coal transp. by steam colliers	48,194.00	157,871.00
Tons of coal mined :		
By Coal and Iron Co	283,874 05	950,493.06
By tenants	107,604.15	419,529 16
Total mined from lands owned and controlled by Co. and from leasehold estates	391 479.00	1,370,023.02

	1880. Month.	1880. Years to date
Gross receipts :		
Railroad traffic	$1,436,945 71	$5,174,613 81
Canal traffic	6,893 67	25,503 23
Steam colliers	37,978 68	227,950 94
Richmond coal barges	7,571 64	29,640 27
Total Railroad Co.	$1,489,389 70	$5,467,707 75
Reading Coal & Iron Co	927,670 09	2,854,476 45
Total of all	$2,417,059 79	$8,322,184 20
Tonnage and passengers :		
Tons of coal on railroad	537,809 02	2,044,326.11
Tons of merchandise	544,393.00	1,920,705.05
Passengers carried	715,208	2,822,735
Coal transp. by steam colliers	40,196 00	167,595.00
Tons of coal mined :		
By Coal and Iron Co	254,792 18	970,715.15
By tenants	94,985.19	329,380.10
Total mined from lands owned and controlled by Co. and from leasehold estates	349,778.17	1,306,096.05

Shenandoah Valley Railroad.

Contracts have been let by the Shenandoah Valley Railroad Company for the construction of 65 miles of the 95 mile extension southward from Waynesboro to the Norfolk and Western Railroad. The contractors will begin at the ends and work toward the middle. The parts covered by the new contracts are from Waynesboro' 40 miles south, and from the Norfolk and Western, at or near Roanoke Station, 25 miles north. Mills & Rowland, McMahon & Green, Griffith & Purcell, Fairfax & Diffendal, Reynolds & Angel, Newcomb & Goodloe, Best & Munchler, Walton & Smith, Patrick Cogan and John Rawlings are among the contractors receiving awards. The work is to be finished in October. It is quite possible that it will be all the construction necessary for the main line of the Shenandoah Valley road. Forty miles from Waynesboro' the road can strike the Richmond and Alleghany's Lexington branch, and by a trackage arrangement with the company use its rails to its junction with the main line at Balcony Falls, and from there follow the main line of the Richmond and Alleghany up James river as far as it is in the same line, which will bring it near to Buchanan. The contracts for building north from the Norfolk and Western cover all the ground necessary to meet the Richmond and Alleghany at Buchanan.

Norfolk and Western Railroad.

In the United States Circuit Court, Norfolk, Va., on the 3d inst., Judges Bond and Hughes presiding, M. F. Pleasants, Master, submitted his report to the effect that he had received the purchase money of the Atlantic, Mississippi and Ohio Railroad from Clarence H. Clark and others amounting to $8,505,000, certificates of deposits for which he turned over to the Court as follows: Union Trust Company of New York, $5,000 000 ; Fidelity Trust Company of Philadelphia, $3,200,000 ; Exchange National Bank of Norfolk, $305,000. He reported also, that he had delivered a deed to the said Clarence H. Clark and others, conveying to them all the property of the Atlantic, Mississippi and Ohio Railroad. The Court confirmed the report of the master.

The purchasers held a stockholders' meeting on the same day, and reorganized the company under the name of the Norfolk and Western Railroad Company, with the following Board of Directors : George F. Tyler, Clarence H. Clark, F. J. Kimball, Edward A. Rollins, George C. Clark, Robert Minturn, Philadelphia ; C. C. Baldwin, H. Victor Newcomb, W. B. Isham, C. D. Wrod, New York ; U. L. Boyce, Boyceville, Va. ; John B. Whitehead, Norfolk, Va. ; J. Arthur Johnson, Petersburg, Va., and Charles W. Strahan, Lynchburg, Va. The officers are : George F. Tyler, president ; F. J. Kimball, first vice president ; Henry Fink, second vice president, and general manager ; G. R. W. Armes, secretary ; W. G. MacDowell, Treasurer, and E. E. Portlock, auditor.

Wm. Friedlander brought an action in the Court of Common Pleas against the New York Central and Hudson River Railroad Company for $20,000 for injuries claimed to have been received by falling from the platform of the railroad station at Morrisania. It was shown on the part of the defence that Friedlander was walking on the platform two hours after the last train had left New York. The Judge dismissed the complaint, holding that the company owed Friedlander no special duty in the premises, and that it was not negligent to have no lights burning on the platform after the last train had passed.

The surveys for the new route of the Baltimore and Ohio Railroad between Baltimore and Philadelphia are expected to be completed by June 1. Three parties are at work—one surveying from Havre de Grace south, one from Port Deposit north, and the other from Wilmington north.

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New York, Saturday, May 7, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

OVER sixty thousand immigrants arrived at this port in April, and the arrivals so far this year amount to about 105,000, an excess of 25,000 over the same period last year.

THE daily average of transactions in the New York Petroleum Exchange is 700,000 barrels; on April 9th of last year the day's transactions reached the enormous amount of 4,000,000 barrels. It is estimated that the world's consumption is not less than 45,000 barrels of crude oil per day.

FOR the convenience of foreign holders of United States six per cent bonds desiring them continued at three and one-half per cent. Secretary Windom has established an agency in London, at the banking-house of Morton, Ross & Co., Bartholomew Lane. The time during which the bonds may be received at that agency is extended to May 20 and the forms of reqnest for continuance must be executed in duplicate.

IT is estimated that under favorable circumstances more than one thousand miles of railroad will be built in Iowa this year, and the scarcity of help which was complained of in that State last year, is said by the local press to exist this season. It is only just, however, to the thousands of emigrants who are landing here weekly as well as to Eastern laborers seeking the West, that reports concerning a scarcity of labor or a probability of it in one quarter or another should be made with the utmost caution. In the past much suffering has been occasioned by unwarranted reports that laber was in great demand in certain localities. There promises to be offered a generous amount of employment to honest industry in many parts of the West this summer by both the railroads and the farms, and a wise direction of labor to the localities needing it is of the greatest importance.

THE tide of immigration that is pouring into Texas is unparalleled in the history of immigration in the States of the Southwest; it being estimated by railroad officials that an average of 1,000 immigrants daily are passing through the cities of Texarkana and Dennison intending to locate in that State. Information is sought from many sources concerning the inducements offered by Texas for investment and settlement. To such an extent has this information been sought of late that one of the leading publishing houses of this city, A. S. Barnes & Co., have been warranted in issuing four important books on Texas, one of which, "The Texas Scrap Book," gives many facts and statistics of general interest concerning Texas and its people, while another the "Two Thousand Miles on Horseback in Texas," contains a description of the natural resources and attractions of the country. Two other books, "A brief History of Texas" and the "Flora of Texas" while being primarily text books are of special value to settlers and land owners. These books are indications of the importance which Texas immigration is assuming not only from a business standpoint, but from a literary and educational as well, and their publication now is peculiarly significant and timely.

AN important work was commenced over in Ravenswood, L. I., opposite the upper part of New York, this week with very little ado, though if carried out its completion is destined to have a strong influence upon the locating on Long Island of New Yorkers seeking homes over there; it was the commencement of work upon the bridge to be built across the East River from the vicinity of Seventy-sixth street to Ravenswood. The building of this bridge has been considered for a long time but only until recently has there seemed a strong probability of the idea being carried out in the near future. On Monday workmen began sinking a coffer dam at Ravenswood preparatory to building the piers. The bridge is to be 2,052 feet long and will have one pier on the New York side, two on Blackwell's Island and one on the Ravenswood side. The longest span will be that between Seventy-sixth street and Blackwell's Island, 734 feet; the span over the island will be 700 feet long, and the span from the Island to the Long Island shore 618 feet. The piers are each to be 180 feet high. The contracts require that the bridge shall be completed within three years, and the cost is placed at $5,000,000. It is said that one-half of the stock has been subscribed for in this country, the remainder to be offered in London.

The Pardee Car Works.

Extensive additions have recently been made to the buildings and machinery of the Pardee Car Works, Watsontown, Pa., and a still further enlargement of capacity is now underway. The works of this rapidly growing enterprise are said now to cover about ten acres of land in which are situated a foundry, machine shop and several other shops for both iron and wood working; for the company in addition to turning out almost every description of railroad car (other than passenger coaches) from a mail car to a hand car also manufactures Kelley's patent turn-tables, centers for wooden turn-tables and a great variety of railroad forgings and rolling-mill castings. The firm name of the proprietors of these extensive works is Pardee, Snyder & Co. Limited. Ario Pardee, Sr., is chairman of the association; Oliver Leiser, Secretary; Henry F. Snyder, Treasurer and General Manager; T. W. Frederick, Superintendent of the car department, and Harry D. Heiser, Superintendent of the machinery department.

The company gives employment to nearly two hundred men. The works can turn out six or eight box cars daily in addition to the large amount of other work done. An important department of the works is that in which an extensive business is done in general machinery, outside of the specialty of rolling stock for railroads. The Williamsport Gazette and Bulletin in a recent article describing the works says:

They are shipping machinery of various kinds to all parts of the United States. On Friday last they shipped two turn-tables to the Kentucky Central railroad company; and they are about shipping to Minneapolis a patent gang lath machine; to Spartanburg, South Carolina, a patent shingle machine; and one also to Montpelier, Vermont. They have just made a shipment of saw mill machinery to Orange, Texas. In brief, in relation to the future prospects of this fine industrial establishment, it is a very easy matter for those acquainted with the abilities of Messrs. Pardee, Snyder & Co., to predict that in a few years, their works, large as they are, will be increased to at least three times greater than is their present capacity.

Railroad Companies' Expresses.

Judge BAXTER, of the U. S. Circuit Court, Cincinnati, in rendering his decision on the 28th ult. in a case in which the plaintiff sought to recover from the Ohio and Mississippi Railroad the value of a package intrusted to its express department and lost in transit, questioned the right of a railroad company to engage in express business. He said substantially that the express business embraced manifold functions, with the collection and delivery of freight, the collection of notes and drafts, and the transmission of the proceeds, the conveyance of money and bullion, &c., which

are beyond the charter privileges of a railroad. The Ohio and Mississippi Railroad Company was conducting an express business without legal authority and without the consent of the court, and could properly be restrained, he believed, from further continuance therein. He intimated that if a case were properly brought before him he would restrain the Ohio and Mississippi Railroad from doing an express business, and upon being told by counsel for the receiver of the road that the express business had been authorized by an order of the Court issued long ago, said he would grant counsel a week, or until the return of Mr. King, the receiver, to find such order. If it was found he would revoke it. The road was in the hands of the Court. Its charter does not authorize it to do an express business, and the receiver, who was a mere agent of the Court, could not exceed the power granted in charters.

Organization.

Matthew Bolles and L. S. Judd have been elected directors of the Boston, Revere Beach and Lynn Railroad Company via C. W Slack and T. B. Dix.

The Secretary of State of Illinois has licensed L. Ferre, J. L. White, T. F. Harwood, Asa H. Moore, W. W. Tuttle and William S. Brownell, to organize the Blue Monday Mining Company of Chicago, with a capital of $2,000,000.

The officers of the Pemberton and Hightstown Railroad Company, elected on the 28th ult., are: President, Col. Nathaniel S. Rue; Vice President, Col. James W. Allen; Secretary, James L. Rue; Treasurer, Collen B. Meirs.

Articles of incorporation have been filed in the office of the County Clerk of the "Eureka Mining Company of Montana;" capital stock, $400,000, divided into 200,000 shares; trustees, James G. Godfrey, Seth D. Godfrey, Edward A. Wood, Maddens Firth, Jr., and John Henry Hull.

At the annual meeting of the Little Rock and Fort Smith Railroad Company, at Little Rock, Ark., on the 28th ult., all the old board of directors was re-elected except T. H. Perkins, of Boston, who is succeeded by F. Gordon Dexter. J H. Converse was re-elected President, and Jesse Turner Vice-President.

The Little Rock, Mississippi River and Texas Railway Company, at its annual meeting on the 28th ult., elected Elisha Atkins of Boston, President, and G. S. Daniels Treasurer. Messrs. Redfield, Winchester, Atkins, Dexter, Penzel, Griffith, Wilkins, Tillor and Pendell were elected directors J. A. Woodson was reappointed Superintendent.

The officers of the Allegheny Valley Railroad Company elected on the 27th ult., are: President, John Scott; Secretary and Treasurer, T. F. Robinson; Auditor, T. F. Brown, General Superintendent, David McCargo; Superintendent of River Division, Thomas M. King; Superintendent of Low Grade Division, C. A. Jackson; General Freight Agent, E. H. Utley.

The Austin and Northwestern Railroad Company filed its charter in the office of the Secretary of State of Texas on the 29th ult. The road is to run from Austin through the counties of Travis, Williamson, Burnet, Lampasas, San Saba, McCulloch, Coleman, Runnels and Taylor, with a branch to Rio Grande. The organization of this company was given in our last issue.

At a meeting of the directors of the Pittsburg and Connellsville Railroad Co., held in Pittsburg on the 25th ult., J. B. Washington was elected Treasurer and George A. Borry, Director in place of C. Donnelly, resigned. J. B. Washington was elected President of the Mount Pleasant and Broad Ford Railroad, in Mr. Donnelly's place. John King Jr., and Robert Garrett were present at the meeting.

At the recent annual meeting of the Sibley Manufacturing Company, held in Augusta, Ga., the capital stock was increased from $600,000 to $1,000,000. The following directors were elected: W. C. Sibley, J. Sibley, H. H. Steiner and C. Estes, of Augusta; M. F. Foster, of Langley, S. C.; Samuel Keyser, of New York, and W. Smith, of Cincinnati. W. C. Sibley was elected President of the company.

The Illiana Coal Company has been organized with a capital of $50,000, all subscribed for by parties interested in the Indianapolis, Decatur and Springfield Railway Company, to work the extensive coal lands contiguous to that line. W. R. Sands is the President, A. Duprat, Treasurer, and Charles E. Billin, General Manager. The company owns and controls bituminous coal lands, and the work of shafting is now being pushed.

Articles incorporating the New York and Western Telegraph Company, with a capital of $1,500,000, was filed with the Secretary of State at Albany on the 29th ult. by David B. Maxwell, Edmond F. Oldham and John H. Miller. The line will run from New York to New Jersey, Pennsylvania, Ohio, Indiana, Michigan and Illinois, with a branch from Buffalo. Articles incorporating the Gramme Electrical Company with a capital of $1,500,000 have also been filed.

T. S. Sprague, of Detroit; A. Dowen, of Plainfield; J. W. Spray, of Jefferson, Ill.; R. S. Mallory and Wm. B. Thompson, of Chicago, have been licensed by the Secretary of State of Illinois to organize a Trans-Continental Railroad of Illinois, with a capital of $1,680,000. The object is to build a railroad from a point on the Wabash River in Crawford County, Ill., through Crawford, Jasper, Effingham, Fayette, Bond, Madison and St. Clair counties, to or near the City of East St. Louis.

Articles of incorporation were filed in the office of the County Clerk on the 29th ult., for the following named companies: The Louisiana Mining Company; capital stock, $1,000,000, divided into 200,000 shares; trustees, Julius Levy and eight others. The North American Silver Mining Company; capital stock, $500,000, divided into 500,000 shares of $1 each; trustees, Abel D. Breed and ten others. The Cincinnati Silver Mining Company; capital stock, $500,060, divided into 500,000 shares of $1 each; trustees, Abel D. Breed and ten others.

At a meeting of the stockholders of the Ohio Southern Railroad Company, held at Springfield, Ohio, on the 2d inst., the following Board of Directors were elected: B. S. Henning, Austin Corbin, J. R. Maxwell, Henry Graves, Dumont Clark, Alfred Sully, of New York; D. S. Kelly, Amos Whitley, George H. Frey, J. H. Downey, Ford Woods, of Springfield, Ohio, H. L. Chapman, of Jackson, Ohio. At a subsequent meeting Major Henning was elected president. This will be the connecting link in the Indiana, Bloomington and Western system with the Chesapeake and Ohio Railway.

The Texas Western Railway Company have filed articles of incorporation with the Secretary of State of Texas. The incorporators are: A. M. Gentry, W. D. Cleveland, B. A. Botts, W. R. Baker, F. A. Rice, E. Pillot, H. S. Fox, T. H. Scanlon, J. G. Tracy, F. W. House and S. K. McIlhenny, of Houston. The road is to commence at Houston and run westerly to a point on the Rio Grande at or near Presidio del Norte and from a point on the main line in Blanco County in a northwesterly direction to the north line of Sherman County; from the main line in Fayette County to the town of Badrox; from a point on the main line in Caldwell County to San Antonio and from Houston in an eastern direction to Sabine Pass. The capital stock is $30,000,000, in $100 shares.

At the annual meeting of the stockholders of the Texas and St. Louis Railway Co., held at Tyler, Texas, on the 27th ult., the following board of directors was elected: J. W. Paramore, Wm. Senter, J. L. Sloss of St. Louis; Logan H. Roots, Little Rock; L. C. Demoss, C. M. Seeley, T. J. Lowe, T. R. Bonner and Wm. A. Gavitt of Tyler. The board re-elected John W. Paramore, President; W. M. Senter, Vice-President; G. W. Brown, General Superintendent; Charles T. Brown, Secretary; H. G. Askew, Auditor; C. F. Stephens, Chief Engineer; William A. Gavett, General Freight and Passenger Agent, and R. B. Hubbard, General-Attorney. The board authorized the extension from Waco to the Rio Grande and Texarkana to Cairo.

The directors of the Chicago, Texas and Mexican Railroad Company are: Daniel H. Hale, Amos T. Hall, Ferdinand W. Peck, John T. McAuley, Chicago; Jules Schneider, S. J. Adams, Col. L. H. Fitzhugh, Dallas; Thos. P. Robb, Chicago; Jas. B. Simpson. The officers are: Daniel H. Hale, President; Amos T. Hall, Vice-President; Arahel F. Bennett, Secretary; C. B. Hale, Treasurer; J. Duncan Smith, Financial Director and Agent for the bond-holders, Edinburgh, Scotland; George W. Waite, Chief Engineer; D. K. Tripp, Solicitor; J. B. Simpson, Resident Attorney at Dallas; T. P. Robb, Superintendent of right of way and donations of lands and money; Wm. H. Hale, Local Treasurer at Dallas. Work on the 27 miles of this road southwest of Dallas, recently contracted for, has been commenced.

The Secretary of State of West Virginia has issued a certificate of incorporation to the West Virginia and Ohio Mineral Railway Company, formed for the purpose of operating a railroad in Maryland, from a point on the boundary line between Virginia and West Virginia, near Sweet Springs, Marion county, through the counties of Monroe, Summers, Mercer, McDowell, Wyoming, Logan, Lincoln, Wayne, and Cabell, to the Ohio river, at or near the mouth of the Big Sandy river or Guyandotte river. The amount of capital is placed at $10,000, with a privilege of increasing the same to $5,000,000; the shares are 100 in number, and the par value is $100. The following gentlemen are the corporators: A. C. Houston, M. J. Kester, J. D. Logan, J. H. Leach, and M. P. Diddle, all of Union; W. W. Pence, Indian Creek; S. Y. Lynns, of Linside; C. F. Neel, of Gap Mill; S. A. Houston, of Pickaway, and R. T. McNeer, of Salt Sulphur Springs, all of Monroe county.

Appointments on the Pennsylvania Line.

General Passenger Agent Ford of the Pennsylvania Company has announced the following appointments: Robert Emmett, District Cc., Terre Haute and Indianapolis Railroad Co., and Passenger Agent for the P. C. and St. Louis railway, the Jeffersonville, Madison and Indianapolis railroad. His office will be at Indianapolis, Ind., and his district will include all territory within the following described circle of cities and towns: Logansport, Frankfort, Colfax, Crawfordsville, Union, Terre Haute, Vincennes, Evansville, New Albany, Jeffersonville, Madison, Lawrenceburg, Hamilton, Richmond, Winchester, Ridgeville, Portland, Decatur (Ind.), Bluffton, Wabash, North Manchester, Denver and Peru.

Frank M. Caldwell is appointed District Passenger Agent of the Pittsburg, Cincinnati and St. Louis Railway Company, with his office at Columbus, Ohio. His district will include all territory within the following described circles of cities and towns; Richmond, Hamilton, Morrow, Batavia, Newport, Portsmouth, Gallipolis, Pomeroy, Parkersburg, Marietta, Cambridge, Newcomerstown, Mt. Vernon, Galion, Marion, Bellefontaine, Sidney, St. Marys, Mercer, Decatur, Portland, Riageville and Winchester.

Personal.

Mr. and Mrs. Cyrus W. Field are on their homeward voyage from Europe.

George Arens, of this city, has been elected President of the Vicksburg and Meridian Railroad Company.

George B. Markle, for several years an active director in the Lehigh Valley Railroad Company, has gone to Europe to spend the summer.

J. S. Oliver, late of the Chicago and Northwestern railroad has accepted the position of General Manager of the Wheeling and Lake Erie railroad.

J. C. Gault, has returned from Florida and resumed his duties as General Manager of the Wabash, St. Louis and Pacific Railway, much benefitted by his winter in the South.

George Dexter of Albany is said to be the only survivor of the party of 40 that went down the Hudson River in September, 1807, on the trial of Robert Fulton's Clermont, the first steam vessel on the Hudson.

The Cincinnati Commercial is quoted as saying that Stanley Matthews never earned a dollar in any corporation controlled by Jay Gould and never received a dollar of fees from any Pacific Railroad Company.

Andrew Crumlish, recently deceased at Wilmington, Del, was an extensive contractor for railroads during the war of the rebellion. He built the Chester branch of the Philadelphia, Wilmington and Baltimore Railroad, and was also the contractor for the Delaware Western Railroad.

Commissioner Fink has published an able argument, showing the benefits which are derived by the public as well as by the railroads from the pooling system. Mr. Fink, in this and in other articles on railroad management, has given much valuable information to the public on the railroad question.

The Tribune gives expression to the universal American sentiment concerning an eminent statesman and diplomatist in speaking editorially as follows of Sir Edward Thornton: A great many people in Washington and New York will hear with mingled feelings of regret and gratification that it is possible that Sir Edward Thornton is to be promoted to the British Embassy at St. Petersburg. No one will grudge to this eminent diplomatist and accomplished gentleman an honor which he has so fairly won; but his departure will deprive the Diplomatic Body at Washington of a Dean whose wisdom and tact have gained their fullest confidence and esteem, and will take from the society of the Capital a family which is regarded with as much affection as respect. In a dozen years of service he has made no mistakes, and has merited the highest approbation of his own Government by his zeal and fidelity, while gaining the regard of three successive Administrations in this country by his unfailing candor and loyalty. Happily for both nations, our relations with England are now so friendly that they cannot suffer by the transfer of Sir Edward Thornton to a post of more immediate and special importance, and his well known diplomatic abilities will find in the troubled capital of Russia a field for their fullest exercise. He will be succeeded here, according to the reports which reach us from London, by Sir Austin Henry Layard, whose fame, not only as a diplomatist but as the profound scholar and energetic explorer who brought to the light the long-buried remains of Ninevah, will insure for him a cordial welcome, and whose many admirable social qualities make him the legitimate heir of the popularity of Sir Edward Thornton.

Interest and Dividends.

At a meeting of the Board of Directors of the Pennsylvania Railroad Company, held at their office in Philadelphia on the 2d inst., a semi-annual dividend of four per cent was declared payable on and after the 28th of May to stockholders of record on the 30th of April. The following resolutions relating to the allotment of new stock were passed:

Resolved, That the treasurer be and he is hereby instructed to give notice that the stockholders will have the privilege of subscribing at par to the stock of this company in the proportion of 12½ per cent of the number of shares registered in their names April 30, 1881, and those entitled to a fraction of a share can subscribe to a full share. All subscriptions must be made and paid for in full prior to June 15, 1881, and no subscription will be received after that date. The privilege of taking new stock may be sold by any shareholder, and a blank form of allotment will be furnished upon application.

Resolved, That the officers of the company be and they are hereby authorized to issue certificates for the shares of stock subscribed and paid for in accordance with the foregoing resolution.

The Pullman Palace Car Company has declared its fifty-fifth quarterly dividend of 2 per cent, payable May 16th at the Farmers' Loan and Trust Company, New York; New England Trust Company, Boston; Company's office, Chicago.

The New York, Providence and Boston (Stonington Line) Railroad Company has declared a quarterly dividend of 2 per cent, payable May 10 at the office of Messrs. M. Morgan's Sons, No. 39 William street.

The Belleville and Southern Illinois Railroad Company has declared a dividend of $2 75 per share on the preferred stock, payable May 6.

The Nashua and Lowell Railroad has declared a dividend of $4 per share, payable May 2.

The Boston Equipment Company has declared a semi-annual dividend of 5 per cent, payable May 2.

Removals.

Cammann & Co., bankers and brokers, have removed from their old location 8 Wall street to 9 Pine street.

W. W. Sharpe & Co., advertising agents, have removed from 25 Park Row to 21 Park Row.

E. N. Erickson, advertising agent, successor of Peaslee & Co., has removed his offices from 5 Beekman street to 231 Broadway.

The gross earnings of the Philadelphia and Erie Railroad for the month of March, 1881, were $285,572 84, the gross expenses $177,676 41, and the net earnings $107,896 43. For the three months of 1881 the net earnings were $233,569 79 against $296,146 26 for the first three months of 1880, a decrease of $32,576 47.

The Baltimore and Ohio Railroad Company will build a short two mile road from the Morrell coke works of the Cambria Iron Company, in Fayette county, Pa., to the Pittsburg Division, at a point near Gibsonville, above Connellsville, to enable the Cambria Iron Company to get their coke from their furnaces. The right of way has been secured, and the line will cost $10,000, as a new bridge will have to be built over the Youghiogheny.

Midland Railway.

At the annual meeting of the stockholders of this company, held at Port Hope, Canada, on the 19th ult., the report was presented showing the receipts for the past year to have been $338,-084, or $74,857 more than during the preceding year, while the working expenses were $186,580, or $35,155 less. $262,235 had been expended on capital account during the year in the purchase of steel rails, new rolling stock and improvements upon permanent way, but the consolidated and preference bonds in possession of the company will not only provide for the orders which have been given for additional rolling stock, but leave a considerable sum for capital expenditures. The President, in moving the adoption of the report, stated that he had every confidence the revenue for 1881 would fully meet the entire interest and obligations of the company. Large expenditures had been made in erection of elevators and other works at Port Hope and Midland, but the nature and extent of these works were such that they could not be fully completed before August or September; too late for this season's business. Efforts would have been made to complete them earlier in the season, but it was already quite apparent that the largely increased local business on the line would tax the rolling stock to its utmost capacity, and would, without any through trade, show a large increase over the very extraordinary business of 1880, while the importance of the through trade is daily increasing, and will, in future years, add largely to the revenue and importance of the line.

It was decided in the United States Supreme Court on the 2d inst., in the case of John S. Williams et al. vs. the State of Louisiana et al., and in the case of Harrison Durkee et al. vs. the Board of Liquidation of the State of Louisiana, that the bonds issued by the State of Louisiana under the act of April 20, 1871, to the New Orleans, Mobile and Texas Railroad Company were void, because they were in excess of the indebtedness to which the State was limited by the constitutional amendment of 1870.

At Wheeling, West Virginia, on the 2d inst, in the case of the Chesapeake and Ohio Railway Company vs. J. S. Miller, Auditor of West Virginia, Judge Melvin delivered an opinion refusing to dissolve the injunction heretofore granted restraining the assessment and collection of taxes on the property of the road. The effect of this decision is to sustain the position of the company that its property is exempt from taxation under the original act of incorporation.

Messrs. Fowler & Lummis, of Philadelphia and Camden have been appointed chief engineers of the Philadelphia, Marlton and Medford Railroad. This is an important branch of the Camden and Atlantic Railroad, commencing at Haddonfield. Two miles of rails are laid, and the road will be pushed to completion as soon as possible.

Navigation was resumed on the Rideau Canal on the 2d inst.

Mutual Union Telegraph.

At a meeting of the Mutual Union Telegraph Company, of which Henry O. Evans is President, held in this city on the 22d ult., it was resolved to increase the capital stock to $10,000,000, and to extend their lines to most of the great cities in the North and West. The company's wires now extend from Boston to Washington, touching New York, Philadelphia and intermediate cities. The present capital consists of the money invested in those existing lines. With the increase of capital now resolved on, the company proposes to extend its wires to Albany, Rochester, Buffalo, Cleveland, Toledo, Chicago, Milwaukee, St. Paul, Minneapolis, Kansas City, St. Louis, Indianapolis, Cincinnati, Columbus, Pittsburg, and Louisville, and other cities in the circuit embracing those centres. The managers of the scheme claim that the extensions they are to make will cover about nine-tenths of the paying district or territory covered by the wires of the Western Union Company.

Great Western Railway of Canada.

DIRECTOR'S REPORT.

The usual statements of account for the half year ended Jan. 31, 1881, are herewith submitted to the Proprietors.

The receipts and expenditure on revenue account compare with those of the corresponding half year ended January 31, 1880, as follows.

	Jan. 31, 1880.	Jan. 31. 1881.
Gross receipts	£461,140	£513,042
Working expenses, including the usual transfers to reserve funds	283,740	315,536
	£177,400	£197,506
Interest on bonds and debenture stock, leased lines, revenue balances, and all net revenue charges	98,190	98,734
	£79,210	£98,772
Balance from the previous half year	*6,260	†847
Surplus	£72,950	£99,619

*Dr. †Cr.

This surplus of £99,619 is further increased by a sum of £9,246, being the amount of dividend declared out of the profits for the year 1880 on the Detroit, Grand Haven, and Milwaukee shares held by this company, making a total balance available for dividend of £108,865.

The directors recommend the payment on May 7 of the half year's dividend on the 5 per cent preference stock, amounting to £12,644, and a dividend on the ordinary shares of 6s. per share free of income tax (being at the rate of 8 per cent per annum), which will require a sum of £91,547, leaving to be carried forward to the next half year's account a balance of £4,674.

The total gross receipts of the main line and branches, exclusive of leased lines, exhibit an increase over the corresponding six months of last year of £51,902 or 11¼ per cent.

The freight and live stock tonnage carried during the past half year amounted to 1,185,096 tons against 1,041,532 tons in the corresponding half year, an increase of 143,564 tons, or 12¾ per cent. The receipts from this traffic amounted to £386,659 and £291,524 respectively, an increase of £45,135, or 15½ per cent.

The revenue expenditure has exceeded that of the corresponding half year by £41,680, but this amount includes a comparative outlay for renewals of £9,884 in excess of the estimated average amount required, which has therefore been charged against the renewal funds, reducing the net increase on the half year to £31,797, or 11¼ per cent.

The result of the half year's working on the whole system, after providing for interest on bonds and debenture stock, shows a net balance of £98,772, as compared with £79,210 in the corresponding half year, an improvement of £19,562, or nearly 25 per cent.

The following statement gives a comparison of the operations of the company for the years ending January 31, 1880 and 1881, which cannot fail to be interesting to the shareholders, as it shows at a glance the material progress made during the past 12 months.

	Year ended Jan. 31, 1880.	Year ended Jan. 31, 1881.
Gross earnings per 12 months	£826,911	£950,476
Working expenses, including transfers to funds	560,710	616,765
	£266,201	£333,711
Interest on bonds and debenture stock, loss on leased lines, and all net revenue charges	197,162	201,879
	£69,039	£131,832
Add dividend on Detroit, Grand Haven and Milwaukee shares	.....	18,493
Balance for dividend on preference stock and ordinary shares	£69,039	£150,325

Hence with an increase in gross traffic of £123,565 the working expenses show an excess of £56,054, and the net revenue charges of £4,717, while the net balance for dividend has increased from £69,039 for the year 1879 to £131,832 for the year 1880, an improvement of £62,793, or 91 per cent. Including the dividend received on the shares of the Detroit, Grand Haven and Milwaukee Company, the surplus revenue was £150,325 for the year ended January 31, 1881, showing an increase over the previous 12 months of £81,286, or 118 per cent. The following table shows a comparison by the earnings and working expenses per train mile for the last six corresponding half years:

Half years ended Jan. 31,	Earnings per train mile.	Working expenses, excluding reserve and other funds. Per train mile.	Per cent. of gross receipts.
	s. p.	s. p.	
1876	5 7	3 11¼	70.99
1877	4 9	3 8¼	78.14
1878	5 2¼	3 3¾	68.19
1879	4 11¼	3 2¼	64.88
1880	5 5¼	3 4¼	61.77
1881	5 5¾	3 5¾	63.49

The alterations in the several reserve funds during the half year have been as follows:

	Balance July 31, 1880.	Debit or credit during the half year.	Balance Jan. 31, 1881.
Ferry steamers renewal fund	£25,568	Cr. £1,587	£27,155
Locomotive renewal fund.	118,029	Dr. 2,763	115,266
Car renewal fund	25,763	Dr. 7,336	18,426
Rail & bridge renewal fund	32,577	Dr. 14,299	18,278
Insurance fund	2,055	.....	2,065
Leased lines suspense account	Dr. 42,739	Cr. 1,761	Dr. 40,978
	£161,253	£21 050	£140,208

The total charges to capital account amount, less credits, to £7,775. Terminal bonds amounting to £67,400, of which £58,900 bearing 7 per cent and £8,500 6 per cent interest have been redeemed. On the other hand, 5 per cent perpetual debenture stock amounting to £61,500 has been issued during the half year. By this operation a sensible saving in interest has been effected.

The working of the leased lines for the half year, including interest on the bonds of the London, Huron and Bruce and the Brantford, Norfolk and Port Burwell railways, has resulted in a loss of £14,196, an increase of £2,364 over that of the corresponding half year. It will be observed that this increase is in a great degree attributable to the large expenditure for maintenance of way still found to be necessary on the Wellington, Grey and Bruce line. The additional traffic interchanged with the Wellington, Grey and Bruce Company has amounted during the half year to £23,108. A sum equal to 20 per cent thereof, or £4,622, has under traffic agreements to be invested in the bonds of that company at par on July 1, next.

WABASH, ST. LOUIS AND PACIFIC RAILWAY.

In the Directors' report accompanying the accounts for the previous half year it was announced that a working agreement had been made with the above Company, which was to be substituted for that then in force upon the completion of the branch railway between Butler and Detroit. This agreement practically gives running powers to the Wabash Company over the Great Western main line and to the Great Western over the Butler road and a portion of the Wabash system, each Company providing the motive power on its own road at a fixed charge, based upon a liberal estimate of the cost, any balance remaining from the mileage proportion of the through rates to be divided, after certain other specified deductions, between the two Companies. The agreement will be submitted to the Shareholders for ratification at the special meeting advertised to be held on the termination of the business of the ordinary meeting. It has already been ratified by the Proprietors of the Wabash, St. Louis, and Pacific railway. The Directors are informed by the President of the Wabash Company that this new line, the completion of which has been retarded by an early and extremely severe winter, will be opened in May next, and they confidently anticipate that important benefits will result from this powerful south-western connection.

GRAND TRUNK RAILWAY.

If the relations between the Grand Trunk and this Company had undergone no change for the better they have not altered for the worse; and there would appear no adequate reason why they should. The geographical position, the policy, the business, of the respective Companies are, in the main, so widely dissimilar that any grave difference between the Companies would be most irrational. Notwithstanding this, however, an agitation for a so-called amalgamation has been again revived; it is understood to have originated with certain speculators deeply interested in Grand Trunk stocks, who have been canvassing for votes, not only in London, but in Liverpool, Manchester, and Glasgow. Yet, so far as your Directors know, they have advocated no special course which they would recommend the Great Western Shareholders to follow. Neither they nor the Grand Trunk Board have approached the Board of the Great Western with any proposal whatever, or with the faintest suggestion for improving the relations between the two Companies. It is impossible, therefore, to resist the conclusion that, whatever the plan, it has not been projected in the interests of the Great Western Shareholders. The idea that the Proprietors would give their vote to people who hesitated openly to declare themselves and their plans seemed impossible to the Directors. Nevertheless, at the request of many who thought otherwise, the Directors issued a short circular on the 9th March. The language of this document, as applied to the Board of the Grand Trunk, might perhaps have seemed strong-

er than was necessary, but it should be remembered that it was not possible to dissociate them from the agitation, inasmuch as, without their co operation, it could have had no existence. A short correspondence has taken place between the two Boards relative to this circular, which will be found in the appendix. Sir Henry Tyler, the President of the Grand Trunk Company, has also indited a memorandum, dated 22nd March, which he is reported to have read to some gentlemen of the Stock Exchange whom he had invited to the Grand Trunk Offices for the purpose, in which he affects to answer your Directors' Circular. It is impossible, however, to regard this pamphlet as a serious expression of the views of the Grand Trunk Board, inasmuch as it credits them with ignorance of a former breach of faith, the details of which were before them at the time the memorandum was penned; and with having "no object in endeavoring to convince the Great Western Shareholders" of the accuracy of the estimated "saving of upwards of £200,000 per annum," although such had been directly challenged. And even the meeting appears to have generally entertained a doubt whether the terms of fusion suggested by that document had been seriously considered. But supposing the Great Western Shareholders desired a fusion, it would be a suicidal act on their part to make any such arrangement at present, for the following reasons. In a short time the connection with the South-west, hitherto inaccessible to the Great Western, will, by means of the Wabash, which operates 2,500 miles of road in that direction, be complete. The Detroit, Grand Haven, and Milwaukee, which connects the Great Western with the Chicago, Milwaukee and St. Paul, operating nearly 4,000 miles in the North West, is by no means as yet fully developed. And it is only within the last month that the Ontario and Quebec Railway Bill has become Law, the effect of which will be the construction of a road in direct competition with the Grank Trunk, over a district in which they have hitherto had a monopoly, while it will open the whole length of the Dominion east of Toronto to the Great Western, giving them access, independent of the Grand Trunk, to the Ports of Montréal, Quebec, St. John, and Halifax. It is to be observed with reference to this latter connection that, while the revenue of the Great Western may be considerably increased thereby, that of the Grand Trunk must be very seriously reduced. With this general expression of opinion, that grave disaster would result to this Company, were the present agitation to prove successful, the Directors leave the matter to the judgment of the Proprietors.

DETROIT, GRAND HAVEN AND MILWAUKEE RAILWAY.

The Directors have much pleasure in reporting that the revenue of the Detroit, Grand Haven, and Milwaukee continues to improve satisfactorily. The accounts of that Company for the half year ended 31st December, 1880, after crediting the usual amounts to the various reserve funds, and making provision for the interest on the whole of the bonds, guaranteed by this Company, show a net revenue surplus of $127,371. From this amount the Detroit, Grand Haven and Milwaukee Company have carried $71,966 to a revenue suspense account, to be applied as may hereafter be determined, and have declared a dividend of 3 per cent on the share capital, amounting to $45,000, leaving a balance of $10,405 to be carried forward to the next year's accounts. The Directors mentioned in their last half year's report that the capital provided under the reorganization of the Company would probably be sufficient to meet the ordinary requirements, and the experience derived from the subsequent working of the line confirms the correctness of this statement. In order, however, fully to develop the traffic, further capital will be required to meet the cost of improving the boat service across Lake Michigan, and to provide facilities at Detroit for the traffic of the Wabash Company on the completion of the Detroit and Butler line. With a view of enabling the Detroit, Grand Haven, and Milwaukee Company to raise funds for these purposes on the most economical terms, and to make provision for increased rolling stock as required, a resolution will be submitted at the special meeting empowering the Directors to make such advances as they may deem expedient to that company, by way of temporary loans or by the guarantee of loans otherwise obtained, to an amount not exceeding £150,000. The Great Western Company will derive, both directly and indirectly, considerable advantage from this arrangement.

On behalf of the Board of Directors.

FRANCIS G. GRAY, President.

London, 8th April, 1881.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending April 23, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	124,289	2,545,858	2,559 983
Schuylkill Canal....	8,015	31,345	89,546
Lehigh Valley.....	91,299	1,950,529	1,600,549
Del., Lack. & Western.	59,838	1.164,648	1,018,332
Shamokin Valley....	20,708	298,307	245,577
Central New Jersey.	53,138	1,109,911	961,262
United R. R. of New Jersey.....	26,069	455,170	317,329
Pennsylvania Coal ..	21,928	815,545	265,479
Delaware and Hudson	45,670	1,006,195	968,150
Huntingdon & Broad Top Mt.....	4,951	138,854	145,568
Penn. and New York.	23,733	500,853	439,464
Clearfield, Pa.....	56,926	689,173	870,118

The total tonnage of anthracite coal from all the regions for the week ending April 23, as reported by the several carrying companies, amounted to 421,913 tons, against 394,029 tons in the corresponding week last year, an increase of 27,884 tons. The total amount of anthracite mined for the year is 7,808,807 tons, against 6,467,355 tons for the same period last year, an increase of 840,952 tons. The quantity of bituminous coal sent to market for the week amounted to 107,562 tons, against 82,003 tons in corresponding week last year, an increase of 25,559 tons. The total amount of bituminous mined for the year is 1,396,410 tons, against 1,102,659 tons for the corresponding period last year an increase of 293,751 tons. The total tonnage of all kinds of coal for the week is 529,475 tons, against 476,032 tons in corresponding week last year, an increase of 53,443 tons, and the total tonnage for the coal year is 8,704,717 tons, against 7,570,014 tons to same date last year, an increase of 1,134,703 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending April 23 was 174 267 tons, of which 122,214 tons were coal and 52,053 tons coke. The total tonnage for the year thus far has been 2,755,289 tons, of which 1,977,438 tons were coal and 777,851 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended April 23 were 42,756 tons, and for the year to that date 516,991 tons, a decrease of 19,553 tons as compared with the corresponding period last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 32,142 tons; year, 430,080 tons; decrease as compared with 1880, 186 tons. Chesapeake and Ohio Canal—week, 9,516 tons; year, 34,233 tons; decrease as compared with 1880, 8,137 tons. Pennsylvania Railroad—week, 918 tons; year, 52,678 tons; decrease as compared with 1880, 11,229 tons. The Reading Railroad coal shipments for last week, ending April 30, were 213,500 tons, of which 39,000 tons were sent to Port Richmond and 37,000 tons shipped thence, and 19,800 tons were sent to Elizabethport and 10,500 tons shipped thence.—[Phila. Ledger, May 2.

The Cambria Iron Company, of Johnstown, Pa., has taken $400,000 of the traffic bonds of the Somerset and Cambria Railroad Company, for which they furnish steel rails.

At a meeting held at Parkersburg, W. Va., on the 28th ult., the legal formalities for effecting an organization of the Wheeling, Parkersburg and Charleston Railroad Company were complied with; books were opened, a certain amount of stock was subscribed, a board of directors, president, secretary and treasurer were elected, and the first annual meeting of the company appointed for the 19th of May, 1881. Mr. D. R. Neal was elected president of the board of directors, and the survey of the road will be commenced at once.

The new Delaware State Loan was awarded on the 3d inst. to T. A. Biddle & Co., of Philadelphia at 103.90. The bonds aggregate $715,000, bearing 4 per cent interest and are for the purpose of refunding the outstanding bonded debt of the State, with the exception of $156,750 which was funded at 6 per cent for the benefit of the free school fund.

The blast furnaces along the line of the Chesapeake and Ohio Railway in the Virginias are in blast and working satisfactorily as to quantity and quality of yield. Quinnemont averages 28 tons daily, Low Moor 2,600 tons per month, Callie furnace 18 tons daily, Longdale (two furnaces) 80 tons daily.

Both branches of the Baltimore City Council have passed the ordinance to suspend the further increase of the sinking fund of the ten million or Baltimore and Ohio Railroad loan of 1853-4, which will mature in 1890.

The stockholders of the Lynn and Boston Horse Railroad Company have voted to increase the capital stock of the company $100,000 in order to cover the cost of new extensions and equipment.

Contracts have been made for the extension of the New Castle and Franklin Railroad from Buffalo to Brocton, and from Irvington to Salamanca. The road was purchased by Thomas P. Simpson on the 13th of April for $775,000.

The Umatilla, an iron freight and passenger steamer built for the Oregon Steamship Company, was successfully launched at Chester, Penn., on the 30th ult. She is 331 feet long, 40½ feet beam and 25 feet depth of hold.

The Southern Branch of the Central Railroad of New Jersey, between Sandy Hook and Long Branch which has been closed since November last, was re-opened for travel on the 2d inst.

A railroad between Florence and Burgettstown, in Washington county, Pa., is projected, which will give an outlet to the coal fields in that section.

The Mason Machine Works of Taunton, Mass., shipped two handsome locomotives to Wheeling, W. Va., on the 29th ult.

Trains are now running on the new double track of the West Jersey Railroad between Camden and Gloucester.

The Toronto and Nipissing Railway is about to lay down another rail and adopt the standard gauge of 4 feet 8½ inches.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1863	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,900	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,116,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1908	....
Construction Notes	78,000	7	Jan. & July.	"	1881	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1905	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line:						
1st Mortgage (registered)	800,000	7	April & Oct.	New York.	1907	....
1st Mortgage pr ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $16,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	961,900	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,00 pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1856-'90 (Balt.) akg fd.	2,834,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) akg fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R. R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	"	1885	....
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,6 0	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'86	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,874,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	550,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,334,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1888	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	5	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	400,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	330,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'99	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1861, (60 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (78 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	28,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Oakd & Ala.)..	687.000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6.530.000	6*	" "	" "	1890	....
Income bonds,Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Coesnire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.)assumed	664,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1860	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1975, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	858,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)....	714,329	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1960	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
2d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8.433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (East. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.).....	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,843,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879...	6,440,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1905	....
Winona and St. Peter—						
1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mortgage. guar.....	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,255,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $5,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage.....	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage.....	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage.....	1,996,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,000,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	756,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati,Ham.&Ind.(C.,H.&D.):						
1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1908	....
Cin. & Ind. (C., L, St. L. & C.):						
1st Mortgage.....	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.....	1,646,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.).....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '58	1,000,000	7	April & Oct.	" "	1888	....
1st Mort. (C n. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort. (Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,500,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold.....	236,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)....	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage.....	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,250,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new.....	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new.....	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	....	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1903	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	....	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'93-'96	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'96	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,600,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowaneseque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	185,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,476,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,500,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Rav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	2,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.).	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1883	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1868	....
1st Mortgage 2d division	585,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'86	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,450	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	6	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	254,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & E. Jag. guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	300,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold.	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1909	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio						
1st Mortgage, gold, land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	423,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	937,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,496,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	32,000	7	" "	" "	1892	....
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven	'91-'98	....
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	....
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,209,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,659,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,610,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514.000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	335,000	7			....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Morigage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1922	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8			....	....
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Bos on.	....	....
Mortgage on Branches	1,325,000	....		"	....	....
Kansas City, Lnwrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	....
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City,Top.&W.(A.,T.&S.Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income B nds	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	6,879,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	350,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	227.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	....	.....	" "	....	....
1st Mort. (Lan., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1852 (Reg. & Coupon)	2,706,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1888	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1888	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Sks. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1898	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Ft.Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,951,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $6,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	335,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,500	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	...
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	755 800	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl n	1883	...
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	...
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	...
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	...
1st Mortgage	2,482,200	6	March & Sept.	"	1908	..
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400 000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	...
Memphis and Charleston:						
1st Mortgage, extended	1,241,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,000,000	6	Jan. & July.	New York.	1908	...
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $900,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (Northern Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam June.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1107	....
1st Mort. (Al. L to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000, m	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	...
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,601,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....		.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1s. Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	500,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn	893,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1916	....
1st Mort. (Tenn & Pacific K R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r'	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,000,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300 000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	...
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1980	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	...
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	...
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	...
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	...
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	...
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	...
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	...
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,226	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	...
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	6,855,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 187.	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl M&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	...
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
Nist Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& N.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600,000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.		1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1896	...
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm.	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.&W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar	358,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	859,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,901,540	6	M. J. S. & D	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1900	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1887	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec	Philadelphia.	1896	....
1st Mortgage guaranteed	1,000,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.&P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1898	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	853,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1918	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	600,000	8	Jan. & July.	New York.	'79-'89	....
2d Mortgage	300,000	6	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	...
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond	1581	...
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	...
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6	.....	Philadelphia	....	....
Loan of 1868, debenture	1,135,300	6	Jan. & July.	"	1893	...
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	8-0	...
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	...
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1856, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia	1911	....
Consol Mort., gold $ or £, coup.	6,999 000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £ coup. & reg.	968,000	6*	" "	Philadelphia	1911	....
Debenture Loan, convertible	10,499,900	7	Jan. & July		1893	....
Improvement Mort. Loan, S. F	9 864,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. stg. sinking fund	19,696,000	6*	Jan. & July.	" "	1906	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	5-6,000	5-6	May & Nov.	Philadelphia.	1898	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	18,030,000	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg...	700,000	6	April & Oct.	Philadelphia.	1937	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0.0,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Se ies B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April an l Oct	" "	1912	..
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	300,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	..
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds.....	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	....
Providence and Worcester:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	320,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P.&R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)...	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.....	177,516	6-7	Various.	Richmon l.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July	Philadelphia.	'81- 90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central V rmont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1893	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,203,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mo t. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144 500	6*	Jan. & July.	New York.	1889	....
2d Mortgage A for $500,000....	419,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,-82	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute.						
1st Mortgage, S. F.. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	. ..
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	...
1st Mort., L. G., sinking fund...	7,452,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	5,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.. ..	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1883	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	280,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & De.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy).....	1,628,000	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July	London.	'78-'88	...
1st Mortgage (L.) currency.....	1,061,500	6	" "	New York.	'78-'88	...
2d Mort. for $3,000,000.....	1,028,500	7	April & Oct.	" "	1992	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,600	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	44,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	992,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	281,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1860	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,842,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funced Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	....
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	6	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	708,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,180,500	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	800,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	340,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Beney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	....	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	680,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb.& Danv.	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'78-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	200,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	575,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	630,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1888	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1900	....
Consolidated Mortgage	128,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,500,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1880	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250.000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1900	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. { 3d series, Jan. 1, 1871	6,48 ,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg						
1st Mortgage, extended	1,709,380	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds	228,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1903	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Ft. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,268,000	6,000,000	1,791,784	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	247	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	296.0	511,427	54,144	185,883	444,191	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	378,461	.....	177.2	877,547	289,615	658,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,563,350	2,413,862	.....	.....	2,166,500	23,974,000	2,780,245	.....	259.6	1,314,406	786,550	2,336,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	.....	.....	.....	.....	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	.....	32,247	.....	1,666,432	1,500,000	12,989	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,784	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	6,950,000	*	637,561	121,500	1,700,000	4,750,000	105.215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,259,843	4,135,296	638,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N. H. & Vt.	8,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	38,749	6	100	....
Sept. 30, 1879	406.0	20.0	35.7	5-0	86	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	396,393	.....	428.0	1,312,118	130,466	308,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	.....	1,350	87	131,700	.....	.....	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,543,315	12,203,063	46,223,039	835,939	19,792,566	29,386,875	1,421,260	88,204,657	547.1	8,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch ¶ .....Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	767,757	.....	.....	285,067	228,674	10	100	....
Sept. 30, 1878	104.1	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	8,864,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,788	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	347,455	669,772	173,570	—	50	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¶	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	.....	.....	13,197	deficit.	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	382,602	180 430	(2 years)	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	24,816,781	3,145,400	872,416	2,688,980	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.8	4-8.5	51	72	30	743	Boston and Lowell.....Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,352	2,876,531	1,068,230	1,599,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,764	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line....Conn.	4,454,338	*	49,311	28,834	3,559,027	732,500	13,647	187,309	83.6	133,585	88,776	58,674	286,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	.....	665,043	220,751	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1880	36.8	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	.....	1,451	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	39	30	17	593	Boston, Concord and Montreal.....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	.....	1,633,957	45,060	39.0	632,307	49,800	....	13,197	deficit.	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	—	5	23	—	Boston, Revere Beach & Lynn.....Mass.	466,634	94,219	168,303	26,588	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	4	Boston, Winthrop & Pt. Shirley.....Mass.	42,660	1,881	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthore.....Virginia	110,600	*	.....	.....	110,600	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	132,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,309	337,563	nominal.	53 612	11.493	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island. N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	873,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,896	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	236	Buffalo and Southwestern.....New York.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,540,000	1,401,765	248,391	120.5	617.728	207 239	1,063,256	954,683	380,356	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,418,564	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,432	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410,260	489,702	—	100	....
June 30, 1880	146.5	—	54.2	3-0	24	7	7	611	Cairo and St Louis.....Ill.	7,103,035	*	.....	.....	4,595,000	2,500,000	35,036	.....	146.5	400,269	91,585	191,497	342,002	62,491	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.	.....	*	In Receiver's hands. No returns.						157.0	291,275	68,959	199,232	366,648	.....	—	100	....
Dec. 31, 1879	61.2	64.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,906	275,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,900	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	18.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,883	868,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,478	202,127	3¶	50	....
June 30, 1879	248.0	11.0	6.7	5-6	18	9	6	206	Canada Central.....Canada.	3,461,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1880	242.0	—	12.2	4-8.5	22	18	5	325	Carolina Central.....N. C.	10,262,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	7pf	50	—
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	.....	589,110	.....	18	18,210	34.6	75,090	21,672	73,578	57,929	2,559	6¶	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,248	103,705	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18563	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	836,168	4,317,228	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,039	8,030,469	10,234,033	1,461,793	54,275,500	85,192,285	806,605	16,382,538	1,213.1	7,203,591	6,842,307	1,875,343	17,158,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	481.4	2,311,811	648,184	1,204,687	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	572,892	23,626	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,384	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,892	.....	37,142	26,037	648,763	500,000	990	.....	22.8	67,547	130,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Charlaw and Darlington.....S. C	680.000	*	.....	.....	392,100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	423.0	9.3	93.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	133,248	23,762,136	22,526,215	5,716,662	457,197	432.3	2,060,344	166,389	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	413	Cheshire.....N. H. & Mass.	2,295,259	322,266	.....	305,141	2,153,300	806,500	27,393	35,480	64.0	574,267	184,282	501,497	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	193.5	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,983	579,373	840.4	3,609,638	843,429	2,634,177	8,755,677	2,706,156	6	108	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,343	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,000,088	146,219	749,340	1,020,794	389,445	—	100	....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa.....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	104.0	.....	.....	.....	568,792	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan.....Mich.	6,238,201	429,640	38,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	78,865,795	*	8,318,765	2,811,506	36,513,610	37,686,000	11,448 446	5,989,060	1,627.6	12,769,568	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	166.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,727.440	*	.....	.....	4,112,500	2,961,000	153.940	.....	164.5	.....	.....	.....	146,571	270,585	45,477	—	100	....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	85,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,865	1,857.8	8,600,517	2,076,184	4,686,353	14,817,105	7,260,088	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,210.193	233,825	730,016	115 027	5,151,440	953,000	255,520	45,100	208.1	330,734	71,007	101,562	491,075	188,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,653,744	41,549,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. U. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	540.4	484 3	696 7	4-8.5	495	134	116	10533	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	70,740,479	14,378,000	4,807,829	2,477,153	50,000,000	37,439,000	2,545,861	3,078,562	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	23,861,189	8,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,954	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,965,942	34,724	4,637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	239	*Little Rock and Ft. Smith* † .....Ark.	7,010,817	*	961,167	8,199	4,096,185	2,648,500	1,528,826	L. 293,278	165 2	233,829	54,516	.....	362,160	166,829	—	100	....
Sept. 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island †.....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2*	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,263	6,032	48,403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.	909.7	—	5-0	186	67	33	3,112	Louisville & Nashville, Ill., T., Ky. & Ala.	32,703,922	*	13,326,977	1,267,520	9,059,361	2,902,820	10,425,589	3,909,759	1,359.9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	82	28	17	511	Louisville, Cincinnati and Lexington. Ky.	5,99 ,352	*	86,083	307,93	1,860,603	3,764,700	522,498	241,567	232.3	.....	395,673	403,838	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,366	.....	288.2	.....	169,236	415,998	696,621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	8	Louisv., N. A. & Chic.... Ind., Ill. & St. L.	1,803,885	*	.....	3,937	879,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,138	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,238	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,663,200	8,721,018	34,223	328,309	364.9	217,353	553,364	296,107	1,508,377	638,297	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53,132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,859	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,812,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	620,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	16.8	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,958	428,621	138,567	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,001	1,445,655	3,513,819	7,346,794	2,647,202	5½	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	74,300	787	.....	10.2	17,782	14,860	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.4	4-8.5	11	17	8	290	Midland of Canada .....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,564	840,080	.....	139.3	282,561	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.8	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	286	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,000	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,188	825,400	1,982,669	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	112.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska...Mo. & Ia.	4,512,500	*	51,000	10,340	2,147,500	2,365,000	41,240	.....	118.0	116,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas...M. K. & Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,721,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,891	*	752,057	1,564,145	500,000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,693,657	3,922,698	1,783,784	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715,429	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	180,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.2	5-0	75	25	15	1,072	Mobile & Ohio....Ala., Miss., Tenn. & Ky.	20,469,244	*	796,892	1,143,042	5,320,000	16,250,000	160,116	667,463	506.0	1,468,475	238,960	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Monroe.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,336	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.6	4-8.5	19	16	7	290	Nashua and Lowell.....N. H. & Mass.	606,015	218,243	333,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	546,963	829,031	435,285	148,911	7	100	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.).....N. H.	2,600,581	—	.....	85	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	46.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St. L...T. Ala. & Ky.	14,360,900	*	178,592	976,180	6,643 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	413	Naugatuck.....Connecticut.	1,903,484	224,086	62,625	150,188	2,090,000	.....	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,068	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	86	Nevada County N. G. .....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19 814	101,949	44,750	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick .....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	118,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Coun.....N. Y.	2,258,342	*	9,428	53,224	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	250,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	15,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,318	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp. Conn. & Mass.	4 543,242	796,516	84422	160,729	2,460,000	2,689,000	271,386	214,323	144.6	460,007	310,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,664	391,500	47,58	156,108	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	16	9	279	New London Northern.....Conn. & Mass	2,760,372	246,720	10 ,0 0	156,5 3	1,500,000	1,493,500	99,006	155,108	121.0	517,233	365,098	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.5	—	15.0	3-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,258	9,206	22.8	164,624	1,062,936	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	8	119	40	1,588	N. York & N. England..M., R. I. & Conn	7 087,935	1,616,306	322,785	6 5,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,118	3,121,059	968,649	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River. N. Y	137,757,152	*	4,050,034	4,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,543	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	—	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,919,666	29,875,912	.....	5,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western. N. Y. & Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,173,746	8,216,228	3,911,138	1,009.5	14,893,676	5,491,431	8.715 892	18,603,109	7.049 182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	1,545	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	768,623	2,1 4 0 2	15,500,000	.....	331,481	2,145,283	152.5	2,462,532	4,600,507	1,348,687	4,294,236	1,694 995	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Osw go Midland .....N. Y.	26,377,340	*	.....	.....	6,800,522	16,078 500	6,524,436	.....	344.0	410,479	213,161	216,100	528,592	84,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn. & R. I.	2,645,021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N. C.	4,981,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556 700	210,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	159	Northeastern †.....S. C.	2,148,131	*	53,610	21,289	985,350	1,058,000	60,744	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,294,077	1,750,935	.....	.....	4,397,300	6,017,000	1,138,490	.....	88.2	688,550	586,547	607,724	1,021,184	560,436	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	—	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69,582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,060	4 196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,580,879	7,920 66	4,107,949	1,216,007	—	100	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491,918	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	489,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn. Dak., Wash. &c.	95,697,160	1,243,631	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,280,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N. Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,595	103,982	245,693	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	135,816	*	.....	.....	150,000	750	.....	.....	10.4	46,324	151,888	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	82.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	529,433	7,133,800	5,787,000	636,297	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	149.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	627,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,138	54,723	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m os. ending May 31, '80			1,138,627	721,059	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	496	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,853,000	1,441,194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	—	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	23,729	101,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225,915	451,400	91,104	.....	55.0	.....	47,670	22,624	89,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-3	25	11	2	2,860	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania †.....Pennsylvania.	89,975,140	*	81,178,568	12,834,959	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,667	5,948,645	13,684,04	21,748,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	164	Peoria, Pekin & Jacksonville.....Ill.	3,259,700	*	.....	.....	1,229,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,943,345	—	125,092	47,896	38,040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64 0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va. & N. C.	1,035,750	*	.....	.....	1,234,200	1,041,000	446,223	.....	64.0	142,598	29,524	67,782	202,996	54,767	—	100	....

Northern Central.

The following is a comparative statement of the earnings of the Northern Central Railway Company for the periods mentioned :

Month of March.	1881.	1880.
Gross earnings	$452,906	$415,325
Operating expenses	257,214	275,270
Net earnings	$195,692	$140,055
Three months ended Mar. 31.	1881.	1880.
Gross earnings	$1,221,719	$1,080,679
Operating expenses	751,015	702,425
Net earnings	$470,704	$378,254

Statement of the Public Debt of the United States, May 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. bonds, 1881 (Oregon,) 1861	$868,200 00	$13,764 00
6 per cent. 1881 bonds, 1861	140,544,650 00	2,810,893 00
6 per cent. 1881 bonds, 1863	55,145,750 00	1,102,915 00
5 per cent. funded loan of 1881	458,022,950 00	5,700,286 87
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907	738,622,700 00	2,462,075 67
Refunding Certificates	725,100 00	2,417 00
3 per cent. navy pension fund, 1868	14,000,000 00	140,000 00
Aggregate of debt bearing interest	$1,655,749,350 00	$14,107,351 54
Interest due and unpaid		2,710,492 76

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 51
6 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 00
5 per cent. Texas indemnity bonds, 1850	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	374,550 00	738 81
6 per cent. 5-20 bonds, called June, 1864	64,850 00	237 42
6 per cent. 5-20 bonds, called 1865	77,350 00	49,351 31
5 per cent. 10-40 bonds, called, 1864	1,131,250 00	225,149 73
6 per cent. Consol. bonds, called, 1865	491,450 00	11,207 30
6 per cent. Consol. bonds, called, 1867	1,547,750 00	220,750 24
6 per cent. Consol. bonds, called, 1868	449,050 00	79,057 85
6 per cent. loan, 1861, matured Dec. 31, 1880	888,000 00	14,124 00
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863	44,655 00	2,244 85
5 per cent. 2 year notes, 1863	35,750 00	1,832 99
6 per cent. compound interest notes, 1863-64	232,330 00	47,339 65
7 3-10 per cent. 3 years' treasury notes, 1864-65	143,050 00	5,174 47
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$5,704,865 26	$730,740 20

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,633 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	8,295,000 00	
Coin certificates, 1863	5,962,600 00	
Silver certificates, 1878	50,680,140 00	
Unclaimed interest		6,656 51
Fractional currency, 1862, 1863 and 1864 $15,490,980 92		
Less amount estimated as lost or destroyed, act of June 21, 1879 8,375,934 00	7,115,046 92	
Aggregate of debt bearing no interest	$418,794,432 92	$6,656 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$198,378,600 00	
Bonds at 5 per cent	456,022,950 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,622,700 00	
Refunding certificates	725,100 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,655,749,350 00	$16,817,844 30
Debt on which interest has ceased since maturity	5,704,865 26	730,740 20
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,646 00	
Certificates of deposit	8,295,000 00	
Coin and Silver Certificates	56,642,740 00	
Fractional currency	7,115,046 92	
	$418,794,432 92	
Unclaimed interest		6,656 51
	$2,080,248,648 18	$17,555,241 01
Total debt, principal and interest, to date, including interest due and unpaid	$2,097,803,889 19	

AMOUNT IN TREASURY.

Interest due and unpaid	$2,710,492 76
Debt on which interest has ceased	5,704,865 26
Interest thereon	730,740 20
Gold and silver certificates	56,642,740 00
U. S. Notes held for redemption of certificates of deposit	8,295,000 00
Cash balance available April 1, 1881	159,647,857 59
	$233,731,195 81
Debt, less amount in Treasury, May 1, 1881	$1,864,072,693 38
Debt, less amount in Treasury, on the 1st ult.	1,873,768,593 63
Decrease of debt during the month	$9,695,900 25
Decrease of debt since June 30, 1880	$78,099,601 96

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64	1,628,320 00	32,556 40
Totals	$64,623,512 00	$1,292,470 24

Interest paid by United States, $49,528,566 66; interest repaid by transportation of mails, &c., $14,247,370 02; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $34,625,997 77.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, April 30, 1881.

WILLIAM WINDOM,
Secretary of the Treasury.

According to the statement of the Comptroller, the debt of the city of New York on the 1st inst. amounted to $133,918,919 87, not including $1,046,414 79 for revenue bonds issued in anticipation of taxes. The amount in the sinking fund for the redemption of the City debt was $39,978,518 20. The bonded debt of the annexed district, not included in the above figures, was $918,500. The total amount of warrants drawn against the City Treasury from Jan. 1 to May 1 was $11,489,984 21. During the same period $5,966,170 21 of stocks and bonds were issued including $207,500 for docks and slips, $116,000 for the Brooklyn bridge, $115,000 for public works and $4,454,100 for current expenses.

The Atchison, Topeka and Santa Fe Railroad Co. is now running trains to Las Cruces, N. M. Las Cruces is 1500 miles from St. Louis, and fifty miles from El Paso. It expects to reach the latter place about June 15.

The Peninsula (Md.) Railroad Company are prepared to start at once in the construction of a continuation of the road from Pocomoke to Pungoteague.

Philadelphia Stock Exchange.

Closing Prices for the week ending May 3.

	W. 27	Th. 28	F. 29	Sat. 30	M. 2	Tu. 3.
Allegheny Val. 7 3-10s	125	....	....	....	....	....
7s, Income	....	56	56	....	54	....
Camden & Am. 6s, 1883	105	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	115	....	115½	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	22½	23	....	....	....	22½
Preferred	52½	52½	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	123	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	14½	....	....	....	15½
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	45½	45½	45	45½	45½	45½
6s, 1884	106½	106½	....	....	106½	....
Gold Loan	....	....	....	117½	....	118
Railroad Loan	....	....	....	116	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	61½	61½	61½	61½	61½	61½
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	136½	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	121½	....	....	....	....
Little Schuylkill	....	....	....	53	....	....
Minehill & Sch. Haven	59½	59½	....	....	59½	....
North Pennsylvania	59	59	59	....	59	59
1st mortgage 6s	....	....	....	....	....	108
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	51½	52½	51½	51½	52	52½
6s	100	100	100	....	100	100
Northern Pacific	42½	42½	42½	42½	43½	43½
Preferred	72	72	72	72½	....	72½
Pennsylvania R. R.	70	69½	69½	68½	65½x	65½
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	126½	126½	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	115
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s, 2d series	....	....	....	....	....	....
do. 3d series	104½	....	104½	104½	....	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	28½	26½	26½	26½	27½	27
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	124½	....	....	....	125	....
Consol mortgage reg	....	....	....	....	125	....
Gen'l mortgage 6s	93½chp	93½	....	....	92½	92
Philadelphia and Erie	27½	25½	26½	....	....	96½
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	124	....	....	....	....
Pittsb., Titusv. & Buf.	21½	21½	21	21½	21½	21½
7s	96½	....	....	....	....	96½
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	12½	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	87	....	....	87
United Co. of N. Jersey	184½	184½	....	185	185	185
Hestonville, (Horse)	21½	21½	21½	....	....	21½
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending May 3.

	W. 27	Th. 28	F. 29	Sat. 30	M. 2	Tu. 3.
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	113½	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	122	122½	122½	123	123½	....
2d mortgage, 7s	92	92½	93½	94	94	95
3d mortgage, 8s	47½	48½	49½	52½	53½	55½
Northern Central ($50)	....	....	52	....	51½	....
2d mortgage, 6s 1885	....	....	....	....	110½	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	117	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	128	127½	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	59	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	103½	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	80½	80½	80½	80½	....	81½
Consol. Coupons	96½	96½	96½	96½	96½	....
10-40 bonds	51	51½	....	50	....	....
Deferred Certificates	16½	....	17	17½	....	....
Western Maryland	....	....	....	18	17½	17½
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	....	110	....	....	....	110
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 4.

	Th.28	F.29	Sat.30	M 2	Tu.3.	W.4.
Adams Express	129	130	....	....	....	131
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	109	....	....	....	....	....
American Express	80	....	78½	....	78	78½
Atlantic & Pacific Tel.	....	....	....	....	....	47½
Burl., C. R. & Nor.	....	....	72	....	....	....
1st mortgage 5s	100½	101	100½	101	100½	101½
Canada Southern	75	74½	75½	76½	76	77½
1st mortgage guar.	100½	....	100½	105½	101	102
Central of N. Jersey	96½	97½	98½	98½	....	100
1st mortgage 1890	118½	....	....	....	....	....
7s, consolidated, ass.	....	116	....	115½	....	119
7s, convertible, ass.	....	....	115x	....	....	117
7s, Income	99	99½	....	....	....	....
Adjustment	....	112	107½x	....	....	109
Central Pacific	86½	86½	86½	86½	87½	88
6s, gold	115	....	115	....	....	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	114½	....	....	107	....	....
Land grant 6s	....	103½	....	....	....	....
Chesapeake and Ohio	25½	25½	27½	27½	28½	29½
Chicago and Alton	134½	124½	135	....	....	142
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	164	164	165	166	166½	166½
7s Consol, 1903	....	....	....	....	....	....
Chic., Mil. and St. Paul	112½	111½	113½	113½	115½	118½
Preferred	125	124½	125½	123½	125½	128½
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	122½	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	....	....	....	....
1st M. (I. and M. Div.	....	....	....	....	....	....
1st M. (I. and D. ext	....	....	121½	....	123	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	....	123½	124	....	125½	125½
Chic. & Northwestern	122½	122½	124½	125½	126½	127½
Preferred	....	....	137	137½	138½	139
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	108	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	....	127	....	....	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac	136	135	136½	137½	137½	137½
6s, 1917, c.	124	....	125	124	....	....
Clev., Col., C. and Ind.	87	86½	87	87½	89½	90
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	....	135½	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	25	24½	24	24½	25½	25½
1st mortgage	125	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	109	108	109½	110½	110½	112
Reg. 7s, 1891	....	....	118	....	....	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	117½	117½	118½	120½	120½	124½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	126	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	....	108	....	107½	....
4th mort. 5s, ext.	....	....	109	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	128	....	129	129	129½	....
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Hannibal & St. Joseph	58½	58	58½	58½	59½	62
Preferred	104½	104½	104	105	105½	105½
8s, Convertible	....	110	108½	109½	110	....
Houston & Tex. Cent.	72½	70	70	74	74	77½
1st Mortgage	112½	112½	112½	....	113	113
Illinois Central	136	136	136½	135½	138½	139½
Lake Shore & Mich So.	125	124½	12⅛	128½	128½	129½
Consol. 7s	....	....	....	129	....	....
Consol, 7s, reg.	126	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	99½	99½	101	100	100	101
7s Consolidated	....	....	....	....	120½	....
Manhattan	23½	23	23½	23½	22½	23
Metropolitan Elevated	88½	87½	88½	88½	87½	88
1st Mortgage	102½	102½	101½	102	102	102
Michigan Central	107½	107	108½	110	109½	110½
7s, 1902	128	....	....	126½	128½	....
M. S. and N. I. 1st, S. F.	....	....	....	....	110½	....
Morris and Essex	....	123	123	123	....	124½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	124
N. Y. Cent. & Hud. Riv.	144½	144½	148	147	147	147½
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	133½	133	....	....	....	133½
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	108½	103	107½	106½	104½	104½
1st mortgage	113½	114½	114½	114	114½	114
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	138	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 4.

	Th.28	F.29.	Sat.30	M 2.	Tu.3.	W.4.
N. Y., Lake Erie & W.	46½	46½	47½	47½	47½	48½
Preferred	87½	....	87½	88½	86½	89½
2d Consolidated	103½	103½	103½	104½	104½	104½
New 2d 5s fund	....	99	99½	99½	99½	99½
N. Y., N. Haven & Hart	180	....	178	....	180	180
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	43½	42½	....	42½	43	44
Preferred	72½	72	71½	72½	72½	73½
Ohio and Mississippi	43½	43½	43½	44½	44½	44½
Preferred	....	106½	106	108½	....	109½
2d mortgage	....	122½	....	....	....	124
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	51½	51½	52½	52½	52½	52½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	108½	....	109	....	....
2d mortgage	....	117	....	....	....	....
Panama	252	252	....	....	....	....
Philadelphia & Reading	52	52½	53½	54½	54½	54½
Pitts., Ft. W. & Chi. gtd	....	....	....	134	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	131x	....	....	....	....	....
Quicksilver Mining Co.	15½	18	18½	18½	18	19
Preferred	66½	65½	....	....	....	67
St. Louis & San Fran.	....	45	45½	46½	46½	46
Preferred	66½	68	68	69½	69½	69½
1st Preferred	....	98	98½	100	100½	102
St. L., Alton and T. H.	56	55½	55½	59	62½	64
Preferred	128½	....	128	132	131½	133
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	65½	65½	64½	66½	69	69½
1st mortgage	118	....	....	....	....	....
2d mortgage	....	....	....	....	111	111½
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	117½	116½	117½	118½	118½	120½
1st mortgage	115½	115½	....	116	116	117
Land Grant 7s	....	....	116½	....	....	....
Sinking Fund 8s	....	120½	120½	121	....	....
United States Express	62	62	....	....	62	62
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	111½	....
2d mortgage	111½	....	....	....	107½	108
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	110	....	....	....
Wabash, St. L. & Pac.	47½	47	47½	48½	48½	49
Preferred	88	87½	88½	89½	89½	90½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	118	118½	118½	....	118½
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel.	116½	116½	116½	116½	116½	118½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending May 4.

	Th.28	F 29.	Sat.30.	M 2.	Tu.3.	W.4.
Atch., Top. and San. Fe.	138½	138	137½	137½	138½	137x
1st mortgage	....	....	....	120	....	122½
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	122	....	....
Boston and Albany	171	170½	171½	170	170½	171
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	153½	....	....	163	....
Boston and Providence	161	161	161½	....	....	....
Boston, Hart. & Erie 7s	62½	62	62½	62½	63½	63
Burl. & Mo. R. L. G. 7s	116½	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	115
6s, exempt	....	....	80	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	164½	164½	164½	165	167	168½
7s	....	....	....	....	....	....
Chi., Sand. & Clev. ($50)	31½	31½	31½	31½	....	31½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	41½	41½	40½	42½	44	44½
New 4½ Bonds	105	104½	104½	104½	104½	106
Fitchburg	....	....	....	146	146	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	59½	59½	(9)	59½	60½	60
7s	119½	119½	....	119½	119½	119½
Northern, N. H.	110	110	....	....	....	....
Norwich & Worcester	....	....	....	....	....	161
Ogden & Lake Champ	51½	14	51½	51½	51½	52
Preferred	....	....	....	....	....	....
Old Colony	132	....	131	....	131½	132
Ph., Wil. & Balt. ($50)	65	....	65½	65½	66	....
Portl'd, Saco & Ports.	....	114	114	....	....	115
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	117½	....	....	....	118
Pullman Palace Car	130	....	....	....	131	129½
Union Pacific	....	....	....	118½	119	120
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	119½	....	119½	....	120	....
Vermont and Canada	17	17	....	....	....	17
Vermont and Mass.	....	....	....	....	....	....
Worcesteran 1 Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	74	....	74
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	238½	238	....	235	235½	235½
Quincy	....	....	....	83½	85	85

New York Stock Exchange.

Closing Prices for the week ending May 4.

	Th.28.	F.29.	Sat.30	M 2.	Tu.3.	W.4.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	116	116½	....	116½	116½	116½
U. S. 4s, 1907, coup.	116½	116½	116½	116½	116½	116½
U. S. 4½s, 1891, reg.	....	....	114½	....	115½	....
U. S. 4½s, 1891, coup.	....	....	114½	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	101½	....
U. S. 5s, 1881, coup.	....	....	....	101½	....	....
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices — April 14.	Closing Prices — April 22
Baltimore and Ohio (sterling)	117 —119	114 —115
Central of New Jersey $100 shares	100 —105	100 —105
Do. Cons. Mort. Oct. '79 coupon	118 —120	118 —120
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	100 —106	104 —106
Det., Gd. Haven & Mil. Equip. bds.	114 —116	115 —117
Do. Con. M. 5 p.c. till '84 after 6 p.c	110½—111½	110½—111½
Illinois Central $100 shares	140 —142	139 —141
Lehigh Valley Consol. mortgage	114 —120	116 —117
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —138
Do. $100 shares	148 —150	147 —149
Do. Mort. bonds (ex.)	120 —122	121 —123
N. Y., Lake Erie & West., $100 shs.	48½— 42½	47½— 48
Do. 6 p. c. pref. $100 shares	90 — 92	89 — 91
Do 1st Con. Mort. Bonds (Erie)	131 —133	131 —133
Mort. Funded Coupon bonds	128 —130	128 —130
Do. do. 2d do.	105½—108½	105½—108½
Do. 2d Consol. Mort. bonds	101 —103	101 —103
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	67½— 68½	66 — 67
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	70½— 71½	70½— 71½
Do. Con. Sink. Fund Mort.	120 —122	118 —120
Philadelphia & Reading $50 shares	52 — 52½	29 — 30
General Consol. Mortgage	116 —118	116 —118
Do. Improvement Mortgage	105 —106	105 —106
Do. Gen. Mort. '74, ex-defer'd. coup.	97 — 99	95 — 97
Do. Scrip for the 6 def. ½ coupons	94 — 96	94 — 97
Pittsbg, Ft. W. & Chic. Equip bds.	109 —111	109 —111
St. Louis Bridge 1st mort. gold bonds	123 —125	122 —124
Do 1st pref. stock	85 — 87	85 — 87
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, May 5, 1881.

The quotation for call loans this morning was 3@4½ per cent, and 3@4 per cent on time. Prime mercantile paper, 4@4½ per cent. Later in the day the quotation for call loans was 4 per cent, and at the close 3@3½ per cent.

The posted rates for prime bankers' sterling were 4.85@4.87. The actual rates 4.84¼@¼, and 4.86¼@½. Cable transfers, 4.86¾@4.87; and prime commercial bills, 4.83@¼.

The following circular relative to the payment of bonds included in the one hundred and first call was issued by the Treasury Department on the 30th ult:

"Notice is hereby given that on and after Wednesday, May 4, 1881, the five per cent funded loan bonds of 1881 included in the 101st call will be paid at the Treasury of the United States, in the city of Washington, with interest from May 1 to May 21, the date of the maturity of the call. The interest due May 1, 1881, on such registered bonds embraced in the 101st call as have not been redeemed will be paid as usual by checks drawn to the order of the payees of the bonds. All bonds forwarded for redemption should be addressed to the 'Secretary of the Treasury, Loan Division, Washington, D. C.,' and all registered bonds should be assigned to 'The Secretary of the Treasury, for redemption.' Where parties desire checks in payment for registered bonds drawn to the order of any one but the payee they should assign them to 'The Secretary of the Treasury, for redemption, for the account of ——' (here insert name of person or persons to whose order the check should be made payable)."

The following circular, approved by the President, has been issued by the Treasury Depart-

ment to collectors and other officers of the customs:

In pursuance of section 2,866 of the revised Statutes of the United States, the port of Richford, in the State of Vermont, is hereby designated as a port from which imported merchandise may be shipped in bond in transit through the United States, to and from the Dominion of Canada, by such routes and under such regulations as the Secretary of the Treasury may prescribe.

The preferred shares of the Norfolk and Western Railroad Company have been admitted to dealings at the Philadelphia Stock Exchange This is the stock of the reorganized Atlantic, Mississippi and Ohio Railroad.

The Pennsylvania Railroad Company has declared a semi annual dividend of four per cent, payable in cash on and after May 28. The shareholders will also have the privilege of subscribing at par to the stock of the company in the proportion of 12½ per cent of the number of shares registered in their names April 30, 1881, and those entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full prior to June 15 next, and no subscriptions will be received after that date. The privilege of taking new stock may be sold by any stockholder, and blank forms of allotment will be furnished upon application at the company's office.

The statement of the public debt of the United States, given in another column, shows a decrease during April of $9,690,900 25, and a decrease since June 30, 1880, of $78,099,601 96. The interest bearing debt amounts to $1,655,749,350; debt on which interest ceased since maturity, $5,701,865 26; debt bearing no interest, $418,794,432 92; total debt, $2,080,248,648 18; interest, $17,555,241 01; gold and silver certificates, $56,642,740; United States notes held for redemption of certificates of deposit $8,295,000; cash balance available May 2, 1881, $159,647,357 59; total cash in the Treasury May 2, 1881, $233,731,195 81. The total debt less cash in the Treasury is $1,864,072,663 38.

The closing quotations on Thursday were: Adams Express, 130@131; American Express, 78¾@79¼; American District Telegraph, 60@61; Atlantic and Pacific Telegraph, 47¾@48; Chicago, Burlington and Quincy, 166¼@166½; Canada Southern, 77⅞@78; Chicago and Northwestern, 126¾@127; do. pref., 139½@140½; Central Pacific, 88½@89; Chicago, Milwaukee and St. Paul, 118⅝@118¾; do. pref., 128@129; Chicago, Rock Island and Pacific, 137½@138¼; Cleveland, Columbus, Cincinnati and Indianapolis, 88¼@90¼; Columbus, Chicago and Indiana Central, 24½@25; Delaware and Hudson Canal, 112@112½; Delaware, Lackawanna and Western, 121@124⅛; Hannibal and St. Joseph, 64⅞@65; do. pref., 108¼@108½; Illinois Central, 138¾@139; Lake Erie and Western, 54@55; Lake Shore and Michigan Southern, 128@128⅛; Metropolitan Elevated, 86⅞@87; Manhattan Elevated, 22⅞@23; Michigan Central, 110¼@110½; New York Elevated, 103⅛@103¾; New York, Lake Erie and Western, 48¼@48⅜; do. pref., 88½@88¾; New York Central and Hudson River, 147¼@117¾; Ohio and Mississippi 44⅞@45⅛; Ohio Central, 30@30¼; Pacific Mail, 52⅞@53; St. Louis, Alton and Terre Haute, 64@65; do. pref, 133¾@134; Texas and Pacific, 62¾@63; Union Pacific, 119¾@120; United States Express, 62½@63; Wells Fargo Express, 118½@119; Western Union Telegraph, 118½@118¾; do. ex. div., 83½@80¾; Wabash, St. Louis and Pacific, 48⅞@49⅛; do. pref., 90¾@91.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Colorado and Pacific 1st, 101⅞; Am. Dock and Imp. 7s, ass., 129¾; Boston, Hartford and Erie 1st, 63⅞; Cedar Falls and Minnesota, 24; Chicago, St. Louis and New Orleans, 80½; Chesapeake and Ohio 1st pref., 45; do. 2d pref., 34; do. 1st, Series B, 87⅛; do. cur. int., 60½; Chicago, St. Paul, Minneapolis and Omaha, 41¾; do. pref., 98⅜; do. consol., 103¾; Cincinnati, Sandusky and Cleveland, 63¼; Central Iowa pref., 50; do. 1st, 114; Chicago, Milwaukee and St. Paul, Southern Minn. div. 1st, 107¼; do. Chicago and Pacific div., 111; do. LaC and Dav. div., 98; Chicago, Burlington and Quincy 5s, 105¾; Col., Chi. and Ind. Cent. Inc., 72½; Cairo and Fulton 1st, 111; Chicago, St. Paul and Minneapolis 1st, 110; Chicago and Milwaukee 1st, 124¾; Dubuque and Sioux City, 77½; Denver and Rio Grande, 108; do. 1st, 116; do. 1st consol., 115¾; Denver, South Park and Pacific 1st, 106½; Detroit, Monroe and Toledo 1st, 122; Flint and Pere Marquette 1st, 110½; Gulf, Colorado and Santa Fe 1st, 113; Houston and Texas Central 2d, M. L., 122; do. 1st Western div., 111¾; Ind., Bloom. and Western new, 49¼; do. 1st, 89½; do. Inc., 101; do. 2d, 80¼; International and Gt. Northern 2d Inc., 99½; Indianapolis, Decatur and Springfield 1st, 106; do. 2d Inc., 74½; Kansas Pacific 1st consol., 106; do. 6s, Denver Div. ass., 109½; do. Inc. No. 16, 105; Keokuk and Des Moines, 18; do. 1st, 103½; Lehigh and Wilkesbarre consol. ass., 110½; Laf., Bloom. and Muncie Inc., 78½; do. 1st, 106⅛; Louisiana and Missouri River, 28; Lake Erie and Western, 54; do. Inc., 77½; do. 1st, 110; Louisville, New Albany and Chicago, 92; do, 1st, 105; Louisville and Nashville Gen'l mort., 6s, 107¼; Manhattan Beach, 54; do. 7s, 96; Metropolitan Elevated 2d, 91; Marietta and Cincinnati 1st pref., 19½; do. 2d pref., 12½; Mobile and Ohio, 33½; do. 1st deben., 95; do. 2d deben., 64; do. 4th deben., 47¾; do. 1st mort., 111; Missouri, Kansas and Texas, 47; do. consol. ass., 109½; do. 2d, 85; do. 6s, 109⅜; Memphis and Charleston, 66½; Milwaukee, Lake Shore and Western, 50½; Michigan Central 8s, 106⅛; Northern Pacific bond certif., 102; Nashville, Chattanooga and St. Louis, 86¾; do. 1st, 118½; New York, Ontario and Western, 35¼; New Jersey Southern 6s, guar., 101¾; Ohio Central, 30½; do. Inc., 62; do. 1st, 104; Oregon Railway and Nav., 152¾; do. 1st, 112; Ohio and Mississippi 1st, Springfield div., 113; Peoria, Decatur and Evansville, 43; do. Inc., 81½; do. 1st, 107½; Rome, Watertown and Ogdensburg 1st consol., 85; Rochester and Pittsburg, 30¼; do. Inc., 51⅞; do. 1st, 103; Southern Pacific of California 1st, 102½; South Pacific 1st, 106; St. Paul and Sioux City 1st, 109½; St. Louis and San Francisco 2d, class A, 106; do. B, 93⅜; St. Paul and Duluth, 42; do. pref., 83¼; St. Paul, Minn. and Man., 91½; do. 1st, 111; St. Louis and Iron Mt., 1st pref. inc., 96; do. 2d pref. Inc., 89¼; do. Cairo, Ark. and Texas 1st, 112; St. Louis, Kansas City and Northern, Omaha div. 1st, 116; do. St. Charles Bridge 1st, 100½; do. R. E. 7s, 1895, 112, Toledo, Delphos and Burlington, 26; do. inc., 49½; Toledo, Peoria and Western, 1st, 116; Texas and Pacific, 62; do. income L. G., 88; do. 1st, Rio Grande div., 92⅞; Toledo and Wabash Equip, 59; Union Pacific Col. Trust 6s, 108⅜; Utah Southern Gen'l mort. 7s, 110; Wabash, St. Louis and Pacific 6s, Gen'l mort., 100¼; do. Havana div., 101; Georgia 7s, gold, 117⅛; Missouri 6s, 1886, 111; do. 1887, 111½; do. 1888, 115; do. 1889 and 1890, 115¼; North Carolina consol. 4s, 87; do. 6s, S. T., 2d class, 8¼; South Carolina 6s, nonfund., 10; Tennessee 6s, old, 74¾; do. new, 74; Virginia 6s, def., 19¼; Am. Dist. Tel., 61; Sutro Tunnel, 2⅛; Canton, 60; Cameron Coal, 28; Colorado Coal and Iron, 56⅞; Maryland Coal, 28; New Central Coal, 29½; Pennsylvania Coal, ex-div., 240; Central Mining, 4⅝; Caribou, 2⅛; Deadwood, 10; Excelsior, 5¼; Homestake, 25¾; La Plata, 3½; Little Pittsburg, 3½; Mariposa, 7; do. pref., 7⅝; Ontario, 37¾; Standard, 24⅜; Starmont, 4; Silver Cliff, 5⅓.

Boston.—Atlantic and Pacific Block, 120; Atchison, Topeka and Santa Fe 5s, 1909, 95; do. 8s, land, 120; Atchison, Colorado and Pacific 6s, 101; Atchison, Jewell County and Western 6s, 100¾; Boston Water Power, 11¼; Boston Land, 10⅝; Burlington and Missouri River in Nebraska 6s, non-exempt, 105½; Boston, Revere Beach and Lynn, 126; do. 6s, 1897, 116½; Boston, Clinton, Fitchburg and New Bedford pref., 127; Boston and Maine 7s, 1893, 126¾; Cincinnati, Sandusky and Cleveland 7s, 106; Chicago and West Michigan, 83; Central of Iowa, 40; do. 2d pref., 57; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 106; Cedar Rapids and Missouri River, 149¾; do. 7s, 1916, 124; Connotton Valley 7s, 1909, 95¼; do. 1910, 96⅛; Chicago, Burlington and Quincy 5s, 1919, 105; Cheshire 6s, 1898, 110; Chicago and Southwestern 7s, 1899, 121; Detroit, Lansing and Northern pref., 107; Dixon, Peoria and Hannibal 8s, 116¾; Flint and Pere Marquette, 32⅞; do. pref., 95; Florence, El Dorado and Walnut Valley 7s, 1907, 110; Framingham and Lowell 5s, 1890, 93¾; Iowa Falls and Sioux City, 62¼; do. 1st, 116¼; Indianapolis, Cincinnati and Lafayette 7s, 1890, 103; Jackson, Lansing and Saginaw 8s, 1891, green, 116½; do. 8s, 1885, white, 111¼; Kansas City, Fort Scott and Gulf, 90; do. pref., 127½; do. 7s, 1910, 111¾; Louisiana and Missouri River, 27; do. pref., 50; Little Rock and Ft. Smith, 83; do. 7s, 115¾; Michigan Air Line 8s, 1890, 119; Maine Central, 37½; Marquette, Houghton and Ontonagon, 63; do. pref., 103; do. 6s, 100; Massachusetts Central, 22½; do. 1st, 97½; Mexican Central Blocks, new series, 101; Marion and McPherson 7s, 116½; Middlesex Horse, 6s, 1897, 107; New Mexico and Southern Pacific 7s, 116⅛; New York and New England 6s, 109⅞; Ogdensburg and Lake Champlain consol. 6s, 68; do. Income, 67; Philadelphia, Wilmington and Baltimore 5s, 1910, 106½; Republican Valley 6s, E. D., 105; do. W. D., 105; Rutland, 8; do. pref., 31¾; do. 5s, 80; do. 6s,

100⅛; Sonora Block No. 3, 200; Southern Kansas and Western 7s, 1910, 112; Summit Branch, 25½; Toledo, Delphos and Burlington, 13½; Vermont Central consol. 7s, 1886, 14; Vermont Central and Vermont and Canada Equip. 8s, 1889, 51⅝; Wisconsin Central, 27; do. pref., 50; do. 2d series, 77; Wisconsin Valley 7s, 115; Wolfboro' R. R., 80; Massachusetts State 5s, 1894, Bounty, 116⅞; Atlantic Mining Co., 15; Allouez, 3; Brunswick Antimony, 15; Crescent, 1¾; Copper Falls, 9¼; Catalpa, 2⅝; Duncan, 2⅜; Empire, 1⅛; Franklin, 14; Harshaw, 11½; Huron, 3¾; Osceola, 35; Pewabic, 18; Ridge, 3⅞; Silver Islet, 44; Sullivan, 2¾.

Philadelphia.—Am. S. S. Co., 31; do. 6s, 107¾; Allegheny Valley Income scrip, 50; Belvidere Delaware 3d, 107; Catawissa new pref., 51; Central Transp., 41; Elmira and Williamsport 5s, 100; Fairmont Pass. 7s, 109½; Nesquehoning Valley, 57½; North Pennsylvania 6s, reg., 1905, 105½; Norfolk and Western pref., 60; Philadelphia and Reading C. and I. mort. 7s, 74; Pennsylvania Canal 6s, 98½; Philadelphia, Germantown and Norristown, 110; Philadelphia and Reading scrip, 61; do. pref., 29; St. Paul and Duluth, 40; do. pref., 82; Texas and Pacific, consol. mort. 6s, 104½; do. Income L. G., 86¾; do. 1st mort., 107½; Unionville and Titusville 7s, 103⅛; Warren and Franklin 7s, 115¼. The latest quotations are: City 6s, 115@116; do. free of tax, 126@131; do. 4s, new, 106@113; Pennsylvania State 6s, 3d series, 104¾@105; do. 5s, new loan, 118@118¼; do. 4s, new, 111@—; Philadelphia and Reading R. R., 26¾@27; do. consol. mort. 7s, coup. 124¼@124¾; do. reg., 124¾@125½; do. mort. 6s, 119@120; do. 7s, 1893, 119½@121; United New Jersey R. R. and Canal, 184¾@185; Buffalo, Pittsburg and Western, 21⅜@21½; Pittsburg, Titusville and Buffalo 7s, 96¼@96¾; Camden and Amboy mort. 6s, 1889, 115½@117; Pennsylvania R. R., 65¾@66; do. gen'l mort., coupon, 125¾@126¾; do. reg., 124¾@125¼; do. consol. mort. 6s, reg., 120@—; Little Schuylkill R. R., 53@53¼; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 12¼@13; do. 6s, 1882, 83@88; do. 1872, 105@109; Elmira and Williamsport pref., 54@—; do. 6s, 115@115½; do. 5s, 99@100; Lehigh Coal and Navigation, 45⅜@45½; do. 6s, 1884, 106⅜@106½; do. R. R. loan, 115⅜@116; do. Gold Loan, 117⅞@118⅛; do. consol. 7s, 119⅛@—; Northern Pacific, 42½@43; do. pref. 72¼@72½; North Pennsylvania, 58⅞@59; do. 6s, 108@108¼; do. 7s, 117@—; do. Gen'l mort. 7s, reg., 120@—; Philadelphia and Erie, 26¾@—; do. 6s, 102⅜@102⅝; do. 7s, 118@—; Minehill, 59¼@59⅜; Catawissa, 22⅜@22⅝; do. pref., 52½@53; do. new pref., 51@51¼; do. 7s, 1900, 120@—; Lehigh Valley 61⅜@61⅝; do. 6s, coupon, 125@127; do. reg., 125@127; do. 2d mort. 7s, 136¾@—; do. consol. mort., 120@121⅜; Fifth and Sixth streets (horse), 136@137; Second and Third, 110@112; Thirteenth and Fifteenth, 75@—; Spruce and Pine, 49@50; Green and Coates, 75@93; Chestnut and Walnut, 96@99; Hestonville, 21@21½; Germantown, 55@—; Union, 119@125; Lombard and South, 24¼@24¾; West Philadelphia, 90½@91; People's, 25@25; Continental, 106@108.

Baltimore.—Atlanta and Charlotte, 75; do. 1st, 109; do. Income, 93; Atlantic Coal, 1.15; Baltimore City 6s, 1884, 108; do. 1886, 112¼; do. 6s, Park Imp., 120; do. 6s, 1890, 119⅜; do. 6s, 1900, 123; do. 5s, 1894, 118; do. 5s, 1916, 123½; do. 5s, 1900, 120⅛; do. 4s, 1920, 109¼; Central Ohio 6s, 113½; Maryland Defense 6s, 108; Memphis and Charleston, 66¼; Marietta and Cincinnati 1st Sterling, 120; Norfolk and Western pref., 59⅜; Norfolk Water 8s, 129⅛; Ohio and Mississippi, Springfield div., 113⅛; Richmond and Danville, 97¾; Union R. R. bonds, endorsed by Canton Co., 119½; Virginia Peelers, 38; Virginia Black Scrip, 15; Wilmington, Columbia and Augusta 6s, 113. The latest quotations are: Atlanta and Charlotte,—@74½; Baltimore and Ohio, —@200; do. 6s, 1885, 107¼@—; Central Ohio, 46½@48½; do. 6s, 113½@114½; Charlotte, Columbia and Augusta 2d, 99@99¾; Marietta and Cincinnati 1st, 123½@124½; do. 2d, 94⅞@95⅛; do. 3d, 55½@55¾; Northern Central, 52⅛@—; do. 6s, 1885, 110⅛@—; do. 5s, 1926, 99¾@100; Ohio and Mississippi Springfield div., 113@114; Orange, Alex. and Manassas 7s, 103½@103¾; Pittsburg and Connellsville 7s, 124@125½; Richmond and Danville, 97¾@98; do. bonds 1890, 106¼@109; Western Maryland 1st, unindorsed, 114⅛@115; do. 2d pref., 110@110½; Wilmington and Weldon 7s, 118@120; Wilmington, Columbia and Augusta 6s, 111@113¾; Baltimore City 6s, 1884, 107½@—; do. 1886, 112@112½; do. 6s, 1890, 119⅜@—; do. 6s, 1900, 123@—; do. 5s, 1885, 105@—; do. 5s, 1894, 117@118; do. 5s, 1900, 120¼@120¾; do. 5s, 1916, 123@124; do. 4s, 1920, 109¼@109½; Virginia Consols, 81½@82; do. consol. coupons, 96½@96¾; do. 2d, 88; Virginia 10-40s, 50⅞@51¾; do. 10-40 coupons, —@96¾.

A special cablegram to the Toronto Globe, dated London, April 28, says: "A Grand Trunk meeting was held to-day. Sir Henry Tyler, Chairman, considered that the carefully prepared statistics of the Company showed conclusively its satisfactory position. The report was unanimously adopted. The Board of Directors, supported by the proprietors, came to the conclusion that so long as the Great Western is bound by the agreement which it proposes to make with the Wabash and St. Louis and Pacific, it is better for the Grand Trunk in its own interest to decline to consider any arrangement for fusion with the Great Western."

A special dispatch from London, Eng., to the Toronto Globe, dated April 26, says: "A meeting of the Great Western Railway Company was held to-day. Col. Grey, the Chairman, speaking of the fusion, said the estimated saving of £200,000 yearly was greatly exaggerated, and that fusion, except that of the capital of the two companies, would be illegal. The saving by the absence of competition would be very slight, as there was very little competition. It was unadvisable that any terms of fusion should be entered into between the two companies at the present time. The meeting was unanimous against fusion."

The Fourth Street Extension of the Wilmington (Del.) City Passenger Railway has been completed from Market Street to the Philadelphia, Wilmington and Baltimore Railroad.

☞ PENNSYLVANIA RAILROAD COMPANY,
TREASURER'S DEPARTMENT.

PHILADELPHIA, May 2, 1881.

The Board of Directors have this day declared a Semi-Annual Dividend of FOUR PER CENT. on the Capital Stock of the Company, clear of all taxes, payable in cash on and after May 28 to stockholders as registered on the books at 3 P. M., April 30, 1881.

On May 28, dividends will be paid to women only; after that date, they must await their turn with other stockholders.

The Board have also instructed the Treasurer to give public notice that the stockholders will have the privilege of subscribing at par to the stock of the Company in the proportion of TWELVE AND ONE-HALF PER CENT. of the number of shares registered in their names April 30, 1881, and those entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full prior to June 15, 1881, and no subscriptions will be received after that date. The privilege of taking new stock may be sold by any stockholder, and blank forms of allotment will be furnished upon application.

JOHN D. TAYLOR,
Treasurer.

OFFICE OF THE ONTARIO SILVER MINING CO., No. 18 WALL ST., NEW YORK, May 5, 1881.

DIVIDEND NO. 67.

THE REGULAR MONTHLY DIVIDEND OF Fifty Cents per share has been declared for April, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 16th inst.

Transfer-books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

Two Locomotives for Sale.

Both standard gauge and in good running order. No. 1—cylinders 15×22; 4 drivers 54 in. diam; weight 28 tons; but little worn; made at the Baldwin Works, Phila. No. 2—cylinders 13½×22; four drivers 60 in. diam.; weight 24 tons; patent air-brake. Address Box 87 Bordentown, N. J.

CARD.

We have opened Stores at 115 LIBERTY ST., NEW YORK, and cor. of 7TH AV. & LIBERTY ST., (under 7th Av. Hotel) PITTSBURGH, for the convenience of those who wish to purchase our well known make of SCALES AND TESTING MACHINES of which we are the Sole Manufacturers.

RIEHLE BROTHERS,
Philada.

John H. Davis & Co.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth,

BANKERS,

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH.
GEO. R. SHELDON.

Paine & Webber,

BANKERS AND BROKERS,

(Members of the Boston Stock Exchange.)

48 Congress St., Boston.

Transact a general Banking business.

Buy and sell Stocks and Bonds on commission in all markets. Correspondence solicited.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,500,000	J. & J.	Jan. '81 3½
Ashuelot..... 100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'80 3½
Avon, Genesco & Mt. M.*100	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,599,578	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	Mar. '81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M. & N.	May 81 4
Boston and Providence.100	4,000,000	M. & N.	May 81 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 3½
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl. '80 3
" " pref. 50	838,311	quarterly	Apl. '80 3½
Camden & Burl. Co.....100	381,925	J & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J & D.	June '80 3
Catawissa*.....50	1,169,500	October	Oct. '80 $1
" pref.....50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref.....50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*.....50	689,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '81 1
" " pref.100	769,600	F. & A	Feb. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey.100	18,583,200	quarterly	Apl. 78 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. 81 3½
" pref.....50	400,000	J. & J	Jan. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb.'81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. 81 4
" " pref.100	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. 81 4
Chi., Mil. and St. Paul..100	15,404,281	A. & O.	Apl. '81 3½
" " pref.....100	12 279,483	A. & O.	Apl. '81 3½
Chicago & N. Western.100	14,988,257	J. & D	Dec. '80 3
" pref.100	21,525,353	quarterly	Mar. '81 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	May '81 1½
Chicago & West Mich....100	6,161,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	5,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Mar. '81 1½
Columbus and Xenia*... 50	1,788,200	M.J.S.D	Mar. '81 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '81 4
Concord.....50	1,500,000	M. & N.	May 81 5
Concord and Ports.*.....100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Feb. 81 2
Connecticut River.....100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref..50	241,900	A. & O.	Oct. '80 4
" 2d pref...50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk..50	600,000	quarterly	Mar. 81 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*.....2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	Feb. '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor...100	1,874,000	F. & A.	Aug.'80 2½
" " pref.100	2,503,300	F. & A.	Feb. 81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*.....50	1,309,200	J. & J.	Jan 81 3
East Mahanoy*.....50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga...100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,600	J. & J.	.....
Eastern (N. H.).....100	492,500	J. & D.	.....
Eel River.....100	3,000,000	— & —	.....
Elmira, Jef. & Canand*..00	500,000	Sept.	.....
Elmira & Williamsport* 50	500,000	M. & N.	.....
" " pref. 50	500,000	J. & J.	.....
Erie and Pittsburg*..... 50	1,090,250	quarterly	.....
Fitchburg.....100	4,500,000	J. and J.	.....
Frankfort and Kokomo.100	600,000	.....	.....
Georgia.....100	4,200,000	J. and J	.....
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	.....
Harrisburg & Lancaster* 50	1,182,500	J & J.	.....
Housatonic, pref.....100	1,180,000	quarterly	.....
Illinois Central.....100	20,000,000	M. & S	.....
Iowa Falls & Sioux City*100	4,625,000	quarterly	.....
Iowa Railroad Land Co 100	7,620,000	quarterly	.....
Io. Ce. & Mo. Northern. 25	600,000	quarterly	.....
Jeffersonv., Mad. & Ind.100	900,000	quarterly	.....
Joliet and Chicago*.....100	1,500,000	quarterly	.....
Kan. City, Top. & West.100	2,250,000	quarterly	.....
Kentucky Central 100	4,500,000	J. & D.	.....
" " pref.100	500,000	J. & D	.....
Lake Shore & Mich. So...100	49,466,500	quarterly	.....
" " (guar.).100	533,500	F. & A.	.....
Lawrence*.....50	450,000	quarterly	.....
Lehigh Valley 50	27,332,550	quarterly	.....
" pref. 50	106,300	quarterly	.....
Little Miami*.....50	6,871,450	quarterly	Mar. 81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*.....50	$2,646,100	J & J.	Jan. 81 2½
Louisville & Nashville..100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,733.204	quarterly	May '81 1½
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....100	12,416,000	quarterly	Apl. 81 1½
Mobile & Montgomery..100	2,794,300	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000.000	J. & J.	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800.000	M. & N.	May '81 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,675,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	Apl. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	.....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '81 2
Niag. Bridge & Canand*100	1,500,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '81 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000.000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '76 3½
Old Colony.....100	7,133,300	J. & J.	Jan. '81 5
Oregon Railway & Nav.100	4,455,0 0	quarterly	May 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 1½
Panama.....100	7 000,000	quarterly	May '81 5
Paterson and Hudson*.100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Apl. '81 3
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	Mar '81 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1.626.250	M.J.S.D.	Mar. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '21 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Apr. '81 1½
" Special Imp.100	5,504,300	quarterly	Apl. '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,800	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb.'76 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '81 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Potts v.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169.000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Steelbridge and Pitts.*..100	448,700	J. & J.	July 79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Apl. '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	May 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	Jan '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121.000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	4,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000.000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	300,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180 000	J. & J.	Jan. '81 6
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	.....
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.).....50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	113,000	M. & N.	May '81 3
South Boston 50	600,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,933,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.) 50	2.888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Feb. '81 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	8,000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May '81 $5
Central Mining Co.....100	.....	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3
Gold and Stock Tel....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,838,600	.....	.....
" pref.....100	3,698,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Apl. 81 2
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	5,990.200	F.M.A.N	May '81 2
Quicksilver, common...100	5,708.700	.....	.....
preferred 100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,760,000	J. & J	Jan. '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	80,000, 00	quarterly	Apl '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,653	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167 750	124,510	148,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	643,723	7,687,226
1881	487,890	461,641	511,415	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,830,600	1,490,329	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,963	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,863	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,466	1,599,534	1,510,846	1,326,812	17,311 890
Chicago, Mil. & St. Paul:													
1880	764,998	738,749	900,675	871,041	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	110,076	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	906,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	164,027	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,233	149,907	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,923,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,344	16,509,121
1880	1,296,381	1,252,218	1,644,963	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,038	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,641	197,470	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	201,009	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,933	490,195	451,560	408,241	372.290	365.300	442,000	513,555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,024	535,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,484	320,962	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	946,603	933.143	1,189,268	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,326,475	1,105,616	962,663	12,336,182
1881	811,617	816,922	1,119,591	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	{ " A, Jan. 2, 1865. { " A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
Northampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65.

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank.*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank.*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank.*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,669 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,896

100s.

Baltimore, Md	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,669 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,796 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass. Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y. Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa. Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass. Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

The Superintendent of the New York Canals announces that the Champlain Canal and the eastern division of the Erie Canal will be open for navigation on May 12, and the middle and western divisions of the Erie, Black River, Oswego and Cayuga, and Seneca Canals on May 17.

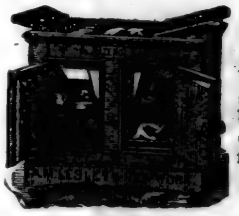
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For the purpose of this dividend, and also for the annual election for Directors, which is to be held on the 4th day of May next, the Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 31st inst., and will be reopened on the morning of Friday, the 6th day of May next.

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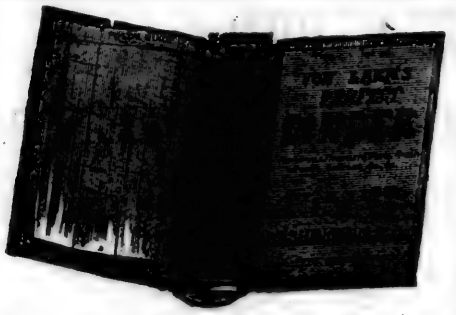
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FOR 1881-2.

TO BE PUBLISHED IN NOVEMBER, 1881,

Price $5.00.

MR. LOVELL, at the request of several Merchants and others of the Province of Ontario, of the City of Montreal, &c., begs to announce that his firm will publish a PROVINCE OF ONTARIO DIRECTORY, in November next containing an

Alphabetical Directory

AND A THOROUGH

Classified Business Directory

of the Business and Professional men in the Cities, Towns, and Villages of Ontario, with a

CLASSIFIED BUSINESS DIRECTORY

OF THE

CITY OF MONTREAL.

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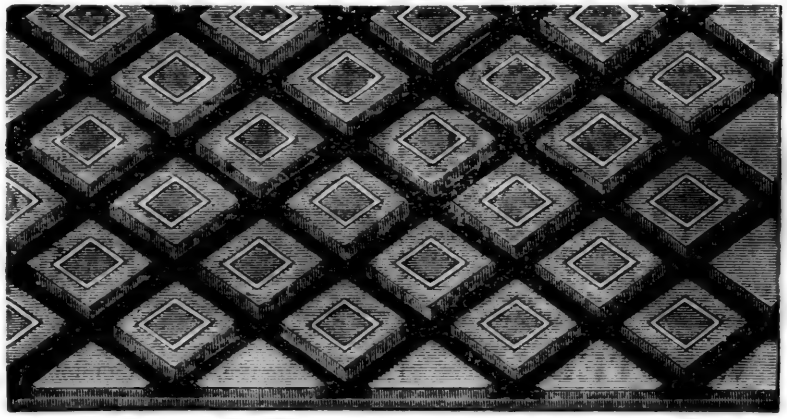
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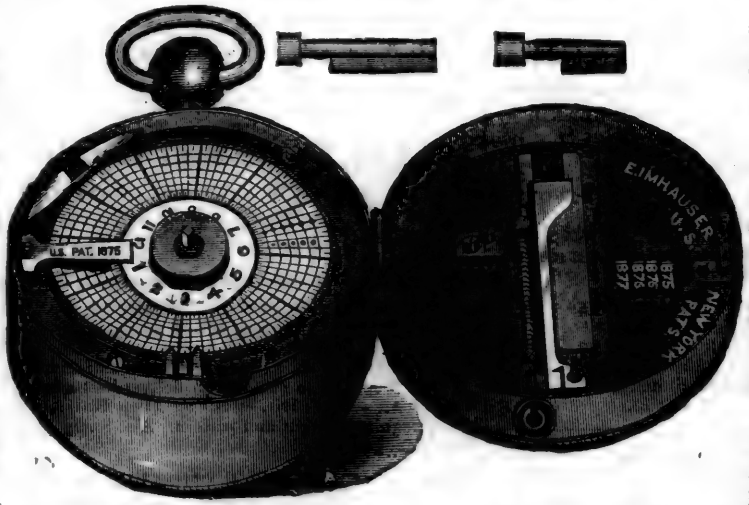
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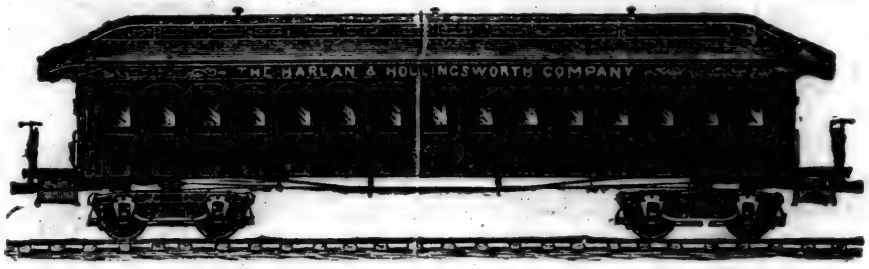
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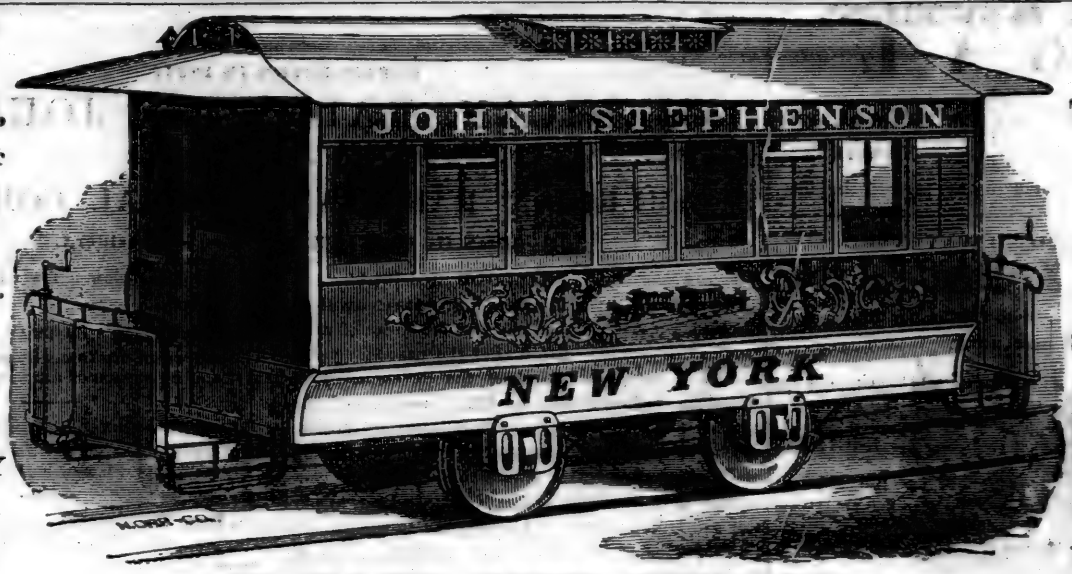
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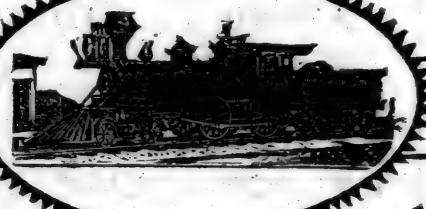
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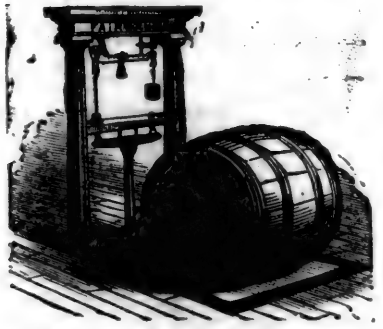
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PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL COMPANY,

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The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

The *American Railroad Journal*, one of the most honest and outspoken of American papers.

From THE JOURNAL OF COMMERCE, New York.

The *American Railroad Journal*, a most valuable weekly newspaper, is now half a century old.

From THE CINCINNATI PRICE CURRENT.

The *American Railroad Journal's* list of patrons is composed largely of the oldest and heaviest financial houses in the United States, Great Britain and the Continent, and of railway companies, manufacturing establishments, and banking and commercial houses in this country.

From THE NORWICH (CONN.) DAILY BULLETIN.

The *American Railroad Journal*, founded in 1831, is the oldest railroad paper in the world. The carefully prepared list of bonds and stocks, their description and value, which has always been given more freely by this journal than any other, is one of its more noteworthy valuable features.

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The *American Railroad Journal* is authority on railroad news.

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The *American Railroad Journal* is a most valuable publication, and to all persons interested in American railroads, bonds, shares, including mileage, rolling stock, debts, income, dividends, etc., etc., it is almost invaluable.

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And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

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American Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 20.] NEW YORK, MAY 14, 1881. [WHOLE No 2,351, VOL. LIV.

HON. LEVI P. MORTON.

An interesting sketch of Mr. Morton, and an attractive picture of his home life is given as follows by the Washington Republic:

"Mr. Morton is now nearly fifty-seven years old, and no man in Congress has had a busier life. Mr. Morton is a lineal descendant of George Morton, one of the Pilgrim fathers who came to these shores in the ship Ann in 1623. His father was a clergyman in New Hampshire, a frugal, careful, pious man, who saved souls and brought up a large family in the best style on a salary no larger than his son now pays his coachman or butler. Six hundred dollars a year fifty years ago in New Hampshire was more, dear reader, than you or I will ever get out of as many thousands; but on six hundred a year this hardy old clergyman brought up a family of six children and gave every one of them an academic or classical education. The subject of this sketch was named for his mother's brother, Levi Parsons, the first American missionary to Palestine. His early life was that of many an American boy who has, like him, achieved a name in the world. He had to look after himself, and even as a boy he set his standard before him and decided to be something more (or less) than a professional man. He decided that he would devote his life to business, and at twenty years of age he found himself in a New Hampshire country store. Here he remained five years, when he extended his field to Boston, where he was very prosperous. Then he went to New York, where he started in the banking business. Here he laid the foundation of the great firms of Morton, Bliss & Co., of New York, and Morton, Rose, & Co., of London, whose ramifications are world-wide.

Mr. Morton came to Congress as a diversion, but he has found that the office, if conscientiously administered, is full of hard work and responsibility. Personally, he is one of the most popular man in Congress on both sides of the chamber. He is tall and thin, with an immense head that falls forward from the shoulders like a full head of wheat. His forehead is high, his expression thoughtful. He wears mustache and side whiskers, brown, like his hair, and slightly sprinkled with gray. He dresses in extreme good taste, and is beyond question a distinguished-looking man. He is the smoker of good cigars, the cater of good dinners, and the driver and rider of the best horses that money can buy. His wife's equipages are the handsomest at the Capital.

The house of Mr. Morton in this city has long been famed for its hospitality. It was occupied for some time by President Andrew Johnson after Mr. Lincoln's assassination, and for many years it was the property of Samuel Hooper, of Boston, while that gentleman was in Congress. His breakfasts and dinners were the talk of the town. After Mr. Hooper died the house was occupied by one of the Adams family of Massachusetts. It was purchased by Mr. Morton when he became a member of the House. It is a square, double house of brick, with stuccoed front and sides and outside blinds. Marble steps and a fine portico lead into an ample hall, on the right of which are as handsome parlors as the city affords. They are furnished with taste and richness, with pretty ornaments and works of art from every quarter of the globe. On the left of the hall is the private work-room and library of Mr. Morton—leather chairs, copying presses, books on finance, records of debates, and tables and desks filled with papers, and cases filled with books, and clerks and secretaries hard at work, much like the office of any high public officer with independent means. Back of this is the spacious dining-room, under whose carved table have reposed the boots of Presidents, princes, foreign Ministers, statesmen, poets, jurists, artists, authors and politicians, and the delicate slippers of most of the famous ladies in the land. On the floor above is a most important room—the nursery, with four of the prettiest little girls, blonde hair, rosy cheeks and sparkling eyes, that ever shamed a bachelor. People turn to look at them in the street, they are so conspicuously beautiful. They are from two to seven years of age. Mr. Morton has no sons.

"Fair Lawn," the villa of the Mortons at Newport, is one of the most beautiful on Bellevue-ave. In syle it is strictly Tudor, the same so frequent in those choice localities among the lakes and mountain districts of England. The variety of its sky-lines, obtained by a careful composition of clustered chimneys, gabled roofs and pointed finials, is in harmony with the landscape around it, while broad verandahs, bay windows and greenhouses serve to assist its irregularity of outline on the ground and to relieve the monotony of formal and unsympathizing walls. The lawn is one of the loveliest in the world, and the grounds are well laid out. From the upper windows of the villa is a beautiful view of the ocean. "Fair Lawn" is admirably arranged for entertaining a large company.

Mr. Morton is an admirable French scholar, and takes with him to his new office every qualification to make his mission a most successful and popular one. He also takes with him, for himself and family, the best wishes of the people of Washington."

THE IRON CENTER OF THE UNITED STATES.

In speaking of the iron center of our country and the production of iron and steel last year the Iron Age says: "This center is the point at which equilibrium would be reached were the country taken as a plane surface, itself without weight, but capable of sustaining weight, and loaded with its production of iron and steel, each ton exerting pressure on the pivotal point directly proportioned to its distance therefrom.

"The center of production of iron and steel in the United States in the census year 1880, was found to be at 40° 43′ north latitude and 79° 20′ longitude west from Greenwich. This point is in the State of Pennsylvania, on the boundary line between Armstrong and Indiana counties, 12 miles northeast of Apollo, 12 miles west of the town of Indiana, and about 40 miles northeast of Pittsburgh, Laufman & Co.'s rolling mill at Apollo being the nearest iron works. At the center of production thus ascertained iron has never been manufactured in any form. It is interesting to note, however, as showing the changes that have taken

place in ironmaking localities, that some years since considerable iron was made in Armstrong county in the neighborhood of Kittanning. The county now has three rolling mills.

"It will be noted for the locality named that Pittsburgh was very near the center of the iron manufacture of the United States in the census year. It is more than probable that the improvements in progress in the West and at Pittsburg will move this center the present year very near the Smoky City. As it is, Allegheny county produced more tons of iron, &c., in the census year, than any State in the Union, with the exception of Pennsylvania and Ohio, and was less than 100,000 tons behind the latter. It produced a little less than 13 per cent of all the iron made in the country, and a little less than 24 per cent of the iron made in Pennsylvania.

"At no place in the country has there been so much activity in increasing the capacity of iron works since the census year closed as at Pittsburgh. Several rolling mills largely increased their puddling capacity. The Isabella and Lucy furnaces have added fire-brick stoves to their plant, one of the Edgar Thomson large furnaces has blown in, and the construction of two new furnaces has been begun. In Bessemer, the works of the Pittsburgh Bessemer Steel Company, Limited, have started, and a new plant has been begun by the Pittsburgh Steel Casting Company, while the Edgar Thomson Steel Company are adding a 15 ton converter."

Gigantic Locomotives.

The Philadelphia Times says that ten giants for the Pennsylvania Railroad Company will be built at Altoona this summer, and then addds:

They will be much larger and more powerful than ordinary passenger engines, and are to be built for the particular purpose of making up time on portions of the road where there are long stops On the fast run between New York and Philadelphia, for instance, the time allowed is so short that when there are unusual stops letting off and getting on passengers the ordinary engine cannot make it up. Hence a monster locomotive, known on the road as "No. 10," has been built as an experiment and tried on different trains to see what can be done. The result has been satisfactory, but there are many improvements that suggest themselves which will be carried out in the construction of the other heavy engines that are to follow. In the slang of the railroad yard, No. 10 is known as "Long-legged loco." This comes from the big driving wheels she rides upon, which stand six feet and six inches above the rails, or higher than a tall man with a silk hat on. She has two pairs of drivers forged for her by Herr Krupp, the famous cannon maker. In this is supposed to have been solved the highest aim that can be sought in a locomotive—to pull the heaviest trains over all grades against stiff winds and with the least possible liability toward hot boxes or low steam on the quickest schedule time. Her engineer says "she goes like a bird and rides like a rocking-chair." Ever since it has been running this engine has been making a mile in fifty-seven seconds on up grade, with a long train in tow, without getting heated. She makes more than a mile a minute and "keeps cool." Of course there is a great consumption of fuel. In 180 miles 12,000 pounds of coal are used up. The water-tank contains 3,000 gallons—400 more than is usually carried. Everything also is on a proportionately large scale. Only the delay in getting boilers sufficiently large has prevented the completion of two others of nearly the same pattern.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$1,277,476	$717,670
" cotton .	2,018,185	1,554,770
" silk	2,233,983	1,813,706
" flax	1,176,786	1,101,426
Miscellaneous dry goods.	854,100	765,669
Total	$7,560,530	$5,953,241

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$315,070	$598,435
" cotton..	189,862	345,319
" silk.....	359,263	451,008
" flax.....	267,100	362,717
Miscellaneous dry goods.	192,362	262,831
Total	$1,323,657	$2,015,310
Add entered for consump.	7,560,530	5,953,241
Thrown upon market...	$8,884,187	$7,968,551

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	$748,662	$504,146
" cotton .	306,618	254,121
" silk	563,109	391,122
" flax	659,131	301,705
Miscellaneous dry goods	238,236	302,627
Total	$2,515,756	$1,753,731
Add entered for consump,	7,560,530	5,953,241
Total entered at the port.	$10,076,286	$7,706,972

The Imports of foreign dry goods at New York for four months from January 1, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$7,698,577	$6,140,775
" cotton ..	10,055,009	9,134,665
" silk	11,605,400	9,444,719
" flax	6,725,490	4,582 381
Miscellaneous dry goods	3,775,671	3,455,362
Total	$39,860,147	$32,757,902

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$2,161,266	$3,005,550
" cotton ..	1,300,437	2,328,245
" silk	1,824,766	2,153 004
" flax	1,628,769	2,321,045
Miscellaneous dry goods.	845,519	1,050,558
Total withdrawn from warehouse	$7,760,757	$10,858,402
Add entered for consump.	39,860,147	32,757,902
Total thrown on the market	$47,620,904	$43,616,304

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	$2,405,776	$2,503,256
" cotton .	1,217,204	1,831,028
" silk	1,810,945	1,873 101
" flax	2,490,500	1,713,291
Miscellaneous dry goods	936,520	1,220,513
Total entered warehouse	$8,860,945	$9,141,889
Add entered for consump	39,860,147	32,757,902
Total entered at port....	$48 721,092	$41,899,791

A large bed of kaolin of the best quality has been discovered on the Richmond and Danville Railroad, near Bon Air, Va. Already the fire brick manufacturers in Philadelphia have ordered three vessel loads of two hundred tons each of the newly discovered kaolin.

Iron and Steel Rails.

The Secretary of the American Iron and Steel Association has succeeded in obtaining from the manufacturers complete returns of the production of iron and steel rails in the United States for the year 1880. This, according to his report, far surpassed the production of any previous year. It reached the enormous quantity of 1,461,837 net tons, or 1,305,212 gross tons, which is 31 per cent more than the production of 1879, in which year 1,113,278 net tons, or 993,993 gross tons, of iron and steel rails were made. The rail product of 1880 was composed of 954,460 net tons of Bessemer steel rails, 493,762 tons of iron rails, and 13,615 tons of open hearth steel rails. The total production of Bessemer steel rails was 270,496 net tons or 40 per cent more than that of 1879; the production of iron rails was 78,602 tons, or 18 per cent more; and the production of open-hearth steel rails was 4,466 tons, or 49 per cent more. The Bessemer steel rail production includes 36,868 net tons of rails rolled by iron rolling mills, mainly from imported blooms. The production of steel rails in 1880 is included in the total production for the year, and amounted to 16,894 net tons, of which 8,055 tons were Bessemer and open hearth steel rails, and the remainder iron rails. Of the total production of rails in 1880, Pennsylvania contributed 46 per cent, or 670,198 tons; Illinois, 22 per cent, or 322,883 tons; Ohio, 9 per cent, or 133,487 tons; New York, 7 per cent, or 109,921 tons; Indiana, 3 per cent, or 41,523 tons; Missouri, Wisconsin and Kansas, each 2 per cent; Vermont and Tennessee each 1 per cent, and the others less than 1 per cent.

Wilmington and Northern Railroad.

From the report of the directors of this company for the year ending December 31, 1880, we learn that the gross earnings were $231,627 46, and the expenses (including $3,662 66 for taxes) $202,301 10—leaving the receipts over expenses $29,326 36; from which deduct interest on Branch bonds, $1,827 27, and redemption of Branch bonds, $1,400, leaving a net surplus of $26,098 59. In 1879 the gross earnings were $154,204 82, the expenses, taxes, etc., $148,280 25, and the net surplus $5,824 57, showing an increase in gross earnings of $77,422 64, in expenses, etc., of $57,148 62, and in net surplus of $31,050 03.

During the year the French Creek branch has been completed, at a cost of $44,352 01, and the Rockland branch at a cost of $20,820 47. The latter branch extends from DuPont station to the Jessup & Moore Company's Rockland mills.

The report recommends the early replacing of the present iron rails by steel rails and a number of minor improvements to the road bed.

The Supreme Court of Ohio has decided that the laws passed by the Legislature of that State, during its recent session, to authorize a certain township to build railroads and lease and operate the same, are in conflict with Section 6 of Article 8 of the State Constitution, and are therefore void.

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New York, Saturday, May 14, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

THE recent modifications of tolls on the Welland and St. Lawrence Canals and the reduction of harbor dues at Montreal are among the important measures that Canada is adopting for securing a larger share of Western traffic.

THE Senate Judiciary Committee this week decided to report favorably, the Morgan concurrent resolution declaring that the consent of the United States Government is a necessary condition to the construction of a ship canal across the Isthmus of Panama.

AMERICAN machinery has been placed on a tariff footing with English machinery in France, according to a dispatch from Paris announcing that American machinery, which has heretofore paid from eighteen to thirty-six francs duty will in the future pay six francs, the same as English machinery.

SUPERINTENDENT DUTCHER believes that he will be able to move boats on the middle division of the Erie Canal before May 17, the day announced for the opening of that portion of the canal. More than two hundred boats bound for the West, on Monday last, were awaiting the opening of canal navigation at Troy. Water was let into the canal early in the week.

THE fastest "long distance" time for a locomotive was placed on record last week by the celebrated Fontaine engine, a description of which we recently gave. The locomotive with two cars containing officers of the Michigan Central Railroad, is credited with having made the trip over the Canada Southern Railway from Amherstburg to Victoria, a distance of 229 miles, in 211 minutes including five stops amounting to 16 minutes.

CONCERNING Texas and its popularity with Italian emigrants a recent number of The Piecolo, one of the leading papers of Naples, says: "The railroad interests of the United States are at this time tending toward Texas, a State larger than France with an extensive coast on the Gulf of Mexico, where the climate is not different from that of Naples. The cotton, grain and fruit crops are extraordinary, marvellous, and the shipping from the port of Galveston is taking wider proportions every month. In Texas are raised the best cattle of the United States; and the Italian emigrants are delighted with that beautiful country. Mr. C. H. Harding, of the AMERICAN RAILROAD JOURNAL, of New York, is at present in Naples studying our economical situation for the purpose of presenting an accurate account of the same in the paper with which he is connected."

A number of railroad companies forming an important part of the great Southwestern railroad system have adopted a practical and what promises to be to immigrants, as well as to others, a beneficial plan for promoting immigration to the Southwest, especially to Texas, Arkansas and Western Louisiana. The Southwestern Immigration Co. has been organized under the general laws of Texas and with the encouragement of prominent railroad and State officials of that and neighboring States for the purpose of giving to the settlers authentic information concerning the different sections of the southwestern territory. The headquarters are at Austin, Texas, and its officers are: Wm. W. Lang, President (late Master Texas State Grange); B. G. Duval, Secretary; Jas. H. Raymond, Treasurer and the following executive committee H. M. Hoxie, George Noble, A. A. Talmadge and A. N. Soper. An eastern office has just been opened in this city, under the direction of J. N. Victor, Eastern Manager, at 243 Broadway. Commodious rooms have been arranged here which will be used as a bureau of information, where it is proposed to furnish the most complete information possible concerning all portions of the Southwest, the company disclaiming any intention of working in other than the broadest ways for the development of that section of our country; relying upon a general rather than sectional development for ultimate returns, which will come through the growth and utilization of manufacturing, commercial and agricultural resources. One of the features of the office in this city will be an exhibition of the mineral and agricultural products of the Southwest.

A HEALTHY feature which the financial market is exhibiting after a slight touch of spring fever, experienced earlier in the season, is seen in the increasing popularity of first-class railroad securities. The demand for railroad bonds of the substantial investment class has been much greater since the opening of May than at any time for several months past. The great railroad systems of the country participate fully in the prevailing prosperity and foreign as well as home investors look upon this investment field with a confidence stronger than ever before. This confidence seems well warranted when some of the leading railroads are reporting such a remarkable increase in earnings for the early months of the year over the corresponding months of the unusually active year of 1880; and this while the severity of the weather much of the time has seriously impeded transportation. An illustration of the increasing volume of transcontinental traffic is given in the reported earnings of the Central Pacific Railroad for the first four months of the year, showing an increase of over a million and a half dollars as compared with the corresponding months of last year, the increase for the month of April over April of last year being more than half a million.

Summer Travel.

While the cabins of the great ocean steamers are crowded with Americans seeking summer pleasures and alleged rest on the other side of the water, the railroads here are providing unusually pleasant accommodations for carrying the vast number who will seek a summering in the unnumbered and widely varying attractive resorts of our own country. Not only are railroad managers offering to their patrons the best that can be devised for their comfort and safety in the luxurious cars that are coming out of the crowded shops for their summer work, but their thoughtfulness extends to beautifying the pathway of the tourists and catering to their aesthetic tastes. A simple though a significant illustration of this is seen in the recent purchase in this city by the Pennsylvania Railroad Company of 50,000 plants of various kinds, the purpose being to have beds of flowers at every station along the route. So in many ways of greater and minor importance the railroad managers are aiming to make everything inside and outside the cars as attractive as possible to their patrons. They are also doing much to benefit the localities through which their lines pass as well as to assist the public generally in select-

ing summer resting places, by making better known the attractions offered in the various parts of the country. Plans for excursions and the chartering of cars have been so well and economically systematized that the idea of excursion parties across the continent will be more popular this summer than ever before.

But to the many in the Metropolis who are looking forward eagerly in this midsummer weather of May to the days when their families shall be located by the sea shore or among the hills at easily accesible distances from the city, the near by attractions are of most direct interest, and information concerning them is most acceptable. The New England resorts are exceedingly popular with New Yorkers, and are becoming more and more so yearly as their attractions are becoming better appreciated, especially is this true of those designated by the breezy title of "Berkshire Hills." Improved railroad facilities have made them easily accessible to New Yorkers, conspicuously such facilities as are now being furnished by the Housatonic Railroad, which sends through cars direct from New York in six hours to Pittsfield, Mass., the very heart of Berkshire. And by the way, referring again to the means employed for placing information concerning summer resorts before the public, a model publication of the kind and one which illustrates what the railroads are doing in this worthily enterprising direction is a pocket volume which Mr. Clark W. Bryan, a well known Massachusetts journalist and publisher, of Great Barrington, has prepared for the Housatonic Railroad Company, entitled "The Hills and Homes of Berkshire." It contains illustrated descriptions of the numerous attractions and advantages of the Housatonic Valley and Berkshire County; its beauty recalls the flowers of the valleys and its spirit the breezes from the hills of "Dear Old Berkshire."

Organization:

The officers of the American Cable Company, elected on the 6th inst., are: Dennis Doren, President; A. H Calef, Secretary; G. P. Morosini, Treasurer.

At the annual meeting of the Pittsburgh, Oakland and East Liberty Railroad Company on the 4th inst. Mr. D. W. C. Bidwell was re-elected President and Treasurer and Harvey N. Rowe Secretary.

At a meeting of the stockholders of the Seaboard and Roanoke Railroad Company held at Portsmouth, Va., on the 3d inst. all the old officers and directors were re-elected.

A certificate of incorporation has been filed with the Secretary of State of Ohio of the Youngstown and Salineville Railroad Company; capital stock $500,000.

The stockholders of the Pittsburg Southern met in Pittsburg on the 2d inst., and elected at President James H. Hopkins, and as Directors J. W. Kuntz, J. Wright, J. W. Rowland, F. B. Laughlin, John L. George and J. P. Beal.

The Baltimore Steam Packet Company have re-elected the following directors: John M. Robinson, Enoch Pratt, S. M. Shoemaker, Charles F. Mayer, of Baltimore; Mancure Robinson, Nalbro Frazier Elihu Chancey and William L. Savage, Philadelphia, who re-elected Col. John M. Robinson president.

The officers of the West End, Angora and Park Passenger Railway Company, elected on the 2d inst., are: President, William Wharton, Jr.; Directors, William Rotch Wister, John Samuel, Louis J. Ladner, William C. Hannis, Alfred Horner, Jr., and Howard A. Stevenson.

The directors of the Wilmington and Northern Railroad Company, elected on the 2d inst., are: George Brooke, A. L. Foster, Richard E. Ely, Charles Huston, Charles Wheeler, John S. Gerhard. The officers are: President, Henry A. Dupont; Secretary and Treasurer, P. J. Ermold; General Superintendent, J. H. Thompson.

The Philadelphia and Darby Railroad Company has been reorganized with the following officers: President, Charles S. Borie; Directors, M. Hall Stanton, W. W. Colket, C. W. Walton, Richard L. Ashhurst, Thomas L. Lawson and George S. Fox. The capital stock has been fixed at $200,000, consisting of 4000 shares at a par value of $50.

At a meeting of the Delaware River Railroad Company at Woodbury, N. J., on the 2d inst., all the retiring directors were re-elected, with the exception that William Du Pont of Wilmington, Del., was substituted for Mr. Richardson of Philadelphia. The new board organized by electing William S. Conner president; Dr. Samuel T. Miller secretary, and Edward H. Green superintendent.

The directors of the Pittsburg, Virginia and Charleston Railroad Company, elected on the 3d inst., are: J. N. DuBarry, Geo. B. Roberts, Edmund Smith, Wister Morris, John P. Green, Strickland Kneass, D. A. Stewart, Chas. E. Speer, W. J. Howard, Geo. V. Lawrence, John Scott, Thomas L. Daly and Joseph Walton. President, J. N. Du Barry; Secretary and Treasurer, D. P. Corwin.

The stockholders of the Wilmington and Northern Railroad Company, at their meeting at Coatesville, Penn., on the 3d inst., elected the following board of directors: H. A. Dupont, George Brooke, A. L. Foster, Richard Ely, Dr. Charles Huston, Charles Wheeler and John S. Gerhard. President, H. A. Dupont; Secretary and Treasurer, P. S. Ermold; Engineer and General Superintendent, J. H. Thompson.

The directors of the Louisiana and Missouri River Railroad Co., elected on the 4th inst. are: J. P. Sebree, William King, J. J. Mitchell, George Straut, C. Beckwith, C. H. Fostor, R. P. Tansey, H. V. P. Block, W. H. Mitchell. The officers are: R. P. Tansey, President; Wm. King, Vice-President; W. W. Pope, Secretary and Treasurer; C. H. Foster, Assistant Secretary and Treasurer. Executive Committee: George Straut, C. Beckwith, W. H. Mitchell and C. H. Foster.

At the annual meeting of the stockholders of the Houston and Texas Central Railway Company, held in Houston, Texas, on the 2d inst., the following Board of Directors was re-elected: Chas. A. Whitney and A. C. Hutchinson, of New Orleans; R. J. Morgan and John J. Cisco, of New York; Charles Fowler, of Galveston, and G. Jordan, E. W. Cave, A. Graesbeck and A. Richardson, of Houston. No quorum of directors being present, the election of officers was deferred.

At the meeting of the bondholders of the Oregon and California Railroad, held at Frankfort, Germany, on the 5th inst., President Villard's plan for a reorganization of the road was adopted by a vote of 5,828 to 19. Messrs. Villard, Bretherton and R. D. Peebles were appointed trustees. Messrs. Villard, Endicott R. B. Pullman, Horace White, W. H. Starbuck, Bretherton and T. F. Oakes were appointed directors, with power to nominate four others. The next general meeting will be held in October.

At the annual meeting of the Eastern Railroad of New Hampshire, held at Portsmouth on the 3d inst., the following gentlemen were chosen Directors: Moody Currier, Manchester; Dexter Richards, Newport; Francis Thompson, Boston; Edward L. Giddings, Boston; Edward A. Abbot, Boston; William H. Goodwin, Boston; Frank A. Philbrick, Rye. The Treasurer, Edward A. Abbot, made his report, showing a balance on hand of $3,480 47. At a subsequent meeting of the Directors Moody Currier was chosen President and William H. Hackett, Clerk.

The Northern, Northwestern and Sault Ste. Marie Railway Company has been organized at Toronto Ont., and the following gentlemen have been elected directors, viz: Adam Brown, William Ince, Noah Barnhart, W. B. Scarth, the Hon. A. Morrice, A. McInlis, William Hendrie, John Proctor, D. McCarthy, William O'Brien, A. R. Boswell and John Fisken. Adam Brown is the President and William Ince the Vice President. The plans, &c., have, we understand, been filed for the greater portion of the right of way, and the construction of the road will be proceeded with at an early day.

At the annual meeting of the Union Investment and Promoting Company, of this city, held on the 4th instant, the following gentlemen were elected directors for the ensuing year: A. F. Willmarth, Geo. P. Bissell, John G. Webster, Joseph S. Stout, D. B. Barnum, Geo. W. Warren, John H. Mortimer, Monroe E. Babcock, Henry R. Pierson, John R. Hall, James Bolter, A. McKinney, John L. Stewart, Henry L. Daniels, Alden P. Jacques, Hiram W. Hunt, Henry E. Russell, D. W. Gooch. Subsequently the following officers were elected: President, A. F. Willmarth; Vice Presidents, A. McKinney, Henry E. Russell. Geo. P. Bissell; Treasurer, Geo. W. Warren; Secretary, Monroe E. Babcock.

The annual meeting of the stockholders of the St. Croix and Northwestern Railway Co., was held at St. Croix Falls, Minn., on the 4th inst., and the following board of directors was elected: George P. Anderson, M. C. Pederson, M. Young, Jens Welling, Robert Downcent, C. E. Mears, F. A. Dresser, William J. Vincent, William M. Blanding, Joel F. Mason, Thomas H. Thompson, J. S. Baker, James Thompson. At the meeting of the directors the following officers were elected: President, William M. Blanding; Vice-President, Charles E. Mears; Secretary, A. C. Henerson; Treasurer, Joel F. Mason; Executive Committee: William M. Blanding, Thomas H. Thompson and M. C. Pederson. The prospects are said to be favorable for the early commencement of work on the road.

At the annual meeting of the Cedar Rapids, Iowa Falls and Northwestern Railway Co., held at Cedar Rapids, Iowa on the 4th inst., the following directors were elected: A. A. Robertson, J. J. Balthoff, J. E. Carlton, Iowa Falls; D. Close, J. N. Dewey, Iowa City; E. Bailey, Clinton; J. S. Peasley, A. J. Adams, Lyman Cook, Burlington. The officers elected for the ensuing year are as follows: President, Geo. J. Bool, Iowa City; Vice-President, J. N. Dewey, Iowa City; Secretary, W. P. Brady, Cedar Rapids; Treasurer, Theo. Stickney, Cedar Rtpids. The Iowa City and Western Railway Company also held its annual meeting at the same time and place, and the following directors were chosen: Lyman Cook, J. C. Peasely, A. A. Robertson, E. S. Bailey, C. D. Close, J. N. Dewey and J. J. Balthoff. The officers elected are: President, Lyman Cook; Vice-President, J. N.

Dewey, Secretary, Theo. Stickney; Treasurer C. Stickney.

At an election held at the office of the West Jersey Railroad Company, in Camden, N. J., on the 4th inst., the following directors were chosen: Philadelphia and Long Branch—W. L. Dennis, Warren E. Dennis, T. W. Jackson, C. B. Thurston, James McCrea, W. J. Sewell, I. S. Buckelew, G. B. Roberts, W. M. Fox, Edmund Smith, S. Kneass, H. D. Welsh and G. M. Dorrance. Pemberton and Seashore—Strickland Kneass, G. M. Dorrance, W. L. Elkins, Edmund Smith, A. M. Fox, J. N. DuBarry, H. H. Houston, Wistar Morris, N. P. Shortridge, H. M. Phillips, H. D. Welsh, J. P. Wetherill and E. T. Green. Freehold and Jamesburg—H. Allaire, I. S. Buckelew, Alex. M. Fox, Strickland Kneass, James R. McClure, S. B. Oviatt, Lewis Perine, Jacob B. Rue, Clifford S. Sims, Edmund Smith and Henry D. Welsh.

The stockholders of the following railroads under control of the Baltimore and Ohio Railroad Company held their annual meetings in Pittsburg on the 2d inst., and elected the appended lst of officers and directors: Somerset and Cambria Railroad Company—President, J. B. Washington. Directors, W. H. Koontz, Somerset, Pa.; C. C. Mussellman, Somerset, Pa.; Welty McCullogh, Greensburg, Pa.; J. G. Harvey, Baltimore, Md.; Robert Garrett, Baltimore, Md.; D. J. Morrell, Johnstown, Pa. Berlin Railroad Company—President, J. B. Washington. Directors, Welty McCullough, Greensburgh, Pa.; Robert Garrett, and Joshua G. Harvey, Baltimore, Md.; W. H. Koontz, Somerset, Pa.; S. A. Philson, Berlin, Pa.; S. Philson, Berlin, Pa. Brownsville and New Haven Railway Company—President, J. B. Washington. Directors—A. L. McFarlane, Irwin Station, Pa.; W. J. H. Kline, Greensburg, Pa.; Geo. W. Wilson, Pittsburgh, Pa.; W. H. Markle, Greensburg, Pa.; Welty McCullough, Greensburg, Pa.; A. O. Tintsman, Pittsburg, Pa.

Personal.

Rufus Hatch and his son arrived in the city Monday from their trip to the Bermudas,

J. A. Gladfeiter, of Seven Valley, York county, Pa, has been appointed railroad surgeon of the Northern Central Railway Company.

B. W. Wren has been elected Chief of the Transportation Bureau of the International Cotton Exposition at Atlanta, Ga.

Judge Robert Ould it is announced, will resign his position as president of the Richmond, Fredericksburg and Potomac Railroad Co., June 1st.

Telegrams from Mexico state that Capt. Eads' ship railroad project has been approved unanimously by the Mexican Chamber of Deputies.

C. M. Rutter and Walter N. Walker, of this city, have formed a co-partnership for the purpose of doing a general banking and brokerage business, under the firm name of Rutter & Walker, at 80 Broadway.

E. A. Maurie, Sydney Bishop and M. M. Howland, under the firm name of E. A. Maurie & Co., have formed a copartnership in banking and brokerage at 7 Wall street.

Capt. Boycott of Ireland, whose siege by the Land Leaguers originated the name "Boycotting," arrived last week at Manitoba, Canada, where he thinks of locating.

W. H. Barnum has been re-elected president, David S. Draper vice-president, and H. A. Kerkham secretary of the Little Pittsburg Consolidated Mining Company.

James Bartol, of Baltimore succeeds S. M. Woodward, Jr., as superintendent of the Valley Railroad and agent of the Baltimore and Ohio Railroad at Staunton, Va.

Gen. Pas. Agent Ford, of the Pennsylvania Company has appointed C. W. Adams assistant general passenger agent of the Pennsylvania Company; C. C. Cobb, of the Pittsburgh, Cincinnati and St. Louis Railway, and J. M. Chesbrough, of the Vandalia Line.

Col. W. O. Osgood, of Chicago, a heavy land owner in Texas and much interested in railroad construction in the Southwest, says that more than half of the sugar stubble in Texas was killed by the severe weather of early Spring.

George W. Field, superintendent of the Third Avenue Railroad of New York, died at the residence of his son-in-law, Dr. J. H. Thurston, in Jamestown, N. Y., on the 7th inst., after an illness of several months.

Capt. A. A. Folsom, superintendent of the Boston and Providence Railroad, sailed for Europe last Saturday from Boston. He was accompanied to the steamer by a large number of friends, and received a handsome floral testimonial from the conductors of his road.

George H. Holt has retired from the banking house of George William Ballou & Co., New York and Boston. The firm name remains unchanged and the general partners are George William Ballou, William H. Bingham, David H. Darling and Allen S. Weeks.

The sixtieth birthday of William H. Vanderbilt was celebrated in Nashville, Tenn., last Sunday at the dedication of the Theological Hall of the Vanderbilt University, by placing in the Hall a full length portrait of the donor. The building, the gift of Mr. Vanderbilt, is said to have cost over $100,000.

A. A. Bean, formerly superintendent of the San Francisco and North Pacific Railroad, appointed assistant superintendent of the Southern Pacific of Arizona, has assumed charge at Tucson, vice W. G. Curtis, who has been appointed superintendent of track of the Central Pacific and leased lines, vice L. M. Clement.

John H. Starin, whose transportation line for a number of years has carried freight by water between the general steamer lines and the New York Central and Hudson River Railroad, has sold this lighterage business to William H. Vanderbilt. It is said to have been appraised at $1,000,000.

The fifty-third annual meeting of the American Seamen's Friend Society was held in this city on the 9th inst and the following trustees were elected for the next three years: Rev. John Spaulding, D. D., Capt. Daniel Gillespie, and Messrs. John Dwight, Henry A. Hurlburt, Fredk. Sturges, Wm. C. Sturges and Geo. J. Seney.

The Petersburg Railroad Company was reorganized on the 6th inst. by the election of the following officers: President, E. T. D. Meyers, superintendent of the Richmond and Fredericksburg Railroad; directors, W. H. Palmer, F. R. Scott, T. M. Logan and Joseph Bryan, of Richmond, and R. G. Pegram, of Petersburg.

C. B. Peck, general manager of the Chicago and Grand Trunk Railway, has been promoted to the office of general traffic manager of all the Grand Trunk lines in the West. He was recently appointed government director of the Union Pacific Railway Co, S. R. Calloway has been appointed general superintendent of the Chicago and Grand Trunk Railway, and Wm. Wainwright assistant general manager.

C. P. Huntington, vice-president of the Central Pacific Railroad Company, and president of the Chesapeake and Ohio Railway Co., having had his attention called to efforts being made for the erection of a church lecture room or chapel in his native town of Harwinton, Conn., has offered to have the building erected at his own expense if after consulting an architect an acceptable plan is found.

Ex-Congressman Chas. Hudson, who recently died at his home in Lexington, Mass., at the age of eighty-six years, was among the earliest advocates of railroads in this country. The familiar legend over railroad crossings "Look out for the Locomotive" is said to have been suggested by him. He served eight years in Congress, and was afterwards appointed to a Boston custom-house office by President Taylor.

The New York Exchange on Monday elected the following officers: President, Donald Mackay, chairman, James Mitchell; vice-chairman, Alexander Henriques; treasurer, D. C. Hays; secretary, B.O. White, trustee of gratuity fund, William Alexander Smith; governing committee to serve four years, S. T. Russell, G. L. Haight, E. Brandon, F. K. Sturgis, W. L. Bull, F. N. Lawrence, Simeon J. Drake, R. L. Anderton, Jr., J. S. Decker, J. D. Probst; to serve one year, D. A. Boody.

Removals.

Cantoni & Co., bankers, have removed to 25 Wall street.

Shearman and Sterling have removed their law offices from 20 Nassau street to 45 William strset and 41 Pine street.

D. N. Beardsley & Co., contractors and wholesale dealers, in railroad ties, have removed from 21 Park Row to 9 Murray street. To meet the demand for ties created by the activity in railroad construction work, they have recently increased their already large facilities for filling orders.

Manufacturing.

The Lobdell Car Wheel Co. has recently purchased over 200 acres of land for extending its works at Wilmington, Del.

Riehle Bros., Philadelphia, manufacturers of scales and testing machines have opened a store in this city at 115 Liberty street.

It is said that New York parties have leased for a term of thirty years, the old Camden and Amboy Railroad shops at Bordentown, N. J., for the purpose of manufacturing locomotives.

Two locomotives, both standard gauge and of the Baldwin Locomotive Work's make, are offered for sale by R. Frazer, agent for J. H. Brakeley, Bordentown, N. J., a description of the locomotives is given in another column.

Buildings with a frontage of over 500 feet are being erected at Muskegon, Mich., for the company recently organized there for the manufacture of railroad cars and locomotives. The officers of the company are: George C. Kimball, president; Robert Caithness, vice president; F. A. Nims, secretary; Hugh Park, treasurer.

The Charleston News says that the Spartanburg and Union Railroad has been leased by the Richmond and Danville Railroad Company at a reported yearly rental of $50,000, and that the Spartanburg and Asheville, with the Knoxville and Cincinnati connections, will naturally go next.

The two working parties on the Norfolk and Elizabeth City (N. C.) Railroad were, at last accounts, rapidly approaching each other, and it is probable that the last spike was driven on Friday.

The Right to Redeem Cut-off--A Statute Repealed by Implication.

The New York Court of Appeals, in its recent decision in the case of Daniel Pratt et al. vs. Edgar Munson, holds that the second section of the Act of 1853 (ch. 502) allowing stockholders to redeem in proportion to their stock within six months after title acquired by the purchaser at foreclosure sales of railroad mortgages, has been repealed by implication.

The Sodus Bay and Corning Railroad Company on the day of its organization in March, 1873, executed to the Farmers' Loan and Trust Company a mortgage upon all its property to secure the payment of certain bonds. Default was made, and the mortgaged property was disposed of at foreclosure sale in June, 1876, to the defendant Munson. The plaintiffs, who owned only one share of the capital stock, brought this action because the purchaser, Mr. Munson, had refused to accede to their demands and allow them to redeem under the Act of 1853. The second section of this act declares that any stockholder of a railroad company shall for six months after foreclosure sale have the right, on paying to the purchaser under such sale a sum equal to such proportion of the price paid on such sale as such stockholders' stock shall bear to the whole capital stock of the company, be entitled to have the same relative amount of stock or interest in the railroad company, its road, franchises and other property. This provision has worked very serious annoyance and difficulty in many such foreclosure sales, and it is said that recently large sums of money have been paid, under the supposition that the statute was still in force, to quiet the apparent title arising under it.

In giving the opinion of the Court, Judge Danforth comments upon the language of the statute, and says that—

If its object was to enable each stockholder to continue his interest in the corporate property, contributing to the purchaser a certain proportion of the sum paid, and so becoming with him tenant in common of the estate, that the directions of the section are very inadequate and could hardly afford to anyone indemnity for the loss sustained by the extinction of the corporation of which he has been a member. But in 1854 a law was passed amending the General Railroad Act of 1850, declaring that whenever the purchaser of real estate, track or fixtures of any railroad corporation, which might be sold by virtue of any mortgage executed by such corporation, should acquire title to the same in the manner prescribed by law, such purchaser might associate with him any number of persons, and make and file articles of association as prescribed by the Act of 1850, and such purchaser or purchasers and their associates should thereupon be a corporation "with all the powers, privileges and franchises and be subject to all the provisions of this act." If the Court went no further, Judge Danforth says, it would seem that this statute was entirely repugnant to that of 1853. But the Act of 1874, designed, as its title says, to "facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," while substantially like the Act of 1854, makes its additional provisions in such form that it cannot be construed so as to be consistent with the continuance of the right claimed under the Act of 1853. This Act of 1874 declares that the "new company" formed by the purchaser and his associates shall become and be a body politic and corporate, and be invested with all the rights, privileges and franchises "which at the time of such sale belonged to or were vested in the corporation formerly owning the property so sold."

After discussing the statute at some length, Judge Danforth says:

"The statute of 1853 does not contemplate the formation of a new company. No obligation is imposed on the purchaser to assist in forming one. No provision is made for it. Upon the foreclosure sale the purchaser takes the property to do with it as he choses, as he might deal with lands or chattels, subject only to the right given to the stockholders by section 2 of the Act of 1853 to participate in the purchase upon the terms and within the time therein mentioned. That right must be deemed taken away by the power of disposition conferred upon the purchaser by the above acts; for the liability to convey to the stockholders of the company an interest in the property purchased cannot coexist with the power to convert the whole for other purposes and to other persons. Again, the Act of 1874 secures to the stockholders in the old company a right to participate in the benefits of reorganization in one event only—when the title is acquired to the railroad property and franchises pursuant to some plan or agreement for the readjustment of the respective interests therein of mortgage creditors and stockholders in the old company. This provision also is inconsistent with the right embraced in the second section of the Act of 1853. It seems to us that these acts were intended by the Legislature to prescribe the rule applicable to the stockholder in a railroad company, and the purchase upon foreclosure of its property and franchies; that they are repugnant to the provisions of the Act of 1853 upon the same subject, and therefore repeal them, according to the maxim that 'every affirmative statute is a repeal by implication of a precedent affirmative statute so far as it is contrary thereto.' We think, therefore, the provisions of the Act of 1853 on which the plaintiffs rely were not in force at the time of the sale under the foreclosure, and that the plaintiffs acquired no cause of action against the defendants."

Railroad Law.

Some recent decisions on this subject deserve remark. In Pullman Palace Car Co. vs. Barker, 4 Col. 344; S. C. 34 Am. Rep. 89, owing to the defendants' negligence, their sleeping car, on which a woman was a passenger, caught fire, and she was compelled to leave the car, half clad, and took cold, which resulted in suppression of her menses and a long illness. It being shown that she was menstruating at the time of the accident, and that the illness was traceable to that condition, held, that the defendants were not liable in damages therefor. The court adopted the rule enunciated in Milwaukee, etc., Ry. Co. Kellogg, 4 Otto, 475, that "the question always is, was there an unbroken connection between the wrongful act and the injury—a continuous operation? Did the fact constitute a continuous succession of events so linked together as to make a natural whole, or was there some new and independent cause intervening between the wrong and the injury?" They continue: "Independent of the fact that she was 'unwell' at the time, it cannot be said that the negligence of the appellant resulted in her long illness or any illness Conceding that the appellee was compelled on account of the smoke and flames to leave the car in the half-clad condition she did, the exposure to the cold was the direct and necessary result of the appellant's negligence. Her subsequent illness, however, was not the result of the exposure, but the result of the exposure in her then condition. Here, then, intervenes an independent cause of her illness, a cause resting in her physical condition, appertaining exclusively to herself, with which the appellant had no concern, and to which it sustained no relation either by contract or by the general duty imposed by law upon carriers of passengers. Where physical weakness or disability is apparent to, or is brought to the attention of the carrier, undoubtedly that high degree of care which the law imposes upon him, would, under certain circumstances, involve duties in reference thereto. As that he shall allow an aged, infirm, or crippled person, a reasonable time in which to get on or off the coach or car, having reference to their crippled or infirm condition. Colt vs. Sixth Ave. R. R. Co., 33 N. Y. Sup. Court, 190. While this is the case it cannot be said that the law imposes any duty respecting the possible secret complaints and diseases of passengers affecting their fitness to travel. Where no duty is imposed no liability can attach. Another passenger might have suffered equally serious consequences from the effect of the cold upon a wound in the foot, superinducing inflammation, and possibly necessitating amputation. Can it be said that the law imposed upon the carrier an enlarged duty having reference to the wound, and that the added risk of travelling in this condition must be assumed by him and not by the passenger from whose personal condition it springs? We think not. While it is true that menstruation is a law of health, it is also true that it is a condition requiring greater care and prudence to avoid exposure."

The court cited Hobbs vs. London, etc, Ry. Co., L. R. 10 Q. B. 111. In that case the plaintiff, with his wife and two children, took tickets to H. on the defendant's railway. They were set down at E. It being late at night, the plaintiff could not get a wagon or accommodation at an inn. They had therefore to walk five or six miles on a rainy night, and the wife took cold, was laid up in bed for some time and was unable to assist her husband. The jury found £8 for inconvenience in having to walk home, and £20 for the wife's illness and its consequences. The court held the £8 recoverable, but not the £20.

The circumstances in Indianapolis, etc., Ry. Co. vs. Birney, 71, I l. 391, were very similar in the Hobbs case, except that in the former the plaintiff "had the option to remain five or six hours and take the next train, or procure a horse or a horse and carriage," and the opinion is based on the ground that his exposure was voluntary and unnecessary.

See 1 Sedgw. on Meas. of Dam. (7th ed.) 218, note a; Wood's Mayne on Dam. 67, note 2; Thomp. Carriers of Passengers, 565.

Mr. Thompson (Carriers of Passengers, 566), says of the Hobbs case: "The rule seems to have been applied with unnecessary vigor." He also cites Francis v. St. Louis Transfer Co., 5 Mo. App. 7, where a passenger carrier contracted to carry a young lady from a railway station to her house, but set her down in the city, a mile from her residence, on the sidewalk of a frequented street, along which ran a line of street cars passing within a square of her house. The day was very cold but dry; the young lady was delicate but not ill. Being warmly clad, she walked home with a friend, and in so doing took a cold which

permanently impaired her health. It was held that this injury was too remote to warrant a recovery against the defendant.

But where the defendant contracted to carry the plaintiff from New York to San Francisco via Nicaragua, but in consequence of the wreck of the connecting vessel on the Pacific coast he was detained several weeks on the Isthmus, where he contracted a local fever, which disabled him for a long time after his return to New York, this injury was held a ground of recovery. Williams v. Vanderbilt, 28 N. Y. 217.

The Hobbs case was very recently followed, but criticised by Fry, J., in McMahon v. Field, Ch. Div., 44 L. T. (N. S.) 175. There the plaintiff hired stables of the defendant in order to put some horses there which he wished to dispose of at a fair held in the town. Soon after the horses arrived they were turned out of the stables in consequence of the defendant having also let them to some other person, and as he did not supply the plaintiff with other accommodations for the horses, he was compelled to obtain it elsewhere. The plaintiff claimed damages for injury sustained by the horses by being thus suddenly turned out of the stables and exposed to the weather while he was seeking other stables for them. Held, not recoverable. The court said: "If there had been no decision on the point I should hold a person who breaks a contract must take the consequences of that breach, and the fact that something which coincides with the breach produces the result does not relieve him from the consequences. But that does not appear to be the law. The case of Hobbs v. London and South-western Railway, L. R., 10 Q B 111, has been pressed upon me, and I am unable to find any distinction between that case and the present. There the illness of the plaintiff's wife was the result in the first place of the breach of contract; secondly, of the physical condition of the wife; and thirdly, the physical state of the weather on the night in question, on which she was obliged to take a walk. Here the injury to the horses was the result, first, of the breach of contract; secondly, of the physical condition of the horses; and thirdly, of the state of the weather on the afternoon in question. In giving judgment in that case Cockburn, C. J., after stating two hypothetical cases, said (L. R., 10 Q. B. 119): 'In either of those cases the injury is too remote, and I think that is the case here; it is not the necessary consequence, it is not even the probable consequence of a person being put down at an improper place, and having to walk home, that he should sustain either personal injury or catch a cold.' If that is a correct statement of the law, I am bound to find that it is not the necessary and probable consequence of the horses being turned out of the stable on a May afternoon, that in going to a neighboring stable they should catch cold. Horses are moved, and there is nothing to show that these horses were more susceptible to cold than other horses. Archibald, J., said (L, R., 10 Q. B. 124) that 'in the case of breach of contract, the party breaking the contract must be held liable for the proximate and probable consequences of such breach; that is, such as might have been fairly in the contemplation of the parties at the time the contract was entered into.' If that be a sound view of the law, I must hold that neither the particular condition of the horses, nor of the weather, on that afternoon, was in the contemplation of the parties to the contract when they entered into it. I follow that case because it is an authority of the Court of Appeal, and not because it is to my mind a satisfactory decision."

The Hobbs case and the Barker case seem to us to strain the law to its extreme. Railways are not provided for the conveyance of the healthy and robust alone. Sick and delicate people have a right to carriage, and are every day transported, as well as those who are strong and in health. It is not the fault of the passenger that he is sick, or delicate, or is made sick by the exposure consequent upon the railway company's negligence. Especially is it not the fault of the woman that she is menstruating. Loss of business from such illness may not be recoverable; but why is not the illness the direct and easily-foreseen result of the negligent exposure? Suppose, for example, there is a railway collision and wreck, and the cars take fire and are consumed. All the passengers easily escape, except one, who is sick or has a wooden leg, and perishes in the attempt. Here is an "intervening, independent cause"—the sickness or the wooden leg. That was not the fault of the railway company. It "appertained exclusively" to the passenger. But will any one deny the liability of the company? The law of the cases cited will bear revision.—[The Albany Law Journal.

Manufacturing Enterprises in the South.

The report of the President of the Graniteville Cotton Manufacturing Company at Augusta, Ga., which was recently submitted at the annual meeting of the stockholders, must prove not only gratifying to the stockholders, but to all who have at heart the success of manufacturing enterprises in the South. The Graniteville and Vaucluse factories are under the management of the Graniteville Cotton Manufacturing Company, with an aggregate of 34,064 spindles and 886 looms. The product of goods for the year ending 1st of March last was, in pounds, 4,669,663, and in yards, 16,303,569, in which 12,383 bales of cotton, averaging 450 pounds to the bale, were consumed. The profits were $137,196 and the expenses, including insurance, taxes, schools, churches, interest, &c., $16,383, leaving a net profit of nearly $91,000, being a net earning of over 15 per cent on the entire capital stock. Of this, $48 000, or 8 per cent, was paid in dividends, and the balance, $43,000, carried to the surplus fund, which now aggregates $168,543. The loss of running time during the entire year was only ten days, and this was on account of low water. The requisite machinery has been introduced in the Vaucluse mill for making and printing flour sacks and other kinds of bags out of cloth manufactured in the mill, and the President says the experiment has proved a complete success, giving good promise of becoming a valuable source of profit and an important market for the consumption of a large portion of the products of the mill.

It is stated that engineers are now engaged in locating the new railroad from Alexandria, La., to Jacksonville, Ark., which, when completed, will connect the St. Louis, Iron Mountain and Southern with the New Orleans Pacific.

Railroad Extension in the South.

At a meeting of the stockholders of the Augusta and Knoxville Railroad Company, held at Augusta, Ga., on the 4th inst., President Verdery made the following allusion in his annual report to the extension of the Virginia Midland Railroad:

"The question of extending the Virginia Midland Road from Danville, Va., to Spartanburg, S. C., now being agitated, contains more of business than speculation, and no argument is needed to demonstrate the advantages of the consummation of such plans."

A resolution was adopted by the stockholders to the effect that they regarded the connection of this road with the North Carolina Midland extension at Spartanburg, S. C., as of vital importance, and that the officers of this road be empowered to create such mortgages or liens on the property of the Augusta and Knoxville Company as will perfect some consolidation or traffic arrangement with the Spartanburg and Greenwood road and with the North Carolina Midland.

The Augusta and Knoxville Railroad is completed twelve miles from Augusta, and John G. Clarke & Co., of Baltimore, are now erecting an iron bridge across the Savannah river. Nearly all the grading is finished on the Carolina side, and trains will run to Greenwood in the fall.

It is estimated that the work on the railroad from Greenwood to Spartanburg, sixty-six miles, including track laying, will cost only $7,200 per mile. There are but nine miles of heavy work. The counties of Spartanburg and Laurens, South Carolina, will subscribe $75,000 each and Augusta will give the rest. The completion of the road from Augusta to Spartanburg is now assured.

The track of the Chicago, St. Louis and New Orleans Railroad is to be changed in June from the southern, or five feet gauge, to the standard, or four feet eight and a-half inch gauge. The Louisville and Nashville Railroad is making arrangements for a similar change, which will be consummated in a few weeks, and it is understood the Cincinnati Southern will soon follow. The action of these Southern trunk lines will doubtless necessitate a similar change on the minor Southern roads, or entail considerable loss on them.

The Missouri, Kansas and Texas Railroad has been leased to the Missouri Pacific Railroad Co., which has operated it ever since it was taken from the hands of the Union Trust Company in December last. The lease has been approved and signed by the officers of both companies, and will be submitted to the stockholders for ratification on May 18. It is understood that the lease is a virtual continuation of the present agreement by which the Missouri Pacific operates the road and pays to the company the net earnings.

Statesville, N. C., will vote on the 2d of June on a proposition to subscribe $50,000 to the Statesville Air-Line Railroad, this subscription to be turned over to the North Carolina Midland, provided it builds to Statesville. It is thought the proposition will carry almost if not quite unanimously.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1866	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	8	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,110,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1884	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	664,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	969,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1858-'90 (Balt.) stg fd.	2,833,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	2,882,966	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	368,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $3,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	550,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	...
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	646,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1892	600,000	8	Jan. and July.	Boston.	1893	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	8	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (88 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	...
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N.S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1903	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O	"	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,610,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530 000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon.	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,362,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	1,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	6	Jan. & July.	New York.	1888	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	888,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	18,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,500,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie du Chien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.).....	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division)..	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,140,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mortgage, guar.	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,255,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $8,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage	1,998,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind.(C.,H.&D.):						
1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.	1,545,800	7	Jan. and July.	" "	'92-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort. (Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1906	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)....	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	689,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1893	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	842,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1903	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	....	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort. (Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,439,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	262,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	5-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,000	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($124,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1888	....
1st Mortgage 2d division	686,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	41*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	635,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	255,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1883	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
1st Mort. (Bay C. & Kal. Jag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnste'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	423,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	8,200,000	7*	Feb. & Aug.	New York.	1909	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	32,000	7	" "	" "	1892	....
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	....
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	....
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1898	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.		1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,629,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7				
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	806,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8				
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston	....	....
Mortgage on Branches	1,325,000			"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7		"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	....
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City,Top.&W.(A.,T.&S.Fe)						
1st Mortgage	884,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....			....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	3?0,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	....		" "	....	....
1st Mort. (Lan., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon.		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000 000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7		" "	'81-'82	....
1st Mort. (Smithtown & Pt.Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	761,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1920	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	353,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6				
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (U.,M.& St.P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mehoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 800	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1888	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" " ")	300,000	..		" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	...
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	...
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	..
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400 000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,254,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,500,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,480,000	7			....	....
Income Bonds conv., non-cum	2,000,000	3			....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*			1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $12,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1898	....
1st Mort. (North'n Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	956,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1507	....
1st Mort. (Al. L to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	...
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	...
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,318,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,558	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	...
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $39,000,000	.....	6*	May & Nov.	" "	1920	....
1s. Mort. (Missouri River R.R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R.R. of Ga.	700,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R.R. of Ga	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1893	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	893,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mo M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn & Pacific K. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1908	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1888	....
2d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r'	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,500,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,900	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N.Y. & L.B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N.Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D. & H. C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for R. & N. F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	...
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	...
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	...
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656,000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M. Fund. Coup. Bds	3,699,226	7*	" "	"	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	...
1st Mort., gold. Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1875	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peters'b.—See Atl. M. & O.						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,920,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	....	....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	....	....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	....	....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N. W.):						
Nist Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600,000	6	Jan. & July.	"	1897	...
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1906	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						....
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar.	1,034,000	8	June & Dec.	Boston.	1896	...
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.	350,000	7	May & Nov.	New York.	1915	...
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar.	388,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	6	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
2d Mortgage, Income, 1880	359,200	7	....	....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.	500,000	7	....	....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	1910	...
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa. R. R.)	6,400,000	6	....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1887	10,000,000	4*	....	"	1921	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C. R. I. & P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1903	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500,000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000,000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
General Mort. for $20,000,000	8,080,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800,000	4-6	....	Philadelphia	....	....
Loan of 1868, debenture	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499,900	7	Jan. & July.		1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. stg. sinking fund	19,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	5*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	5-6,000	3-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000	13,036,500	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0 0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	226,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Se ies B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds..... ...	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	....
Providence and Worcester:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	320,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)...	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,327	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.....	177,516	6	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelphia.	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1898	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,500,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St. Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1893	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York,	1888	....
2d Mortgage A for $500,000....	411,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,-32	8*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute						
1st Mortgage, S. F., guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,469,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.)for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.. ..	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesbury:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	...
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.)						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)....	1,628,020	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	6*	Jan. & July.	London.	'78-'89	...
1st Mortgage (L.) currency.....	1,091,600	6	" "	New York.	'78-'88	...
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	183,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	281,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,760,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1906	....
Income and Land Grant	3,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	660,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	..
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	..
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1905 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	856,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,833,000	7	Jan. & July.	New York.	1908*	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	...
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage: 2d series (blue)	850.000	7	" "	"	1890	....
General Mortgage: 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,760,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,510,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,242,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1939	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	....
1st Mort.(Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,000,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	....	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1903	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. " ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb.& Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	'78-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	800,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	800,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,168,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	5:0,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	128,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	B ston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	
Preferred Bonds (next lien)	1,899,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1894	
reg. { 3d series, Jan. 1, 1871	6,48 ,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg	4,856.000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	
Convertible Loan, gold	711,000	6*	March & Sept.	"	1891	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg						
1st Mortgage, extended	1,709,350	6	M. S. J. & D.	Philadelphia.	1897	
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds	228,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1916	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1896	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	
3d Mortgage (Susqueh. Canal)	1,323,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "‖."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,701,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	.....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,191	92,668	—	50	.....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ‖ (D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	653,353	1,218,236	553,268	7	100	.....
Oct. 31, 1879	242.0	17.5	82.0	4-9	78	37	6	1,930	Allegheny Valley ‖ ..... Pennsylvania.	21,568,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,248	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	.....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,656,432	1,500,000	12,589	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	.....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*.... Kansas.	25,056,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	.....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	153,846	269.0	.....	.....	.....	777,298	251,621	—	100	.....
Sept. 30, 1879	387.5	36.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,308,347	2,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,269,843	4,135,296	648,808	—	100	.....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,756	543,931	824,789	33,749	6	100	.....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio ‖ .. Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	423.0	1,312,118	130,466	308,002	1,686,320	644,006	—	100	.....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)..... Mass.	120,707	—	1,250	87	131,700	—	—	444	4.0	.....	.....	.....	9,273	9,273	7	100	.....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ‖ .....Md. & W. Va.	29,543,315	12,203,068	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	3,679,346	.....	.....	8,864,827	4,341,245	8	100	.....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ‖ ..... Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	.....
Sept. 30, 1878	104.6	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch..... W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	188,023	—	100	.....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago O., I. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,788	—	50	.....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac..... Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	847,456	669,772	173,570	—	50	.....
Dec. 31, 1879	51.2	2.3	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,196	6‡	50	.....
Sept. 30, 1879	9.6	—	0.5	3-0	2	3	1	6	Bath and Hammondsport..... N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	.....	.....	11,574	4,979	—	100	.....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap..... Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	.....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe..... Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	.....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland..... Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	.....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York	24,516,781	3,145,400	372,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,998,297	2,310,539	7,741,119	2,492,618	8	100	.....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Lowell..... Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	680,789	86.3	1,225,383	2,876,581	1,068,230	1,399,816	378,446	2	500	.....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and Maine..... Mass., N. H. & Me.	9,508,764	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	122.5	1,735,103	4,329,028	810,122	2,632,652	934,434	6	100	.....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and New York Air Line.... Conn.	4,454,338	*	49,811	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	283,892	159,451	—	100	.....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston and Providence..... Mass. & R. I.	4,612,774	—	665,043	220,751	4,000,000	500,000	607,266	391,311	67.7	852,282	2,574,104	669,468	1,323,926	424,179	8	100	.....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	593	Boston, Concord and Montreal ..... N. H	1,383,397	—	1,451	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	.....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,691	165.8	124,307	119,015	178,235	183,866	40,455	—	100	.....
Sept. 30, 1880	8 8	—	2.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn..... Mass.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,060	39.0	68,307	49,900	....	13,197	deficit.	—	100	.....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley..... Mass.	466,654	94,219	158,303	26,588	350,000	300,000	45,150	50,615	8.8	124,966	924,521	.....	156,888	47,341	6	100	.....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope..... Virginia	42,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,690	82,950	.....	6,304	1,594	—	100	.....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is..... N. Y.	2 110,500	*	.....	.....	110,500	—	.....	.....	21.0	12,600	2,474	36,567	16,815	6,094	—	100	.....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island.. N.Y.	489,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,309	337,569	nominal.	53 612	11,493	—	100	.....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	873,960	7,328	203,051	102,924	—	100	.....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	236	Buffalo and Southwestern..... New York.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	.....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila.. N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,500	1,401,765	248,391	67.4	268,843	120,988	304,918	351,829	10,999	—	100	.....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille..... Vermont.	1,413,562	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,432	—	100	.....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	58	Burlington and Northwestern..... Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	.....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	.....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor.. Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410,260	459,702	—	100	.....
June 30, 1880	146.5	—	54.2	3-0	24	7	7	611	Cairo and St Louis..... Ill.	7,103,035	*	In Receiver's hands. No returns.		4,565,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	.....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes ..... Illinois & Ind.									157.0	291,275	68,959	199,232	366,648	.....	—	100	.....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	168	California Pacific (C. P.)..... California	18,966,053	895,014	138,806	276,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	.....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic..... New Jersey.	1,997,886	868,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3‡p	50	.....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	66,850	270,439	82,196	—	100	.....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,996,366	547,276	—	100	.....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	12.3	4-8.5	22	18	5	325	Carolina Central..... N. C.	10,262,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	.....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq..... New York.	612,135	79,511	.....	2,329	589,110	—	18	13,21‡	34.6	75,090	21,672	73,578	57,929	2,659	6‡	100	.....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia..... Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,248	103,708	.....	3,190,490	1,537,935	—	100	.....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa..... Iowa.	9,653,349	*	.....	.....	4,921,056	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	.....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey..... New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	836,168	4,317,218	1,371,579	—	100	.....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific* ‖ ..... Cal. Nev. & Utah	135,091,029	8,030,469	10,234,033	1,461,793	54,275,500	85,192,285	306,605	16,382,588	1,213.1	7,203,691	6,842,907	1,875,348	17,155,163	6,945,300	—	100	.....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont..... Vermont.									431.4	2,311,811	648,184	1,204,637	2,464,284	755,506	—	100	.....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga.	5,182,315	*	372,892	23,826	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,884	96,476	458,167	228,105	—	100	.....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.)..... Penn.	1,084,893	—	37,142	26,037	645,763	500,000	996	.....	22.8	67,547	130,743	167,571	84,660	30,596	—	5C	.....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Charlaw and Darlington..... S. C.	680.000	*	.....	.....	392,100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	.....
Sept. 30, 1879	428.0	9.3	93.6	4-9	81	34	16	2,195	Chesapeake and Ohio..... Va. & W. Va.	34,238,716	*	534,267	133,243	23,762,136	22,526,315	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,642	884,210	—	100	.....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire..... N. H. & Mass.	2,395,259	322,266	.....	305,141	2,153,300	606,500	27,396	85,480	64.0	574,267	134,282	501,487	602,750	164,598	3	100	.....
Dec. 31, 1879	243.5	145.7	193.8	4-8.5	187	80	27	4,218	Chicago and Alton..... Illinois.	19,095,603	*	3,537,160	4,663,315	12,490,872	11,627,850	2,597,993	579,378	840.4	3,609,638	843,429	2,634,177	5,755,677	2,706,156	6	100	.....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois..... Illinois.	4,136,343	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,000,088	146,219	749,340	1,020,794	389,445	—	100	.....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa..... Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	104.0	.....	.....	.....	568,793	356,828	—	100	.....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	718	Chicago & West Michigan..... Mich.	6,288,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	637,908	248,287	345 467	654,233	112,827	—	100	.....
May 31, 1880	1,627	—	167.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	78,866,795	*	8,318,765	2,811,506	36,513,610	37,688,000	11,448 446	5,983,060	1,627.6	12,769,566	3,964,798	5,574,636	17,349,349	4,080,168	6	100	.....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah..... Illinois.	7,227.440	*	.....	.....	4,112,500	2,961,000	158,910	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	.....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah..... Wisconsin.	211,342	*	.....	.....	13 400	68,000	109,942	.....	30.6	12,896	.....	.....	13,417	5,704	—	100	.....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11639	Chicago, Burlington & Quincy... Ill. & Ia.	58,112,239	16,596,547	3,722,845	1,834,371	31,004,456	27,270,225	16 596,547	4,492,866	1,857.3	8,900,517	2,076,184	4,686,353	14,817,105	7,260,088	8	100	.....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,230.193	233,825	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	.....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,668,744	41,349,500	1,601,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,784	10,012,820	4,539,025	7pf	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	No.	Number.	Tons.	$	$	pc.	$	p.c
Dec 31, 1879	649.1	484 3	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,153	50 000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,336,968	6	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	2676	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	980,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,684	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	46	38	12	698	Little Miami .....Ohio.	5,048,241	*	1,965,942	34,724	4 637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,382,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶ .....Ark.	7,010,817	*	961,167	8,199	4,066,135	2,618,500	1,526,826	L. 293,278	166 2	233,829	54,516	.....	362,160	166,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	881	Long Island ¶ .....N. Y.	6,271,300	.....	.....	.....	3,260,600	2,479,712	725,386	.....	326.6	1,712,474	5,043,848	286,071	1,617,960	388,859	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48.403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.2	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville. Ill., T.,Ky. & Ala.	32.703,932	*	13,326,077	1,267,520	9,059,361	22,902,820	10,425,589	3,909,759	1,889.9	5,627,177	.....	.....	7,435.843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,352	*	86,083	307,928	1,860,603	3,764,700	522,498	241,567	232.3	.....	395,673	403,838	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	498	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2,502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696.621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	5	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,303,856	*	.....	3,937	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,762	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	.....	6,155	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,236	26,279	—	100	....
Dec. 31, 1879	135.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,076	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	553,364	596,107	1,508,377	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	.....	40,124	53.132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	66,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4.220,000	1,360,435	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2.850,000	97,024	231,814	135.0	169,475	52,052	70,253	428,621	188,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	8½	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,860	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	19.2	4-8.5	11	17	8	290	Midland of Canada .....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.8	4-8.5	15	8	4	288	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	18	6	3	286	Minneapolis and St. Louis.....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	289,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	278	Missouri, Iowa and Nebraska...Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,340	.....	118.0	118,620	.....	.....	165,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas...M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805.332	.....	.....	808.0	2,731,681	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	762,657	1,564.245	800.000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,693,657	3,922,898	1,783,724	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	60	Mobile and Girard.....Alabama.	1,715 429	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,080	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	84.0	48.8	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	835,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,930	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,476	232,738	800,000	200,000	207,739	142,732	53 6	328,530	546,963	529,051	435,235	148,911	7	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	.....	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,150	6,243 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	5	413	Naugatuck .....Connecticut.	1,903,484	224,080	62,525	150,138	2,000,000	.....	33,563	317,670	56.5	246,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G. .....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76 196	49,958	19.814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick .....New Br.	2,021,000	*	.....	.....	200,000	1,772,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6 ¶	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	33,234	887,350	1,164,500	249,154	.....	58.6	112,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4.018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	13.0	—	1.7	4-8.5	3	4	2	58	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	13.0	47,815	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.8	4-8.5	21	18	8	438	New Haven and Northamp. Conn. & Mass.	4,593,242	796,616	84 22	160,729	2,460,000	2,619,000	271,356	214,323	144.6	460,007	340,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1.034,500	416,813	.....	36.0	157,664	391,600	47.538	158,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern.... Conn. & Mass.	2,760,372	246,720	10 000	136,573	1,500,000	1,493,500	99,005	155,108	121.0	517,233	365,008	469.500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach. .....N. Y.	643,116	202,426	579.016	66,100	500,000	975.200	6,253	9,206	22.8	164,624	1,062,936	12 072	296,464	112,048	16	100	....
Sept.20, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,558	N. York & N. England..M., R. I. & Conn.	27 087,935	1,616,306	322,785	625,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,118	3,121,059	968,849	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River.N.Y.	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,643	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,666	29,875,912	.....	2,239.849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western. N. Y. &Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,293,876	5,491,431	8.715 892	18,698,109	7,049,182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	3,545	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,589,584	2,154,455	768,623	2,1 4 052	15,500,000	.....	331,481	2,145,283	152.3	2,462,832	4,600,507	1,348,687	4,294,284	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	26	24	1,373	N. Y. & Osw go Midland .....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	6,524,436	.....	344.0	410,479	218.161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	26	31	12	255	N. Y., Providence & Boston..Conn.& R.I.	2.645.027	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	659,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	139	North Carolina (R. & D.) .....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	985,350	1,068,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	135,864	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	65	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,436	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	.....	.....	.....	61,550	160,000	140,019	.....	9.8	31,458	69,582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.5	154.5	4-9	152	69	42	6,008	Northern Central .....Md. & Pa.	13,206,050	4,196,107	3,412.019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,530,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491.913	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	489,006	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,178	Northern Pacific...Minn.,Dak.,Wash.&c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412.645	3,881,834	9,610,981	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245,696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren ....Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,838	18,195	75,706	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	529,433	7,138,800	5,737,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	159.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,202	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,723	503,153	137,643	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	(Five m os. ending May 31, '80			1,138,627	721,059	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,853,000	1,441,194	48,288	83,240	165.7	385,827	48,105	276,765	352,471	83,283	—	100	....
Dec. 31, 1879	67.6	—	12.2	5-0	14	24	4	449	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,129,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225.915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,808	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-3	25	11	2	2,866	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	2,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.....Pennsylvania.	59,975,140	*	81,178,558	12,834,952	68,870,200	60,267,756	14,631,161	5,224,533	1,017.6	16,110,667	5,948,645	13,684,042	21.743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,289,700	*	.....	.....	1,289,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	....
Nov.30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,948,345	.....	125,092	47,896	38.040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	66,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,593	29,524	67,782	202,986	54,767	—	100	....

Nov. 20, 1879	102.9	228.5	713.4	4-8.5	478	428	76	20248	Philadelphia & Reading	Penn	30,513,089	9,355,442	67,357,546	16,627,139	34,278,175	77,924,761	11,650,279			826.0	10,302,755	7,908,648	12,325,566	13,105,852	4,119,011	—	50	....
Oct. 31, 1880	96.3	15.8	149.0	4-8.5	78	130	50	1,818	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,213,690	*	3,076,773	634,868	11,585,760	3,740,500	543,073	956,908		212.7	1,874,822	.....	.....	3,263,110	1,366,223	8	50	....
Dec. 31, 1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa	425,427	98,108	472,075	.....	767,790	192,428	.....	.....		9.1	49,200	143,893	71,488	141,245	19,604	—	50	....
Dec. 31, 1879	68.0	2.3	13.3	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,155		70.3	309,615	.....	371,461	335,649	157,923	—	50	....
Dec. 31, 1879	192.3	8.1	198 9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,834,910	1,679,297	1,439,976	8,437,200	12,497,000	2,128,367			1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,089	—	50	....
Dec. 31, 1879	468.4	—	2 9.8	4-9	278	155	59	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,619,721	*	200 000	.....	26,043,586	13,510,000	.....	.....		468.4	8,319,823	2,254,341	3,679,382	8,452,383	3,951,254	7	100	....
Dec. 31, 1879	96.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buff	N. Y. & Pa.	8,473,622	587,500	34,188	111,765	4,959,450	4,125,955	62,585	59,068		120.0	441,927	236,554	625,669	467,126	190,381	—	50	....
Dec. 31, 1879	24.0	—	1.3	4-9	—	—	—	406	Pittsb., Wheeling & Kentucky	W. Va.	613,367	.....	13,301	8,394	399,600	200,000	30,460	.....		24.0	61,106	63,123	121,908	77,599	33,349	—	100	....
Sept. 30, 1879	23.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	.....	.....	724,277	.....	16,000	.....		23.7	24,030	19,211	13,782	25,807	1,616	—	100	....
Sept. 30, 1879	94.0	—	10.0	4-8.5	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,559,605	*	.....	.....	1,052,186	2,649,000	186,731	114,959		94.0	190,603	82,514	120,879	271,494	102,046	—	100	....
Sept. 30, 1879	52.5	—	7.0	4-8.5	7	9	3	137	Portland and Rochester	Me. & N. H.	1,966,211	292,838	.....	.....	636,011	1,500,000	527,274	.....		52.5	171,068	109,004	106,829	145,702	19,252	—	100	....
Dec. 31, 1879	112.0	—	4.0	5-0	11	9	3	193	Port Royal and Aug	S. C. & Ga.	2,529,331	*	46,032	40,143	750,000	1,750,000	36,879	78,646		112.0	[15 mo	nths.	115,269	220,177	84,742	—	100	....
Sept. 30, 1879	38 5	—	1.9	3-0	2	1	1	30	Potomac, Fred. and Pied.	Va.	969,447	*	.....	.....	1,468,000	125,000	5,000	.....		38.5	37,160	6,675	23,025	23,177	6,715	—	100	....
Sept. 30, 1879	42.7	—	2.2	4-8.5	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,449,920	*	.....	.....	850,000	535,000	38,216	.....		42.7	61,402	45,000	20,202	51,844	8,516	—	100	....
Sept. 30, 1879	22.8	—	2.3	4-8.5	3	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	*	.....	.....	517,150	500,000	10,000	.....		22.8	54,889	76,861	35,564	79,988	39,202	—	100	....
Sept. 30, 1880	43.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester	R. I. & Mass	2,926,353	102,407	37,220	37,220	517,150	500,000	10,000	46,796		22.8	54,889	76,861	35,564	79,988	39,202	—	100	....
Sept. 30, 1879	13.6	—	3.0	4-8.5	5	10	—	25	Providence, Warren and Bristol	N. J.	744,287	644,025	.....	.....	437,917	20,000	.....	.....		13.6	.....	213,105	49,419	89,364	15,421	6pf	100	....
Dec. 31, 1879	230.3	—	3.7	4-8.5	5	—	—	250	Pueblo, and Ark. Valley	Col.	6,809,000	*	2,036,947	110,260	6,084,200	2,591,000	173,490	107,518		230.3	[Includ	ed in Less	ees return	s.]	—	—	—	—	....
Jun. 30, 1879	286.6	48.5	15.0	4-8.5	38	42	11	481	Que., Mon., Ottawa and Occid.	Ind.	10,500,000	*	.....	.....	.....	7,811,245	.....	.....		340.0	480,763	179,767	87,463	341,098	69,280	—	100	....
July 31, 1879	97.0	—	7.0	4-8.5	14	12	9	148	Raleigh and Gaston	North Carolina	1,500,000	*	.....	.....	.....	.....	.....	.....		97.0	[14 mos.	58,178	.....	295,051	69,284	—	100	....
Sept. 30, 1879	22.5	2.3	2.5	4-8.5	7	7	5	113	Richmond and Petersburg	Va.	1,152,291	*	1,252,293	132,676	1,500,000	820,000	22 416	542,553		97.0	[14 mos.	58,178	.....	295,051	69,284	—	100	....
Sept. 30, 1879	80.0	—	7.2	4-8.5	18	14	10	121	Richmond, Fred'burg and Potomac	Va	2,509,718	67,553	1,229,810	41,675	1,008,600	225,000	18,589	19,225		24.8	72,556	114,651	99,049	164,628	73 071	4	100	....
Sept. 30, 1879	38 5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va	632,867	*	439,309	101,009	1,530,500	847,764	77,176	595,597		80.0	167,937	119 675	68,005	314,840	152,864	—	100	....
Sept. 30, 1879	107.6	—	10.7	4-8.5	11	10	5	246	Rochester and State Line	N. Y.	2,437,417	*	.....	.....	497,500	273,000	.....	.....		38.5	56,255	20,351	83,499	124,035	41,074	—	100	....
Jun. 30, 1879	91.0	—	4.5	4-8.5	9	8	2	84	Rock Island and Peoria	Ill.	1,680,012	*	.....	.....	22,094	2,349,900	111,709	.....		107.6	400,565	104,098	325,210	275,898	39,813	—	100	....
Sept. 30, 1879	141.1	48.5	84.9	4-8.5	52	50	25	1,175	Rome, Watertown and Ogdensburg	N. Y.	11,315,878	*	.....	.....	1,500,000	150,000	24,366	.....		91.0	219,205	95,936	206,737	365,892	102,028	5½	100	....
Sept. 30, 1879	22.0	—	3.1	4-8.5	4	4	2	104	St. Croix and Penobscot	Me	364,000	*	.....	.....	5,293,900	7,759,900	639,256	.....		403.9	1,079,013	514,770	371,083	1,148,289	308,648	—	100	....
Mar. 31, 1880	10.5	—	0.5	4-8.5	2	5	3	10	St. Johns	Florida	218,000	*	27,383	18,508	100,000	200,700	1,014	108,177		22.0	24,844	12,271	.....	38,662	19,457	—	100	....
Jun. 30, 1879	52.5	6.5	6.0	4-8.5	10	16	6	116	St. Lawrence and Ottawa	Ont	1,589,229	*	.....	.....	110,000	108,000	.....	.....		10.5	22,750	.....	.....	26,852	16,666	5	100	....
Dec. 31, 1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,693	171,988	22,063,420	6,786,087	804,117	335,082		59.0	127,202	48,038	43,305	129,517	37,865	—	100	....
Dec. 31, 1879	193.2	71.0	....	4-8.5	14	13	4	650	St. L., Alton & T. H	Ill. & Ind.	11,768,400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	158,179		392.4	1,103,368	94,355	471,310	1,672,438	948,494	—	100	....
Dec. 31, 1879	459.5	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,694,908	*	4,455,463	893,522	21,468,961	30,068,657	1,692,341	.....		264.0	.....	.....	.....	1,501,452	498,731	—	100	....
Dec. 31, 1879	41.5	18.7	2.5	4-9	4	1	—	94	St. Louis, Salem and Little Rock	Mo.	1,431,474	128,838	12,607	14,180	746,800	978,100	53,704	.....		60.2	.....	.....	.....	83,165	37,723	—	100	....
Dec. 31, 1879	158.3	—	29.8	4-8.5	32	14	10	792	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,330,209	*	1,550	2,069	3,928,016	4,499,000	227,546	.....		168.3	1,142,765	204,730	900,294	1,317,287	862,897	—	100	....
Jun. 30 1879	156.0	—	22.0	4-8.5	24	10	4	485	*St. Paul and Duluth*	Minn.	9,097,866	*	.....	.....	9,097,866	.....	.....	.....		169.0	373,425	81,525	252,922	469,416	113,718	—	100	....
Jun. 30, 1880	207.1	395.4	37.9	4-8.5	66	69	*	1,498	St. Paul, Minn. and Man	Minn. & Iowa	31,686,882	*	570,990	1,582,102	15,000 000	16,324,900	1,522,707	992,367		556.0	.....	.....	.....	2,983,108	1,632,595	—	100	....
Dec. 31, 1879	49.5	—	7.0	4-8.5	8	8	2	65	Sacramento and Placerville	Ca.	3,048,768	*	1,660	844,908	1,756,000	1,100,000	202,640	336,691		49.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	60.0	—	2.0	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	.....	.....	2,321,080	2,137,000	418,297	31,467		60.0	42,631	11,200	11,000	53,244	11,557	—	100	....
Sept. 30, 1879	63.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N. Ala	Ga.	1,555,945	*	.....	.....	815,255	500,000	.....	.....		63.0	.....	.....	.....	52 960	22,375	—	100	....
Sept. 30, 1879	80.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke.	Va. & N. Carolina	2,140,813	*	.....	.....	1,299,600	215,004	100,500	1,218,427		80.0	269,388	32,450	226,337	477,365	179,124	7	100	....
Dec. 31, 1879	27.3	3.8	12.2	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,450	—	.....	.....	869,450	1,994,000	.....	.....		31.1	[Leased	to Northern	Central.	Rental	$204,671.	12	50	....
Nov. 30, 1879	95.0	—	8.5	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046,631	147,940	25,000	.....	200,000	1,105,000	159,375	.....		46.0	.....	27,851	288,465	150,283	54,916	—	100	....
Sept. 30, 1879	32.3	—	1.5	4-8.5	3	2	2	23	Shepaug	Conn.	268,524	*	.....	6,625	299,700	400,000	.....	.....		32.5	38,394	10,956	20,528	54,175	15,605	—	100	....
Jun. 30, 1879	61.5	51.7	5.9	4-8.5	5	3	4	92	Sioux City and Dakota	Iowa & Dak.	3,246,381	*	.....	.....	2,400,000	900,000	.....	.....		113.2	730,853	23,784	74,684	277,338	75,619	—	100	....
Jun. 30, 1880	107.4	—	8.9	4-8.5	15	8	6	134	*Sioux City and Pacific*	Neb. & Iowa.	6,355,551	*	.....	.....	2,068,400	3,256,320	329,757	89,990		80.5	222,288	59,625	211,117	289,490	109,666	7pf	100	....
Sept. 30, 1879	25.0	—	1.0	4-8.5	2	1	1	12	Somerset	Maine.	799,488	*	94,857	.....	377,674	450,000	78,662	*		25.0	15,750	8,049	8,075	19,908	3,199	—	100	....
Sept. 30, 1879	183.0	6.3	26 0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	.....	.....	3,461,767	6,208,810	810 018	.....		199.3	590,226	83,017	468,195	873,197	314,586	—	100	....
Aug. 31, 1879	144.0	166.6	21.5	5-0	36	28	9	892	Southwestern (C. of Ga.)	Ga.	4,291,300	*	.....	.....	3,892,800	399 000	.....	.....		310.5	471,550	.....	.....	751,576	307,624	7	100	....
Jun. 30, 1879	167.5	—	13.8	4-8.5	14	3	36	289	Southern Minnesota	Wis. & Minn.	6,468,944	*	59,682	102,594	1,784,200	4,739,900	103,621	113,519		167.5	251,455	52,628	148,894	534,426	262,004	—	100	....
Sept. 30, 1879	69.0	—	3.4	5-0	5	4	2	31	Spartanb. Union and Col	S. C.	1,340,882	*	.....	.....	751,296	548,370	125,000	.....		69.0	.....	7,632	.....	75,616	20,834	—	100	....
Jun. 30, 1879	108.0	—	10.0	3-0	11	5	—	276	Springfield Southern	Ohio.	1,384,511	154,670	.....	.....	635,241	182,700	.....	.....		108.0	.....	73,589	91,477	117,400	10,292	—	100	....
Dec. 31, 1879	24.0	—	1.0	4-8.5	1	2	1	7	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	.....	1,000,000	400,000	41,678	.....		24 0	32,790	8,154	.....	63,688	16,070	—	100	....
Sept. 30, 1879	18 0	—	0.8	4-8.5	4	0	—	—	Staten Island	N. Y.	480,000	*	.....	.....	210,000	300,000	.....	.....		13.0	72,985	356,128	.....	264,518	85,346	20	100	....
Dec. 31, 1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....		24.0	104,230	.....	.....	123,168	22,091	—	100	....
Dec. 31, 1879	81.0	—	38.5	4-8.5	15	8	4	448	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	253,808	2,004,000	2,020,000	216,695	65,805		81.0	484,623	145,196	1,238,735	829,842	327,231	4½	100	....
Sept. 30, 1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	.....	.....	801,400	261,400	.....	.....		43.5	64,240	85,417	50,178	72,278	3,766	—	100	....
Oct. 31, 1879	79.7	34.1	39.0	4-8.5	44	22	17	1,466	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,600,000	793,627	1,262,660		113.8	1,018,962	282,586	1,287,601	1,092,374	404,371	5	50	....
May 31, 1880	179.7	264.1	42.7	4-8.5	52	21	12	928	Texas and Pacific	Texas.	27,418,108	*	2,439,888	388,408	7,902,500	21,220,533	618,886	454,435		443.8	1,646,829	194,788	625,098	2,589,222	1,045,704	—	100	....
Dec. 31, 1879	44.0	4.0	13.4	4-8.5	16	8	3	942	Tioga and Elmira State Line	Pa.	1,539,836	506,099	.....	.....	580,900	629,500	.....	1,417,559		54.5	287,829	73,186	691,137	387,225	171,071	—	50	....
Jun. 30, 1879	79.0	—	11.7	3-6	12	15	3	278	Toronto and Nipissing	Ca.	1,600,000	*	.....	.....	193,350	1,276,915	290,382	.....		105.5	194,303	89,613	84,694	172,755	45,551	—	50	....
Jun. 30, 1879	191.0	—	16.0	3-6	20	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,888	*	.....	.....	783,234	3,365,665	16,349	.....		191.0	310,025	118,652	92,855	284,947	80,512	—	100	....
Sept. 30, 1879	34.7	—	16.7	4-8.5	18	16	7	451	Troy and Boston	New York.	1,981,912	*	1,103,588	.....	1,609,010	2,199,500	408,149	.....		46.0	425,506	278,257	812,139	593,896	288,519	—	100	....
Sept. 30, 1879	74.0	—	8.3	4-8.5	7	8	2	134	Ulster and Delaware	New York.	1,073,359	*	1,751,912	16,846	1,139,500	1,532,000	170,017	.....		74.0	129,008	84,094	123,894	178,283	18,673	—	100	....
Dec. 31, 1879	1,037	5.0	20.0	4-8.5	178	121	41	3,116	*Union Pacific*	Nebr. Wy. & Utah.	114,493,812	.....	.....	.....	36,762,300	77,731,512	.....	.....		1,042.4	7,001,569	.....	.....	992,886	13,201,077	7,725,574	—	100	....
Dec. 31, 1879	404.3	—	34.7	4-9	24	3.1	49	3,655	United New Jersey (Pa.)	N. Jer.	36,330,487	*	.....	.....	20,490,400	19,976,000	.....	.....		404.3	5,588,128	7,204,554	5,052,995	9,088,884	2,914,947	—	100	....
Apr. 30, 1880	36.5	—	1.5	4-8.5	6	7	5	29	Utah Central	Utah.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....		36.5	.....	.....	.....	447,034	291,972	11	100	....
Dec. 31, 1879	105.0	—	7.5	4-8.5	9	5	3	91	Utah Southern	Utah.	3,450,000	*	.....	.....	1,500,000	1,950,000	.....	.....		105.0	.....	.....	.....	327,558	177,042	—	100	....
Sept 30, 1879	87.0	—	13.3	4-8.5	18	20	14	212	Utica and Black River	New York.	2,378,784	418,847	183,100	238,519	1,771,720	1,112,000	54,735	180,751		180.1	432,840	213,019	108,380	475,508	184,977	2	100	....
Sept. 30, 1879	71.0	—	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	.....	.....	2,000,000	.....	207,387	.....		98.0	174,354	100,026	88,003	156,961	def. 4,106	—	100	....
Dec. 31, 1879	75.7	21.7	16.8	4-8.5	16	12	8	4	Utica, Chenango and Susq. Valley	N. Y.	4,148,103	*	.....	.....	4,000,000	.....	148,103	.....		97.4	406,078	217,658	325,600	521,756	def. 253	6	100	....
Feb. 28, 1879	140.0	2.0	10.0	5-0	17	10	8	91	Vicksburg and Meridian	Miss.	5,046,444	*	134,110	81,077	1,397,603	3,166,973	88,474	.....		142.0	144,330	43,666	45,697	829,176	70,315	—	100	....
Dec. 31, 1879	52.2	1.5	37.0	4-8.5	24	10	4	369	Virginia and Truckee	Nevada.	3,715,350	712,279	.....	.....	6,000,000	1,000,000	.....	.....		53.7	456,810	.....	.....	395,854	1,388,261	552,752	5½	100	....
Dec. 31, 1879	40.8	1.4	2.5	4-8.5	2	2	1	35	Wabash, Chester and West	Ill.	468,212	*	.....	.....	250,000	200,000	26,278	.....		42.3	.....	15,103	38,762	39 424	def. 3,996	—	100	....
Dec. 31, 1879	710.5	628.4	210.5	4-8.5	331	125	77	7,956	Wab., St. L. & Pacific	O., Ind. & Ill.	.....	.....	.....	.....	40,000,000	35,267,250	.....	.....		1,301.7	.....	.....	.....	8,224,565	2,624,777	—	100	....
Sept. 30, 1879	29.4	—	5.0	4-8.5	21	2	3	16	Wallkill Valley	N. Y.	298,793	*	660,009	11,893	330,000	532,000	108,691	.....		33.5	80,828	69,830	60,738	85,012	14,423	—	100	....
Sept 30, 1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	199,162	*	.....	.....	225,000	285,000	.....	.....		10.2	14,600	23,761	22,185	37,008	16,041	3½	100	....
Sept. 30, 1879	51.7	—	2.1	4-8.5	5	7	6	66	Washington and Ohio	Virginia	1,944,790	*	.....	.....	1,777,927	387.300	128,400	.....		51.7	99,745	28,889	27,839	97,470	22,281	—	100	....
Sept. 30, 1879	238.5	121.0	18.0	4-8.5	31	39	14	522	Wash. City, Va. Mid. & Gt. So.	Va & N. C.	10,160,949	*	.....	.....	4,266,297	8,095,949	1,815,004	.....		359.5	826,137	181,911	514,018	954,788	347 082	—	50	....
Oct. 31, 1879	26.3	—	5.0	4-8.5	11	23	5	70	West Chester and Philadelphia	Pa.	1,647,106	168,012	349,717	143,209	821,300	1,100,000	53,146	228,598		26.3	256,190	738,127	95,489	304,452	128,535	7	50	....
Dec. 31, 1879	81.5	47.0	18.4	4-9	20	30	13	222	West Jersey	New Jersey.	2,396,749	469,297	1,082,971	188,450	1,359,750	2,523,000	102,845	90,372		128.4	471,745	659,862	162,467	544,151	248,885	2	100	....
Aug 31, 1879	116.0	51.0	8.3	5-0	16	18	8	266	Western of Alabama	Alabama.	3,275,012	*	177,000	43,082	.....	2,558,000	722,011	220,082		167.0	322,840	.....	.....	579,493	254,968	—	100	....
Sept. 30, 1879	142.0	20.7	26.2	4-8.5	39	12	12	612	Western Union	Wis. & Ill.	8,082,297	*	65,377	14,885	4,000,000	3,600,000	354,353	306,207		212.7	585,993	160,254	348,422	773,561	234,716	—	100	....
Sept. 30, 1880	163.5	17.0	13.0	4-8.5	28	22	11	570	Wilmington and Weldon	N.C.	3,840,224	*	13,900	154,752	1,466,200	1,619,100	49,792	383,784		180.5	464,494	.....	.....	608,175	188,925	3	100	....
Sept. 30 1880	189.0	—	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta	N. C. & S. C.	2,656,532	*	26,195	243,999	960,000	1,600,000	112,315	164,411		189.0	396,551	.....	.....	547,446	145,423	—	100	....
Dec. 31, 1879	249.9	70.0	17.8	4-8.5	25	13	6	627	Wisconsin Central	Wis.	19,823,023	*	.....	.....	11,435,500	8,168,000	.....	193,091		455.7	708,741	167,086	325,078	851,091	353,952	—	100	....
Dec. 31 1879	108.0	—	11.5	4-8.5	5	4	2	543	Wisconsin Valley	Wis.	2,853,789	306,132	104,728	28,767	2,026,256	1,149,746	78,278	39,087		90.0	.....	38,197	124,152	226,953	92,386	—	100	....
Sept. 30, 1880	46 1	—	31.0	4-8.5	19	22	8	367	Worcester and Nashua	N.H.& Mass.	2,121,982	390,686	.....	454,504	1,789,800	1,000,000	8,604	172,878		94.5	462,662	371,019	467,479	675,860	189,301	—	100	....
Jun. 30, 1879	65.0	—	2.0	3-0	3	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....		23.5	22,765	3,972	16,147	4,446	1,269	—	100	....

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending April 30, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad,	213,722	2,759,581	2,682,741
Schuylkill Canal	10,838	42,183	103,200
Lehigh Valley	160,145	2,110,675	1,672,012
Del., Lack. & Western,	92,249	1 256,898	1,084,021
Shamokin Valley	29,858	3 27,666	263 955
Central New Jersey.	125,001	1,284,912	1,070,585
United R. R. of New Jersey	40,743	495,918	333,481
Pennsylvania Coal	31,914	347,460	284,848
Delaware and Hudson	85,406	1,091,662	1,018,526
Huntingdon & Broad Top Mt.	5,248	144,102	157,933
Penn. and New York.	29,255	530.109	458,587
Clearfield, Pa.	53,571	742,744	888,755

The total tonnage of anthracite coal from all the regions for the week ending April 30, as reported by the several carrying companies, amounted to 723,034 tons, against 407,563 tons in the corresponding week last year, an increase of 315,471 tons. The total amount of anthracite mined for the year is 8,031,330 tons, against 6,875,916 tons for the same period last year, an increase of 1,155,414 tons. The quantity of bituminous coal sent to market for the week amounted to 90,244 tons, against 91,024 tons in corresponding week last year, a decrease of 780 tons. The total amount of bituminous mined for the year is 1,526,654 tons, against 1,193,686 tons for the corresponding period last year an increase of 332,968 tons. The total tonnage of all kinds of coal for the week is 813,278 tons, against 498,597 tons in corresponding week last year, an increase of 314,691 tons, and the total tonnage for the coal year is 9,557,984 tons, against 8,069,602 tons to same date last year, an increase of 1,488,382 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending April 30 was 189 732 tons, of which 129,051 tons were coal and 60 681 tons coke. The total tonnage for the year thus far has been 2,945,021 tons, of which 2,106,489 tons were coal and 838,532 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended April 30 were 34,816 tons, and for the year to that date 551,807 tons, a decrease of 44,946 tons as compared with the corresponding period last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 24,684 tons; year, 454,763 tons; decrease as compared with 1880, 8,098 tons. Chesapeake and Ohio Canal—week, 9,532 tons; year, 43,765 tons; decrease as compared with 1880, 19,177 tons. Pennsylvania Railroad—week, 600 tons; year, 53,278 tons; decrease as compared with 1880, 17,670 tons. The Reading Railroad coal shipments for last week, ending May 7, were 197,000 tons, of which 32,500 tons were sent to Port Richmond and 48,000 tons shipped thence, and 11,500 tons were sent to Elizabethport and 12,000 tons shipped thence. —[Phila. Ledger, May 9.

Cincinnati Southern Railroad.

The Baltimore Sun says that the Cincinnati Southern Railroad, which is owned exclusively by the city of Cincinnati, was built under the direction of the Municipal authorities with money derived from the sale of city securities, which the next generation of tax payers will be obliged to redeem, and then adds :

The road extends from Cincinnati to Chattanooga in an almost direct line, and traverses a country rich in natural resources, but only partially developed. Up to this time the road has not yielded the results expected, and the taxpayers of Cincinnati are becoming somewhat restive under the burden which the annual levy for interest on the bonds imposes. The blame for a deficiency in the revenues of the road is put upon the trustees and commissioners, and the alleged shortcomings of the management enter into the local political contests. With a tax rate of $3 10 in the hundred dollars it is not surprising that the people of Cincinnati are clamoring for the sale of the Southern Railroad.

Railroad Earnings.

The earnings of the Denver and Rio Grande Railway for the month of April were $433,312; corresponding month last year $164,883; miles now operated 690, operated last year 337.

The gross earnings of the New York and New England Railroad for the month of March were $212,018 82; operating expenses, $167,654 48; net earnings, $44,364 34.

The earnings of the Flint and Pere Marquette Railroad for week ending April 30 were $50,698 70; corresponding week last year $37,292 90; from Jan. 1 to April 30 this year $583,370 80, same period last year $505,769 80; increase $77,601.

The earnings of the Chicago and Grand Trunk Railway for week ending April 30 were $35 524 as as compared with $14,516 for corresponding week last year. The aggregate increase for 17 weeks this year over same period last year was $101,902.

The earnings of the Central Pacific Railroad for the month of April were $1,874,000 as compared with $1,356,716 for April 1880. The earnings of the first four months of this year were $6,519,907; corresponding period last year $5,001,256; increase $1,518,651.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for four weeks ending April 30 were $425,685 47 as compared with $333,014 03 for corresponding weeks last year. The aggregate earnings from Jan. 1 to April 30, 1881 were $1,160,317 13, an increase of $247,622 03 over same period last year.

The track of the Pennsylvania Railroad in Maryland, from its point of connection with the Georges Creek and Cumberland Railroad, near Cumberland to the State line, will shortly be relaid with heavy steel rails. The distance is about four miles. It is stated the change from iron to steel is made in anticipation of heavy coal tonnage.

The Secretary of the Interior has decided that the Northern Pacific Railroad has the right secured to it by its charter to survey and build its road across the Crow Indian reservation on the Yellowstone River in Eastern Montana, and the Indian agent at the Crow agency has been instructed to permit the engineers of the company to proceed with their surveys.

The Shenandoah Valley Railroad is now completed 143 miles, and to extend it from Waynesboro', Va., to the Norfolk and Western Railroad at Big Lick on the Roanoke river, 95 miles further, a general mortgage for $2,250,000 has been executed to the Fidelity Insurance Trust and Safe Deposit Company of Philadelphia.

The Secretary of the Treasury has written a letter to Thomas H. Wells, chairman of the committee on Hoop Iron Manufactures at Youngstown, Ohio, in which he adheres to the decision of ex-Secretary Sherman in 1881 on the subject of duty on co n ties.

Philadelphia Stock Exchange.

Closing Prices for the week ending May 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Allegheny Val.7 3-10s	....	....	....	....	....	....
7s, Income	59	60	59	59½	58	59½
Camden & Am.6s, 1883	....	....	....	....	....	105½
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	25	25	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	24¼	24	24	24	....	....
Preferred	52	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	9¾	11	12	11	
Preferred	16	16	18	19¾	20¾	19¾
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	46¼	46¼	46¼	46¼	46¼	46
6s, 1884	....	....	....	....	....	106¼
Gold Loan	118¼	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	120¼	....	....	....	....	....
Lehigh Valley	61¼	61¼	61¼	62	61¼	61¼
1st mort. 6s, coupon	....	127	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	139
Consol. mort. 6s	....	....	....	125	125	....
Consol. mort. 6s, reg	....	....	125	125	....	....
Little Schuylkill	55	....	....	53	125¼	....
Minehill & Sch. Haven	59¼	....	....	59¼	....	....
North Pennsylvania	....	59¼	60	....	60	....
1st mortgage 6s	108	108¼	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	53¼	53	53	53	53	53
6s	100	100	100	100	100	100
Northern Pacific	43¼	43	43	43	43¼	43
Preferred	73¾	73	72¾	72	73	76¼
Pennsylvania R. R.	64¼	64¼	65¼	65¼	65	65¼
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	125	125	125	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	104¼	....	....	....	104¼	....
do. 5s, new	118	118¼	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	27¼	27¼	27	28¼	28¼	27¼
1st Mortgage 6s	....	120	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	125¼	....
Consol. mortgage reg	125¼	....	....	....	....	....
Gen'l mortgage 6s	91chp	94¼	91¾	92	91¾	92¼
Philadelphia and Erie	27¾	28	28	28	28	....
1st mortgage, 7s	106	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	124	....	....	....	124¼	....
Pittsb., Titusv. & Buff.	21¾	21¾	21¾	21¾	21¾	21¾
7s	97	....	89	97	....	98
Schuylkill Navigation	....	12¼	....	....	....	....
Preferred	....	....	12¼	12¼	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	87	....	....	....	....	....
United Co. of N. Jersey	184¾	185	185	....	185	185
Hestonville, (Horse)	21¾	22¾	22¾	22¾	22¾	22¾
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending May 10.

	W.4.	Th 5.	F.6.	Sat.7.	M.9.	Tu.10.
Baltimore and Ohio	....	....	198	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	114	....	....	....	....	114
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	124	122	124	....	....	123¾
2d mortgage, 7s	94¼	94¼	94	....	94	93¾
3d mortgage, 8s	53	....	53	....	52¾	52¾
Northern Central ($50)	53¾	53¾	53¾	53	53	53
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	53	....	....	....	....
6s, 1900, Gold	117	....	....	117¼	....	....
6s, 1904, gold	....	117	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	60	....	....	....
O., Alex. & Manassas 7s	103¾	103¾	....	....	....	....
Pittsb. & Connellsv. 7s	125	127	....	....	125¾	....
Virginia 6s, Consol	81	82	82¾	82¾	82¾	82¾
Consol. Coupons	....	96¾	96¾	96¾	96¾	....
10-40 bonds	51¾	51¾	52¾	52¾	52¾	53¾
Deferred Certificates	20	....	....	....	....	....
Western Maryland	....	....	....	....	17¾	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	110	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 11.

	Th.5.	F.6	Sat.7.	M.9.	Tu.10	W.11.
Adams Express	....	....	131¼	....	133½	
Albany and Susq	123½	....	124¼	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
American Express	79½	....	80	79½	80	81
Atlantic & Pacific Tel.	48½	48	....	49	99½	59½
Burl., C. R. & Nor.	....	75	....	76	....	....
1st mortgage 6s	102	....	....	....	103	103
Canada Southern	77½	78	78	77½	77	77½
1st mortgage guar.	102½	162½	102½	103	103½	103½
Central of N. Jersey	100½	101½	100½	101½	101	101½
1st mortgage 1890	....	....	120	....	....	120
7s, consolidated, ass.	115½	....	....	116½	116½	116½
7s, convertible, ass.	116	....	....	115	....	....
7s, Income	101	....	....	101½	100½	....
Adjustment	109½	1 9	....	108½	109	109
Central Pacific	88½	87½	....	87½	88½	90
6s, gold	116½	116½	....	117	....	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	106	106
Chesapeake and Ohio	29½	28½	29	29½	29	29
Chicago and Alton	143	144½	144½	145	143	144
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	166½	166	166½	166	165	166
7s Consol, 1903	....	....	....	....	130	....
Chic., Mil. and St. Paul	118½	117½	117	120½	120	121½
Preferred	129	128½	128½	130	132½	132
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	....	....	....	124½
1st M. (I. and M. div.	....	....	....	....	....	....
1st M. (I. and D. ext	....	....	....	125½	....	....
1st M. (H. & D. div.	118½	....	....	119½	....	119
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	126½	125½	....	126½	125	126
Chic. & Northwestern	126½	126½	125½	127	127½	129½
Preferred	141	139½	....	120	140	140
1st mortgage	....	....	....	....	....	112
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	....	....	....	....	127
Do. reg.	....	....	127	....	....	....
Chic., Rock Isl. & Pac.	138½	138	137½	138	138½	129
6s, 1917, c.	....	....	....	....	126	....
Clev., Col., C. and Ind.	90	90	92½	93½	93½	98½
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	138½	138½	139½	141	142	....
7s, Consolidated	....	....	....	126½	127½	127
4th mortgage	....	....	....	....	....	....
Col., Chl., & Ind. Cent	24½	28½	28	27½	27½	27½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	112½	113½	111½	112½	111½	113½
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	124½	124½	123½	124½	123	124
3d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	127	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 6s, ext.	....	....	....	....	....	....
3d mortgage	108	....	....	....	108½	108½
4th mort. 6s, ext.	....	....	109	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	130	130	....	129½	130	130½
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	109	....	....	109	....	110
Hannibal & St. Joseph	64½	67½	67½	67½	67½	70
Preferred	108½	108½	107½	108½	109½	112½
8s, Convertible	....	....	....	....	....	....
Houston & Tex. Cent.	77	77½	76½	78½	78½	76½
1st Mortgage	....	....	....	113	114	....
Illinois Central	139	138½	138½	139½	139	140½
Lake Shore & Mich So.	128½	128½	128½	129½	128	129½
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg	....	....	....	128	....	....
2d Consolidated	....	....	....	125	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	102½	103½	103½	103½	104	105
7s Consolidated	....	....	....	....	....	....
Manhattan	23	22½	26½	28½	26½	26½
Metropolitan Elevated	87	87½	92½	94½	92	92
1st Mortgage	102	102½	103½	104	104	104
Michigan Central	110½	110½	110½	110½	110	111
7s, 1902	....	126½	....	126½	126½	....
M. S. and N. I. 1st, S. F.	111	112	....	....	....	....
Morris and Essex	124½	124½	124½	125½	126	125½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	117½
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	124	....	....	125	125	....
N. Y. Cent. & Hud. Riv.	147½	147½	147½	147½	147	148
6s, Sinking fund, 1883	....	....	....	102½	....	....
6s, Sinking fund, 1887	....	....	....	....	....	113
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	104½	104	107½	109	107½	108
1st mortgage	114½	114½	115½	115½	116	116
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
N. Y., Lake Erie & W.	48½	49½	49½	49½	49½	50½
Preferred	88½	89½	90½	92½	92½	92½
2d Consolidated	104½	105½	105½	106½	106½	109½
New 2d 5s fund	100	101½	....	101½	102½	102½
N. Y., N. Haven & Hart	....	....	188	....	180	180
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	42½	42½	42½	44	43	43
Preferred	72½	72½	72½	75½	76	77½
Ohio and Mississippi	45	44½	44½	47½	45½	46½
Preferred	109½	....	....	....	....	....
2d mortgage	....	....	....	....	....	124
Consolidated 7s	....	119	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	53½	53½	55½	56½	55½	55½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	54½	54½	56½	57	56½	57½
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	....	....	....	137	138	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	125	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co	19½	....	....	....	18½	18
Preferred	67	67½	67	67	62	67
St. Louis & San Fran.	46	46½	46½	46½	46½	46½
Preferred	69	68½	69	69½	69½	69½
1st Preferred	103½	104	104½	104½	105	1 5½
St. L., Alton and T. H.	65	63½	63½	65½	69½	74
Preferred	133	133½	133	134	137	139
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	105	....	....	....	....	....
St. L., Iron Mt. & S. As.	71½	72½	71½	72½	71½	71½
1st mortgage	....	118	....	....	....	....
2d mortgage	112	112	111½	....	111½	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	119½	119½	119½	120½	119½	119
1st mortgage	....	117	117½	116	118	118½
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 6s	....	....	122	....	....	123
United States Express	....	62	62	61	62	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	107	....	110	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	49½	49½	49½	50½	49½	50½
Preferred	90½	91½	91½	93½	92½	93½
New Mort. 7s	....	....	....	....	110	....
Wells-Fargo Express	118½	....	118	118½	....	118
Western Pacific bonds	....	....	....	....	113	....
Western Union Tel	118½	118½	117½	117½	116½	118
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending May 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
Atch., Top. and San. Fe	137	137	138	139	140	
1st mortgage	122½	....	122	122	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	171	....	170	170	
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	110	....
Boston and Maine	164	165	164	....	....	
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	63	....	63½	63½	63	63½
Burl. & Mo. R. L. G. 7s	118	118	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	89	89½
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	166	166½	166	165½	166½	
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	31½	31½	31½	31½	31½	31½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	43½	44½	44½	44½	45½	45
New 4½ Bonds	105	....	105	105½	106	106½
Fitchburg	....	....	150	150	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	59½	60	59½	60	59½	60½
7s	....	....	119½	....	119½	119½
Northern, N. H.	....	....	....	....	....	110
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	54	54	53½	53½	53½	....
Preferred	....	....	....	....	....	....
Old Colony	132	....	132½	132½	132	133
Ph., Wil. & Balt. ($50)	....	66	67	....	....	68
Portl'd, Saco & Ports.	115	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	120	....
Pullman Palace Car	129½	....	129	129	129	129
Union Pacific	120½	120	120½	....	....	....
6s	....	....	113½	....	....	....
Land Grant 7s	114	....	....	....	....	....
Sinking Fund 6s	110½	110	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	65	65	....	....	....	....
Cambridge (Horse)	121	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal & Hecla Mining Co.	238	237	236	235	236	
Quincy	85	84½	84	84	....	....

New York Stock Exchange.

Closing Prices for the week ending May 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10	W.11.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	116½	116½	116½	116½	....	117½
U. S. 4s, 1907, coup.	116½	....	116½	116½	....	117½
U. S. 4½s, 1891, reg.	....	....	....	116½	....	....
U. S. 4½s, 1891, coup.	....	....	116½	....	....	....
U. S. 5s, 1881, reg.	101½	....	....	....	....	....
U. S. 5s, 1881, coup.	101½	101½	102	102½	....	
U. S. 6s, 1881, reg.	103½	....	....	103½	....	....
U. S. 6s, 1881, coup.	103½	....	....	103½	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	103½	....	....	....	....

London Stock Exchange.

	—Closing Prices.— April 29.	April 22.
Baltimore and Ohio (sterling)	114 —116	114 —116
Central of New Jersey $100 shares	100 —105	100 —105
Do. Cons. Mort. Oct. '79 coupon	118 —120	118 —120
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	101 —104	104 —106
Det., Gd. Haven & Mil. Equip. bds.	115 —117	115 —117
Do. Con. M. 5 p.c. till '84 after 6 p.c.	110½—111½	111½—111½
Illinois Central $100 shares	139 —141	139 —141
Lehigh Valley Consol. mortgage	115 —117	116 —117
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —138
Do. $100 shares	148 —150	147 —149
Do. Mort. bonds (asst.)	121 —122	121 —123
N. Y., Lake Erie & West., $100 shs.	47½— 48½	47½— 48
Do. 6 p. c. pref. $100 shares	89 — 91	89 — 91
Do 1st Con. Mort. Bonds (Erie)	131 —133	131 —133
Mort. Funded Coupon bonds	128 —130	128 —130
Do. do. 2d do.	105½—106½	105½—106½
Do. 2d Consol. Mort. bonds	101 —103	101 —103
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	66½— 67½	66 — 67
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	71½— 72½	70½— 71½
Do. Con. Sink. Fund Mort.	119 —121	118 —120
Philadelphia & Reading $50 shares	27 — 28	29 — 30
General Consol. Mortgage	119 —121	116 —118
Do. Improvement Mortgage	105 —106	106 —106
Do. Gen. Mort. '74, ex-deferd. con.	94 — 96	96 — 97
Do. Scrip for 6 def. ¡ coupons	94 — 97	94 — 97
Pittsbg, Ft. W. & Chic. Equip bds.	109 —111	109 —111
St. Louis Bridge 1st mort. gold bonds	124 —126	122 —124
Do 1st pref. stock	88 — 90	85 — 87
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, May 12, 1881.

The money market continues very easy at 2@3½ per cent, for call loans and time loans, and 4@4½ per cent for prime mercantile paper.

The posted rates for prime bankers' sterling were 4.85½@4.87½. The actual rates are about 4.84¾@4.86¾. Cable transfers, 4.87¼@⅜; and prime commercial bills, 4.83¼@½.

The following circular, modifying circular No. 42, dated April 11, 1881, was issued by the Secretary of the Treasury on the 9th inst.:

Circular No. 42, dated April 11, 1881, having been so modified by circular No. 44, dated April 26, 1881, that foreign holders of six per cent bonds of the United States, described in the first mentioned circular, might present the same for continuance until May 20, the earliest date practicable for that purpose, notice is hereby given that the Secretary of the Treasury will receive bonds of that description to be continued as provided in the first mentioned circular until the 20th of May, 1881, the limit fixed for the presentation at the London Agency, and circular No. 42, of April 11, 1881, is hereby modified accordingly.

It will be seen from the above that the extension of time, within which the bonds named may be presented for continuance, is accorded as well to domestic as to foreign holders. It is believed by Treasury officials that substantially all of the bonds will be presented for continuance. The continued bonds are reported as selling for a premium of about 1 per cent, and this of itself assures the continuance of the bonds except in cases where holders may overlook the notices for such

continuance until too late to present the bonds. As the Treasury holds ample means for purchasing additional bonds for the sinking fund there is no anxiety in Treasury circles to have any more of the bonds come in for continuance than will in all probability be presented for that purpose before the expiration of the extended time, as what will then remain can be applied to the sinking fund with great advantage.

The Ontario Silver Mining Company has declared its regular monthly dividend of 50 cents per share for April, payable May 16, at the office of Messrs. Wells, Fargo & Co., No. 65 Broadway.

The Homestake Mining Company has declared its regular monthly dividend of 80 cents per share for April, payable at Wells, Fargo & Co's., 65 Broadway, on the 25th inst.

The closing quotations on Thursday were: Adams Express, 131½@133½; American Express, 81@83; American District Telegraph, 59@59¼; Atlantic and Pacific Telegraph, 50½@51; Chicago, Burlington and Quincy, 165@165½; Canada Southern, 77@77¼; Chicago and Northwestern, 127⅞@128; do. pref., 139½@140; Central Pacific, 90@90¼; Chicago, Milwaukee and St. Paul, 119⅝@119¾; do. pref., —@131; Chicago, Rock Island and Pacific, 139⅛@139¾; Cleveland, Columbus, Cincinnati and Indianapolis, 97½@97¾; Columbus, Chicago and Indiana Central, 27⅜@27½; Delaware and Hudson Canal, 113@113⅛; Delaware, Lackawanna and Western, 122¾@122⅞; Hannibal and St. Joseph, 74@74¼; do. pref., 111½@112; Lake Erie and Western, 54@54¼; Lake Shore and Michigan Southern, 128⅜@128½; Metropolitan Elevated, 90½@91; Manhattan Elevated, 25⅝@25⅞; Michigan Central, 110⅜@110½; New York Elevated, 107@108; New York, Lake Erie and Western, 49¾@49⅞; do. pref., 90⅜@90½; New York Central and Hudson River, 147½@147⅝; Ohio and Mississippi 44⅞@45; dp. pref., 109; Ohio Central, 34¼@34⅜; Pacific Mail, 54¼@54½; St. Louis, Alton and Terre Haute, 73@75; do. pref, 142@142½; Texas and Pacific, 62⅝@63; Union Pacific, 119⅞@120; United States Express, 61@62; Wells Fargo Express, 118@119; Western Union Telegraph, 117⅝@117¾; do. ex. div., 85@85½; Wabash, St. Louis and Pacific, 55½@53¾; do. pref., 93⅛@93⅜.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. consol., 126¾; Atchison, Colorado and Pacific 1st, 102½; Buffalo, Pittsburg and Western, 44; Boston and New York Air Line, 46; Boston, Hartford and Erie 1st, 63½; Central Iowa 1st, 115½; Chicago, St. Louis and New Orleans, 79¾; Chesapeake and Ohio 1st pref., 45; do. 2d pref., 34; do. 1st, Series B, 87; do. cur. int., 65⅛; Chicago, St. Paul, Minneapolis and Omaha, 44¾; do. pref., 102¾; do. consol., 105¼; Chicago and Eastern Illinois, 90; Cedar Falls and Minnesota, 24; Cincinnati, Sandusky and Cleveland, 62¾; Cincinnati, St. Louis and Chicago, 90; Col., Chi. and Ind. Cent. Inc., 74; do. 1st, Trust Co. certif. ass. sup., 128; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 108½; Chicago and Alton Inc., 104; Cairo and Fulton 1st, 112; Chicago, Burlington and Quincy 8s, 109; Cleveland and Toledo S. F., 113½; Denver and Rio Grande, 107⅛; do. ex-priv., 107⅝; do. 1st, 116¾; do. 1st consol., 116⅜; Danville and Norwalk, 68; Dubuque and Sioux City, 77; Denver, South Park and Pacific 1st, 109½; Evansville, Henderson and Nashville 1st, 108; Flint and Pere Marquette 1st, 110⅝; Gulf, Colorado and Santa Fe 1st, 114⅜; Galena and Chicago 1st, 103¾; Houston and Texas Central 1st Western div., 111¾; do. Inc. and Ind., 99⅛; do. 2d, M. L. 122½; La L., Bloom. and Western, 54⅛; do. 1st, 89¼; do. 2d, 81½; do. Inc., 102; International and Gt. Northern, 92; do. 2d Inc., 91½; do. 1st, 112½; Indianapolis, Decatur and Springfield 1st, 107; do. 2d Inc., 79¼; Keokuk and Des Moines, 23⅛; Kansas Pacific 1st consol. 106⅜; do. 6s, Denver Div. ass., 110; do. 6s, 1895, 114½; Laf., Bloom. and Muncie 1st, 108; do. Inc., 80; Louisville, New Albany and Chicago, 98½; Lake Erie and Western, 55; do. Inc. 90; Louisiana and Missouri River, 26½; Louisville and Nashville Gen'l mort., 6s, 101; do. N. O. and M. div., 105; Lehigh and Wilkesbarre Inc., 95; Metropolitan Elevated 2d, 91½; Manhattan Beach, 56¾; Marietta and Cincinnati 1st pref., 19⅞; do. 2d pref., 12½; Mobile and Ohio, 34½; do. 1st deben., 98; do. 2d deben., 66½; do. 3d deben., 58; do. 4th deben., 55; do. 1st mort., 112½; Missouri, Kansas and Texas, 49; do. consol. ass., 109⅞; do. 2d, 87½; Memphis and Charleston, 75; Milwaukee, Lake Shore and Western, 58½; Missouri Pacific, 100; Minneapolis and St. Louis 1st, Iowa Ext., 111; do. La C. and Dav. div., 98; Nashville, Chattanooga and St. Louis, 89¾; do. 1st, 120; New York, Ontario and Western, 36¼; New York City and Northern Gen'l mort., 95½; New York and Manhattan Beach 1st, 105; Northern Pacific bond certif., 101¼; Ohio Central, 33½; do. Inc., 64¾; do. 1st, 106¾; do. Terminal Trust, 102; Oregon Railway and Nav., 161; do. 1st, 109; Ohio and Mississippi 1st, Springfield div., 115; Peoria, Decatur and Evansville, 44¼; do. Inc., 88; Rochester and Pittsburg, 34¾; do. inc., 56½; Rensalaer and Saratoga, 138; Rome, Watertown and Ogdensburg 1st consol., 88¼; St. Paul and Sioux City 1st, 110; do. Dakota Ext., 1st, 106; St. Paul and Duluth, 47½; do. pref., 81⅜; St. Paul, Minn. and Man., 92; do. 1st pref. inc., 98; do. 1st, 111; do. 1st Dakota Ext., 106; St. Louis and Iron Mt., 2d pref. Inc., 91; Southern Pacific of California 1st, 104¼; St. Louis, Kansas City and Northern R. E. 7s, 1895, 117, do. Omaha div. 1st, 116½; do. St. Charles Bridge 1st, 101½; St. Louis and San Francisco 2d, class A, 105½; do. B, 93¼; do. C, 98; do. Equip., 103½; Toledo, Delphos and Burlington, 33¼; do. inc., 52; Texas and Pacific, 63⅛; do. Income L. G., 91; do. Rio Grande div. 1st, 99; Toledo, Peoria and Western, 1st, 117; Union Pacific Col. Trust 6s, 109⅞; Utah Southern Gen'l mort. 7s, 110; Wabash, St. Louis and Pacific, Gen'l mort., 6s, 104¾; do. Chicago div., 95; Arkansas 7s, L. & F. S., 12¾; Alabama Class A, 85½; Georgia 6s, 111; Louisiana consol., 7s, 60; Missouri 6s, 1889@1890, 116; North Carolina 6s, S. T., 2d class, 8; Ohio 6s, 1881, 102⅛; South Carolina 6s, non-fund., 10½; Tennessee 6s, new, 75⅛; do. old, 77; Virginia 6s, def., 19⅛; Am. Union Tel., 83; Am. Dist. Tel., 59; Sutro Tunnel, 2; Canton Co., 57; Colorado Coal and Iron, 56¼; do. 6s, 95⅛; Maryland Coal, 31; New Central Coal, 31; Pennsylvania Coal, 245; Central Mining, 47⅛; Caribou, 2; Deadwood, 10; Little Pittsburg, 3½; La Plata, 3½; Mariposa, 7¼; Starmont, 4; Standard, 23½; Silver Cliff, 5⅜.

Philadelphia.—Am. S. S. Co., 30⅛; Allegheny Valley R. R., 25; Central Transp., 41; Catawissa new pref., 51½; Chesapeake and Delaware Canal 6s, 90¼; Connecting R. R. 6s, 119; Elmira and Williamsport 5s, 100; Erie and Western Transp, 68½; Huntingdon and Broad Top Mt. consol. 5s, 84; do. consol. 7s, 106½; Morris Canal B. L. 7s, 108; Nesquehoning Valley R. R., 58; Northern Pacific 6s, Mo. div., 100⅛; North Pennsylvania 6s, 1905, 106; Norfolk and Western pref., 65; Oil Creek 1st mort., 102; Pennsylvania R. R. Allottment. 15½; Pittsburg Av. 7s, 108; Philadelphia, Germantown and Norristown R. R., 110; Pennsylvania Co. 6s, 108; Peoples Pass. 7s, 109; Philadelphia and Reading R. R. Income 7s, 71; do. scrip, 60; St. Paul and Duluth, 40; do. pref., 82; Shamokin, Hazleton and Wilkesbarre 5s, 96; do. 2d mort., 22; Texas and Pacific 1st mort. 6s, 108; do. consol. mort. 6s, 106½; Warren and Franklin 7s, 116; West Chester and Philadelphia 7s, 115; West Pennsylvania 6s, J. & J., 110; West Jersey R. R., 34. The latest quotations are: City 6s, 115@116; do. free of tax, 128@131; do. 4s, new, 106@113; Pennsylvania State 6s, 3d series, 104¾@105; do. 5s, new loan, 118⅛@119; do. 4s, new, 111@—; Philadelphia and Reading R. R., 27⅛@27¾; do. consol, mort. 7s, coup. 127—@; do. reg., 127⅛@—; do mort. 6s, 120@—; do. 7s, 1893, 120@121; United New Jersey R. R. and Canal, 184¾@185; Buffalo, Pittsburg and Western, 21½@21⅝; Pittsburg, Titusville and Buffalo 7s, 98@98¼; Camden and Amboy mort. 6s, 1889, 115½@117; Pennsylvania R. R., 65½@65⅝; do. gen'l mort., coupon, 125¾@126¼; do. reg., 125@125¼; do. consol. mort. 6s, reg., 120@—; Little Schuylkill R. R., 52¾@53¼; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 12⅛@12½; do. 6s, 1882, 86¼@89; do. 1872, 106@109; Elmira and Williamsport pref., 54@—; do. 6s, 115@115½; do. 5s, 99¾@100¼; Lehigh Coal and Navigation, 45⅞@46; do. 6s, 1884, 106½@—; do. R. R. loan, 115@116; do. Gold Loan, 118@118⅜; do. consol. 7s, 120@121; Northern Pacific, 43@43¼; do. pref. 75¾@76; North Pennsylvania, 58⅞@60⅛; do. 6s, 108½@108¾; do. 7s, 117@—; do. Gen'l mort. 7s, reg., 120@—; Philadelphia and Erie, 27½@28; do. 7s, 118@—; Minehill, 59@59⅜; Catawissa, 22⅞@24; do. pref., 52@—; do. new pref., 51@51½; do. 7s, 1900, 120@—; Lehigh Valley 61¾@61⅞; do. 6s, coupon, 125¼@127; do. reg., 126½@127; do. 2d mort. 7s, 136¾@—; do. consol. mort., 125@125¼; Fifth and Sixth streets (horse), 136@137; Second and Third, 112@—; Thirteenth and Fifteenth, 70@75; Spruce and Pine, 49@50; Green and Coates, 75@80; Chestnut and Walnut, 96@99; Hestonville, 22½22¾; Germantown, 75@—; Union, 119@125; Lombard and South, 24½@26; West Philadelphia, 90½@91; People's, 24½@25; Continental, 106@108.

Boston.—Atchison, Topeka and Santa Fe 5s, 1909, 96; Atlantic and Pacific Block, 119; Atchi-

son, Jewell County and Western 6s, 1905, 100; Boston Water Power, 11⅜; Boston Land, 10⅜; Burlington and Missouri River in Nebraska 6s, non-exempt, 105½; Boston, Clinton, Fitchburg and New Bedford, 39; do. pref., 127; do. 6s, 1882, 100¼; Boston, Revere Beach and Lynn, 6s, 1897, 117; Boston, Concord and Montreal pref., 106; Chicago and West Michigan, 86½; Cincinnati, Sandusky and Cleveland 7s, 106; Central of Iowa, 37; Chicago, Iowa and Nebraska R. R., 151½; Cheshire R. R., 60; Cedar Rapids and Missouri River, 149½; do. 7s, 1916, 123¼; Chicago, Milwaukee and St. Paul 6s, Dubuque div., 107; do. Wisconsin Valley div. 6s, 106; Chicago, Clinton, Dubuque and Minn. 7s, 1884, 103¾; Connotton Valley, 31½; do. 7s, 1909, 99; Connecticut and Passumpsic Rivers pref., 85; do. 7s, 117; Detroit, Lansing and Northern pref., 108; do. 7s, 118¾; Dixon, Peoria and Hannibal 8s, 118½; Flint and Pere Marquette, 37¾; do. pref., 96¼; Iowa Falls and Sioux City, 65; Illinois Grand Trunk 8s, 1890, 118½; Kansas City, Fort Scott and Gulf, 90; do. 7s, 112; Kansas City, St. Joseph and Council Bluff 7s, 121; Kansas City, Lawrence and Southern 5s, 106¼; Little Rock and Ft. Smith, 82; do. 7s, 117; Louisiana and Missouri River, 26¼; do. pref, 47; Massachusetts Central 1st, 97¼; Marquette, Houghton and Ontonagon, 72¼; do. pref., 110; do. 6s, 100; Mexican Central Blocks, new series, 101½; Maine Central, 89; Mansfield and Framingham 6s, 1889, 108¼; New York and New England 6s, 106½; New Mexico and Southern Pacific 7s, 117½; Northern Pacific 6s, 1919, 100½; Ogdensburg and Lake Champlain Income, 68; do. consol. 6s, 98½; do. 8s, 1890, S. F., 106¼; Oregon Railway and Nav., 152; do. 6s, 109; Old Colony 6s, 117; Portland and Kennebec 6s, 1895, 110¾; Quincy and Warsaw 8s, 118½; Rutland, 6⅝; do. pref., 31¼; do. 5s, 79¾; do. 6s, 101½; Republican Valley 6s, E. D., 105; do. W. D., 105½; Sonora Block No. 4, 45; Summit Branch, 28⅜; Southern Kansas and Western 7s, 112; Toledo, Delphos and Burlington, 16¾; do. 6s, M. L., 51¾; do. Income 6s, Dayton div., 48¼; Vermont Central 8s, 1902, inc. and ext., 50; do. 7s, 1886, consol., 137; Vermont Central and Vermont and Canada 8s, 1889, Equip., 50; Wisconsin Central, 29⅜; Atlantic Mining Co., 14¾; Allouez, 8; Blue Hill, 2⅞; Catalpa, 2¾; Crescent, 1⅝; Contentment, 2; Copper Falls, 9; Central, 31; Douglas, 3; Duncan, 2½; Franklin, 12½; Harshaw, 10; Huron, 2⅞; National, 1; Osceola, 35½; Pewabic, 16; Phœnix, 2⅛; Ridge, 4; Silver Islet, 41½; Sullivan, 3; Star, 1½.

Baltimore.—Atlanta and Charlotte 1st, 111¼; Baltimore City 5s, 1894, 117¼; do. 5s, 1916, 123¼; do. 5s, 1885, 105; do. 6s, 1890, 119½; do. 6s, 1900, 125; 4s, 1920, 109¼; Canton Company 6s, 115; Chesapeake and Ohio Canal, 82¼; Consolidated Coal, 37; Memphis and Charleston, 71; Maryland Defense 6s, 108¼; do. 5s, 106; Norfolk and Western pref., 65; Richmond and Allegheny R. R., 47; Richmond and Danville, 98; do. bonds, 1885, 103½; do. 1890, 108; Virginia 10-40 coupons, 96¾; Virginia Peelers, 38¼; do. coupons, 19; Wilmington, Columbia and Augusta, 90; do. 6s, 113. The latest quotations are: Baltimore and Ohio, —@200; Baltimore City 6s, 1860, 119½@—; do. 6s, 1900, 125@127¼; do. 6s, 1902, —@128; do. 5s, 1894, —@117½; do, 4s, 1920, 109⅜@—; Central Ohio 6s, 113½@114½; Northern Central, —@53¼; do. 5s, 1926, 99½@100; Marietta ad Cincinnati 1st, 123½@124; Pittsburg and Connellsville 7s, —@125½; Western Maryland 2d pref., 110@112; Virginia Consols, 83¼@83½; do. consol. coupons, 96½@96¾; Virginia 10-40 bonds, 53¼@53⅜; do. 10-40 coupons, 96½@96⅜.

Pittsburg, West Virginia and Charleston Railroad.

The gross earnings, operating expenses and net earnings on thirty miles of this road, extending from Pittsburg to Monongahela City, during the years 1879 and 1880, compare as follows:

	1879.	1880.
Earnings	$154,574 35	$240,215 35
Expenses	127,479 41	174,463 45
Net earnings	$27,094 94	$65,751 90

It will be noted that the net earnings in 1880 increased $38,766 96. The contracts for gradating and masonry of the Redstone branch, from Brownsville to Uniontown were let early in April, and work is in full progress. It is expected that when this division shall be completed and in running order, the increase of net earnings will be large, inasmuch as that part of the road traverses a country rich in coal and limestone.

Grand Trunk Railway of Canada.

The gross receipts, working expenses and net profit of the Grand Trunk Railway Company of Canada for the month of March, 1880 and 1881, were:

	1881.	1880.
Gross receipts	£191,718	£180,370
Working expenses	129,180	121,138
Net profit	£62,538	£59,232

—showing an increase in gross receipts of £11,348 in working expenses of £8,042, and the net profit of £3 306.

The aggregate for three months from Jan. 1 was as follows:

	1881.	1880.
Gross receipts	£514,272	£496,006
Working expenses	377,009	353 028
Net profit	£137,263	£142,978

—showing an increase in gross receipts of £18,266, with an increase in working expenses of £23,981, making a decrease in the net profit of £5,715.

Delaware River Railroad.

The board of directors of the Delaware River Railroad Company voted at their meeting in Woodbury, N. J., on the 2d inst., to increase the capital stock from $75,000 to $125,000, for the purpose of putting the road and its rolling stock in first class order. The new or additional rolling stock will cost $10,000, and the improvement of the road, such as the strengthening of the bridges, the laying of new ties, &c., will cost $15,000. The Woodbury Constitution says that arrangements have been made for carrying excursions from Wilmington to Atlantic City and Cape May this summer via the Delaware River and the West Jersey railroads. For this reason the improvement of the road will be commenced at once, so that everything will be in readiness for the season.

☞ PENNSYLVANIA RAILROAD COMPANY,
TREASURER'S DEPARTMENT.

PHILADELPHIA, May 2, 1881.

The Board of Directors have this day declared a Semi-Annual Dividend of FOUR PER CENT. on the Capital Stock of the Company, clear of all taxes, payable in cash on and after May 28 to stockholders as registered on the books at 3 P. M., April 30, 1881.

On May 28, dividends will be paid to women only; after that date, they must await their turn with other stockholders.

The Board have also instructed the Treasurer to give public notice that the stockholders will have the privilege of subscribing at par to the stock of the Company in the proportion of TWELVE AND ONE-HALF PER CENT. of the number of shares registered in their names April 30, 1881, and those entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full prior to June 15, 1881, and no subscriptions will be received after that date. The privilege of taking new stock may be sold by any stockholder, and blank forms of allotment will be furnished upon application.

JOHN D. TAYLOR,
Treasurer.

OFFICE OF THE HOMESTAKE MINING COMPANY,
18 WALL-ST., NEW YORK, May 12, 1881.

DIVIDEND NO. 33.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for April, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfers close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

Two Locomotives for Sale.

Both standard gauge and in good running order No. 1—cylinders 15×22; 4 drivers 54 in. diam; weight 28 tons; but little worn; made at the Baldwin Works, Phila. No. 2—cylinders 13½×22; four drivers 60 in. diam.; weight 24 tons; patent air-brake. Address Box 87 Bordentown, N. J.

CARD.

We have opened Stores at 115 LIBERTY ST., NEW YORK, and cor. of 7TH AV. & LIBERTY ST., (under 7th Av. Hotel) PITTSBURGH, for the convenience of those who wish to purchase our well known make of SCALES AND TESTING MACHINES of which we are the Sole Manufacturers.

RIEHLE BROTHERS,
Philada.

John H. Davis & Co.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth,

BANKERS,

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH.
GEO. R. SHELDON.

Paine & Webber,

BANKERS AND BROKERS,
(Members of the Boston Stock Exchange.)

48 Congress St., Boston.

Transact a general Banking business.

Buy and sell Stocks and Bonds on commission in all markets. Correspondence solicited.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Genesco & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,599,578	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. '81 1½
Boston and Albany.....100	20,000,000	quarterly	Mar. '81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	Jan. '81 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '81 2
Boston and Maine.....100	6,921,274	M. & N.	May '81 4
Boston and Providence.100	4,000,000	M. & N.	May '81 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 5
Burl. & Mo. Riv. in Neb.100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*.....50	1,159,500	October.	Oct.'80 $1
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref.....50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '81 1
" " pref.100	769,600	F. & A	Feb. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. 81 3½
" pref.....50	400,000	J. & J	Jan. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb.'81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. 81 4
" " pref.....100	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn.....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12,279,483	A. & O.	Apl. '81 3½
Chicago & N. Western.100	14,988,257	J. & D	Dec. '80 3
" pref.100	21,525,353	quarterly	Mar. '81 1½
Chicago, R. I. & Pacific.100	50,000 000	quarterly	May '81 1½
Chicago & West Mich...100	6,161,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton.....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	June '81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Mar. '81 2
Colum. & Hocking Val...100	2,500,000	F. & A	Feb. '81 4
Concord.....50	1,500,000	M. & N.	May '81 5
Concord and Ports.*.....100	350,000	J. & D.	Dec. '80 3½
Conn. & Passump Riv...100	2,175,700	F. & A.	Feb. '81 2
Connecticut River.....100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref..50	241,900	A. & O.	Oct. '80 4
" 2d pref...50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk .50	600,000	quarterly	Mar. 81 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*.....2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor...100	1,874,000	F. & A.	Aug.'80 2½
" " pref.100	2,503,300	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania* 50	1,309,200	J. & J.	Jan 81 3
East Mahanoy *.....50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga...100	5,000,000	A. & O.	Apl '81 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 2½
El River.....100	3,000,000	— & —	Mar. '81 2½
Elmira, Jef. & Canand*..100	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'80 1½
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia.....100	4,200,000	J. and J	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J & J.	an. '81 3½
Housatonic, pref.....100	1,180,000	quarterly	Apl. '81 2
Illinois Central.....100	29,000,000	M. & S	Mar. '81 3½
Iowa Falls & Sioux City*100	4,025,000	quarterly	Mar. '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May,'81 1½
Io. So. & Mo. Northern. 25	000,000	quarterly	May,'81 2
Jeffersonv., Mad. & Ind..100	930,000	quarterly	May,'81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May,'80 1½
Kentucky Central.....100	500,000	J. & D.	Dec. '80 1
" pref.100	500 000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	49,466,600	quarterly	May,'81 2
" (guar.)100	533,500	F. & A.	Feb. '81 5
Lawrence*.....50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,382,550	quarterly	Apl.'81 1½
pref. 50	106,300	quarterly	Apl. '81 1½
Little Miami*.....50	3,971,450	quarterly	Mar. '81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*.....50	$2,640,100	J & J.	Jan. 81 2½
Louisville & Nashville..100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 50	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 2½
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 1½
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	6,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	May '81 1½
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 2½
Missouri Pacific.....1 0	12,416,000	quarterly	Apl. 81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*.....50	15,000,000	J. & J.	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800,000	M. & N.	May '81 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,675,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 2½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp...100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	Apl. '81 2
New York and Harlem..100	3,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref...100	8,146,700	.....	
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '81 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '81 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2 804,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,300	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455 0.0	quarterly	May 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 1½
Panama.....100	7 000,000	quarterly	May '81 1½
Paterson and Hudson*..100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Apl. '81 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Mas '81 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apr. '81 1½
" Special Imp..100	5,504,300	quarterly	Apr. '81 1½
Pittsfield & N. Adams..100	460,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '80 3
Profile and Franconia....100	.....	Annual.	Nov.'80 3
Providence & Worces...100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	858,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass..100	175,575	— & —	Jan. '81 3
Richmond & Petersb.....100	1,003,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 2
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Steakbridge and Pitts.*.130	448,700	J. & J.	July '79 2½
Summit Branch*.....50	4,125,000	F. & A.	Feb.'78 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Apl. '81 1½
United Cos. of N. J*....100	20,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S.V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	2,050.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	May 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,800	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov. '79 2
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	Jan '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	300,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	800,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180.000	J. & J.	Jan. '81 6
D. Dock R. R'w. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	900,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170.000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050.000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105.000	A. & O	Oct. '79 2 4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '78 7
Ninth Avenue (N.Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.).....25	206,054	.....	July '79 2
Philadelphia City.....50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J. & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.).....50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	760,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	115,000	M. & N.	May '81 3
South Boston 50	600,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston).....100	374,300	J. & J.	Jan. '80 5
Union (Phila.).....50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,833,350	.....	Feb.'81 $1
Delaware and Hudson....100	20,000,000	.....	June'81 1½
Delaware and Raritan*..100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '75 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.) 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Feb. '81 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	8.000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May '81 $5
Central Mining Co.....100	... .	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2,500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,698,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Mongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Apl. 81 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	5,990,200	F.M.A.N	May '81 2
Quicksilver, common....100	6,708,700	.....	.....
preferred....100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,750,000	J. & J	Jan. '81 5
Sioux C. & L.F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '81 5
United States Express....100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	80,000,000	quarterly	Apl. '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167 750	124,510	148,551	184,680	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,468	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,581	327,370	335,394	421,937	447,7?4	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,396,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,333	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,327	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,883	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	439,475	325,209	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,213	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	916,960	803,490	941,699	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,398	162,027	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,314,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,933,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	285,573	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490,195	451,560	408,241	372.280	365.300	442,000	542,555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,483	320,962	425,685	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	925,603	933,143	1,139,268	890,137	946,186	952,049	1,065,980	1,185,325	1,177,134	1,526,475	1,105,616	952,663	12,336,152
1881	811,617	818,923	1,119,591	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65.

		Bank No.	Treasury No.
Osage, Iowa	*Osage National. Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20, '65.

		Bank No.	Treasury No
Jersey City, N. J	*First National Bank*	671 *to* 750	19,089 *to* 19,488
Lynn, Mass	*National City Bank*	121 *to* 150	64,797 *to* 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,089 *to* 19,488
Lynn, Mass	*National City Bank*	121 *to* 150	66,798 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."
‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

The Sloss Furnace Company, for the manufacture of pig iron, at Birmingham, Ala., was organized on the 5th inst. with a capital of $300,000, and every dollar subscribed and paid in on call.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, March 25, 1881.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of TWO PER CENT. upon its capital stock, payable on Monday the 2d day of May next, at this office.

For the purpose of this dividend, and also for the annual election for Directors, which is to be held on the 4th day of May next, the Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 31st inst., and will be reopened on the morning of Friday, the 6th day of May next.

E. D. WORCESTER, Treasurer.

LELAND HOTEL, CHICAGO, ILL., FINEST location in the city, corner Michigan avenue and Jackson street; fronting on the beautiful lake and park; two blocks from the Custom House and Post-office. Newly furnished and reconstructed. American plan. Popular prices, $3 and $3 50 per day. WARREN F. LELAND, Proprietor, late of Delavan House, Albany.



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With Water, Wine, Milk and Butter Cooler. The best Food and Ice keeper in the world. Send for book.

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380 Sixth Ave., N. Y.

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DETROIT AND BAY CITY R. R. BONDS.

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SCIOTO VALLEY R. R. FIRST 7s, DUE 1996.
SCIOTO VALLEY R. R. CONSOL. 7s, DUE 1910.
CAR TRUST CERTIFICATES.
CINCINNATI GOLD 6s, DUE 1906.
COLUMBUS AND TOLEDO FIRST 7s, DUE 1910.
COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

D. A. Easton,

With BOODY, McLELLAN & CO.,

58 BROADWAY, N. Y.

Brown, Brothers & Co.,

NO. 59 WALL ST., N. Y.,

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Issue Commercial and Travelers' Credits *IN STERLING,*

AVAILABLE IN ANY PART OF THE WORLD.

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MAKE TELEGRAPHIC TRANSFERS OF MONEY

Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.

J. B. WHITE & BRO.,

MANUFACTURERS OF

ENGLISH PORTLAND CEMENT.

The best for Concrete—Pier Abutments, Tunnel Lining, Culverts, etc.

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ALSO FOR

English Silicate White Paint.

It never discolors, chalks or cracks off, and covers 20 per cent. better than White Lead.

THE BEST PAINT FOR FREIGHT CARS.

CHILD & OLIVER,

RAILS, ROLLING STOCK AND SUPPLIES,

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Mail, Baggage, Box, Gondola, Flat, Gravel, Ore, Coal, Mine and Hand Cars,
Kelley's Patent Turn-Tables and Centers for Wooden Turn-Tables,
Car Castings, Railroad Forgings, Rolling-Mill Castings,
Bridge Bolts and Castings.

We have in connection with our Car Works an extensive Foundry and Machine Shop, and are prepared to do a general Machine Business.

Chairman, ARIO PARDEE. | Treasurer and General Manager, H. F. SNYDER. | Secretary, N. LEISER.

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RAILROAD CAR AXLE GREASE,

FOR

Passenger, Freight and Mine Car Axles.
Used with or without Waste.

WARRANTED SUPERIOR TO ANY GREASE IN THE MARKET

CHEAP AND DURABLE.

☞ Samples sent by Express on application free of charge. Please state whether Waste is used or not.

The Uncle Sam Lubricating Compound and Axle Grease Works.

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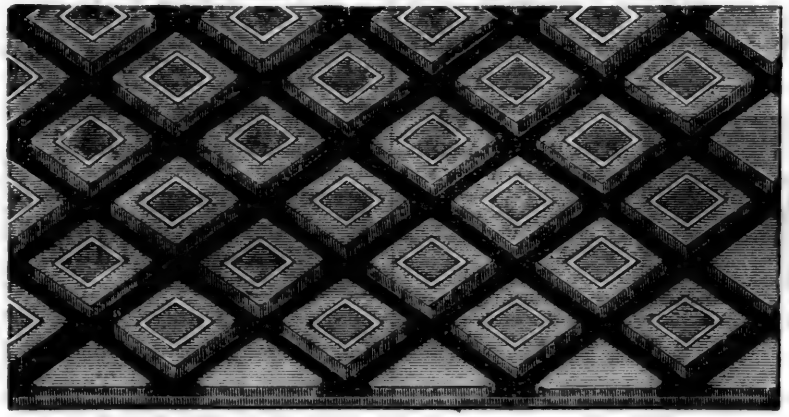
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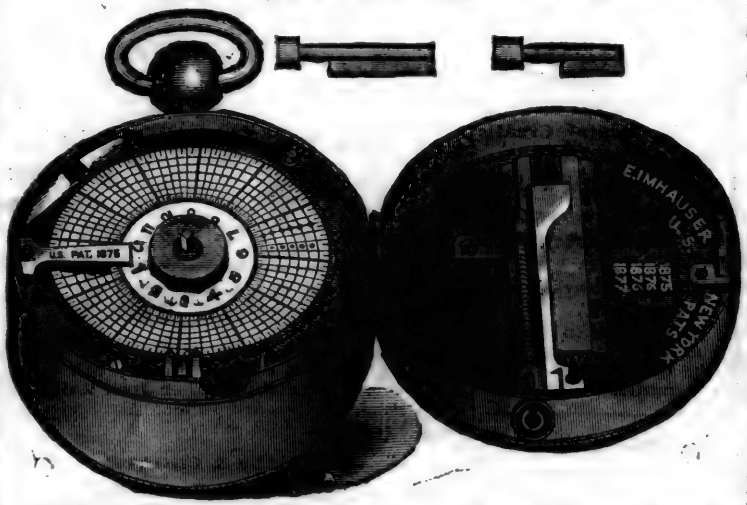
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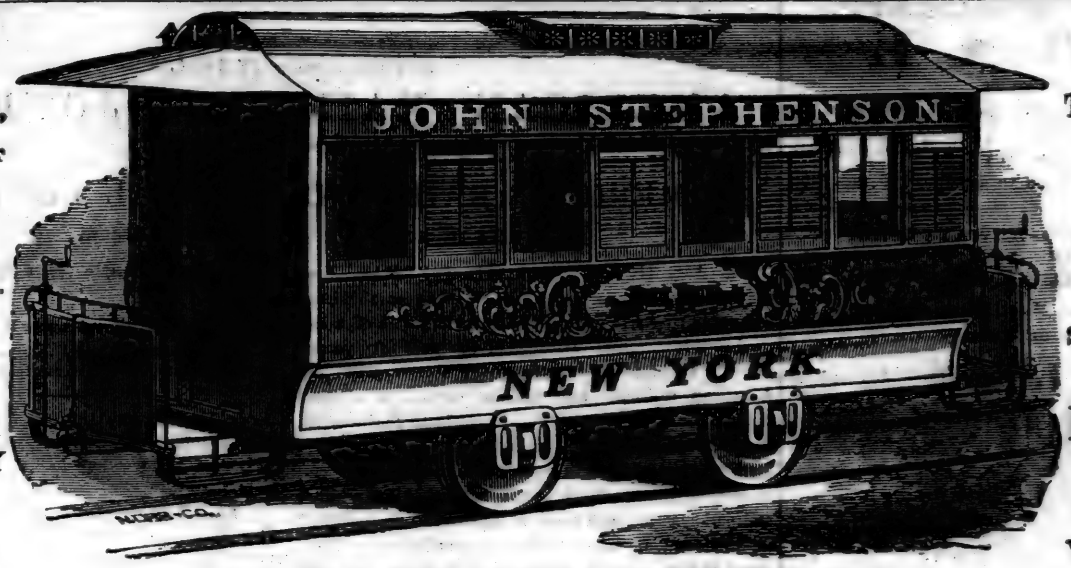
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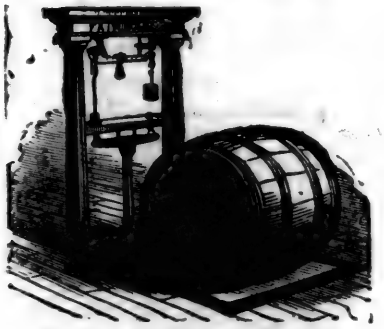
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The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.
The *American Railroad Journal*, one of the most honest and outspoken of American papers.

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

ST AM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 21.] NEW YORK, MAY 21, 1881. [WHOLE No 2,352, VOL. LIV.

THE EAST RIVER BRIDGE.

To the thousands who daily cross the East River on their ferry boat trips between New York and Brooklyn, and to those travellers by the Sound steamers to whom the great structure, which has been slowly growing up from the banks and stretching its web work of iron over the river, is less familiar, the East River or Brooklyn Bridge now presents a more interesting spectacle than ever before. The placing of the floor beams excites much curiosity among people generally who are watching the work as well as among engineers and builders, who have found in the different stages of work on the bridge a valuable field for study and conjecture. An interesting description of the work now in progress and facts concerning this great suspension bridge are given by the Scientific American as follows:

"The work of suspending the floor beams progresses with practical uniformity at both towers and on both sides of each tower, the design being to keep the strains on the masonry as equally balanced as possible. At this writing about twenty-five beams are in place on each side of the two towers, or something near a hundred in all. Suspender ropes are in place for more than twice as many additional beams, there being four suspenders to each beam.

From below the suspenders look like spider lines; they are, however, stout ropes of steel wire, from 1⅝ to 1¾ inches in diameter, and able to sustain a weight of 50 tons, or more each, or five times the heaviest load likely ever to fall upon them. The bands by which the suspenders are attached to the cables above are of wrought iron, five-eighths inch thick by 5 inches wide. They were put on when the cables were being wound, and fit closely to the cables. On the outer side the ends of the bands terminate in two lugs, seven-eighths inch thick. An iron screw bolt, 1¾ inches in diameter passes through the lugs to hold the suspender socket and to tighten the band around the cable. The bands were put on by the winders, who heated the backs of the bands in little forges until they could be opened far enough to let them go over the cable. The two ends of the band were then drawn together, a thin plate of iron being slipped between the cable and the hot band so as to protect the galvanizing of the wire of the wrapping until the band was cool. To these bands the suspender ropes are attached by means of wrought iron closed sockets. On the lower end of each suspender is a cast iron socket for the reception of the stirrup rods which hold the floor beam. The stirrup rods have long screw threads, by means of which the beam can be raised or lowered to regulate the floor grade, it being impossible to cut and fasten the suspenders to the exact length required.

The floor beams are made in halves at the steel works; are landed at the foot of the towers; are hoisted to the level of the bridge floor and run out upon a tramway to the point of suspension; and after being attached to the suspenders are securely riveted together, making a continuous beam the entire breadth of the bridge, or 85 feet. These floor beams are unlike any ever before used on a suspension bridge. They are 32 inches deep, 9⅜ inches wide, and weigh four tons. Each beam has two top and two bottom chords tied and braced together in the form of a triangular lattice girder. The chords are of steel channel bars. The main beams are suspended 7 feet 6 inches from centers, and between each pair of principal beams a lighter I beam is placed, resting on the truss chords, so that the floor planking will be supported and fastened every 3 feet 9 inches from centers. Wooden bridging will be inserted between the beams to resist the strain of the over floor stays. The longitudinal trusses are six in number, dividing the bridge floor into five sections. The two outside sections, 18 feet 6 inches in width, are for vehicles. A tramway will also be laid down in each, in case it may ever be desirable to run street cars across the bridge. Inside the carriageways will be two railways for cars to be propelled by an endless iron rope, operated by a stationary engine. Between the railways, and elevated 12 feet above them, will be a footwalk, 15 feet wide. This promenade will be the first part of the structure completed, since it will be needed for the workmen upon other parts of the superstructure. On both sides of the river the masonry of the approaches to the bridge is substantially finished."

A PROMISING FIELD FOR ENTERPRISING EXPLORERS.

The San Francisco News Letter says: When the late Secretary Seward purchased Alaska from the Czar he was not aware of the fact that he was getting with his countless fur-seals, fisheries, mines, and icebergs, one of the greatest rivers in the world, and now almost demonstrated to be of greater volume than the Mississippi. Such a stream is the Yucon.

The vast region it waters remains as much a terra incognita as the Congo. In fact, while the latter has been once explored—by Stanley—from the point where Livingstone turned back down to the Atlantic Ocean, and by Livingstone from its extreme sources to where Stanley's explorations began, no traveler has ever yet seen the upper water of the Yucon or has been able to enlighten the world as to its length or its source, or the region it drains.

Here, then, is an opening for enterprise and ambition, more fruitful of promise than anything as yet unrevealed in Africa or the Arctic Sea, and probably less dangerous. That the country contains mines of gold and silver, we may readily conjecture from the fact that such mines exist on all sides of it. The river is navigable for hundreds of miles. It is free from ice from June to September. Its banks are flanked below with Indian villages. Its waters are filled with fish, for the support of human life, and its woods with game. The mountains in which it rises are unknown to white men, but, as they are generally believed to be stored with that sort of treasure which led to the rapid settlement of California and to the expansion of commerce on the South and Central Pacific, there is the strongest sort of temptation on the part of thousands to see them, test them, and dig them up, if the treasure can be found.

The Government has many vessels lying idle and uselessly rotting for the want of ac-

tion. Why not fit one of them up for a two or three years' cruise on this great unexplored river of the North? The discovery of gold mines there would lead instantly to a large migration from all parts of the world, and in a few years contribute millions to the commerce of the Southern Pacific States and Territories.

A Model Street Car.

The Philadelphia Record says that a new street car has just been introduced into that city which in an artistic and sanitary point of view, is a decided innovation, and then describes it as follows:

Perfect ventilation has been secured by a perforated ceiling. The dome lamp in the centre and the side lights add increased brilliancy to the interior, besides dispensing with the obnoxious smell of oil. The windows are quite large, and besides having a patent anti-rattling attachment, are so arranged that, when desired, they can be opened to an extent that makes practically an open summer car. The platforms are made very low purposely to accommodate children and ladies. The conductor can be signaled by the passenger without rising from his seat. Above the driver's head, suspended by pivots to the roof, is a mirror set at an angle, giving him a full view of the interior. The conductor is also provided with a mirror, enabling him, by standing with his back to the door, to keep a lookout for passengers in and out of the car. Each car has a contrivance entirely novel for preventing accidents to horses which might fall down and be exposed otherwise to injury by being dragged beneath the car. Another arrangement in front of the fore wheels is designed to save human life. A further device relieves the horses from all strain in starting and, above all, the springs and spring-bed are of a new pattern, permitting the car to turn curves as on a pivot, without a jar or noise.

New Railway Signal.

The London, Ont., Free Press says that there is now on exhibition in that city an appliance intended to supersede all present modes of railway signalling. It works by electricity, and it is claimed by the inventor that it can be worked at any required distance, that it is as nearly automatic as possible. The train despatcher presses a button which sets the signal in motion, and an indicator or "reply" shows what signal has been given, i. e., whether "clear," "caution," or "danger." In case of breakage of wires communicating from signal to indicator the signal will go immediately to "danger." Another very important improvement is that the lamp cannot be lighted unless the machine is properly arranged. Only a single line of wire is necessary to communicate with signal and indicator, and there is a positive indication given on the indicator when the signal comes to "danger." The external appearance of the semaphore is all that could be desired for the purpose for which it was intended. The "Electric Railway Signal" was the invention of the late Robert Watson, but it has been improved and altered by Mr. Josiah Nesbitt, of Toronto.

The Erie Railway Company has just issued a free pamphlet entitled "Summer Homes and Sports," which is a directory to the many Summer resorts among the streams and hills along that line, giving full particulars as to trout and bass fishing, where to stop, and what it will cost. It may be had at any of the company's offices in the City.

Commerce of New York.

The foreign imports at New York for the month of April, 1881, are officially stated as follows:

	1880.	1881.
Entered for consumpt'n.	$22,064,758	$18,246,103
Do. for warehousing ...	14,338,713	8,454,351
Free goods.....	10,890,473	10,755,417
Specie and bullion	410,319	15,383,746
Total entered at port...	$47,704,263	$52,839,617
Withdrawn fr. wareh'use	6,112,693	8,593,000

The foreign imports at New York for four months from January 1, were:

	1880.	1881.
Entered for consumpt'n	$88,189,358	$72,587,313
Do. for warehouseing..	39,360,366	29,034,271
Free goods	43,763,273	42,031,040
Specie and bullion....	3,052,533	28,010,376
Total entered at port.	$174,365 530	$171,663,000
Withdrawn fr. wareh'se	27,554,144	30,798,211

The foreign imports at New York for ten months ending with April, were:

	1880.	1881.
6 months ending Jan. 1.	$266,228,601	$280,770 515
January	40,897,154	36,085,359
February.....	40,165,384	34,157 263
March	45,598,729	48,580,761
April	47 704,263	52,839,617
Total 10 mos.	$440,594,131	$452,433 515
Deduct specie	81,795,704	98,604,912
Total mdse.....	$358,798,427	$353,828,603

The duties received at New York for ten months ending with April, were:

	1880.	1881.
6 months ending Jan. 1.....	$59,271,080 94	$69,593,542 80
January	11,960,677 78	10,572,559 15
February	12,254,602 24	11,217,766 87
March	14,469,557 65	13,122,964 03
April.....	11,901,071 43	11,678,760 93
Total.....	$109,856,990 04	$116,185,593 78

The exports from New York to foreign ports for the month of April, were:

	1880	1881.
Domestic produce.....	$34,167,697	$29,156,110
Foreign free goods....	131,523	690,261
Do. dutiable....	370,628	517,044
Specie and bullion.....	194,633	1,206,984
Total exports.....	$34,864,181	$31,570,399
Do. exclusive of specie	34,669,548	30,363,415

The exports from New York to foreign ports for four months from January 1, were:

	1880.	1881.
Domestic produce.....	$115,272,408	$119,240,101
Foreign free goods..	953,825	3,931,249
Do. dutiable	1,877,488	1,883 972
Specie and bullion...	3,232,287	4,730,068
Total exports	$120,836,008	$129,785,385
Do. exclusive of specie.	117,603,721	125,055,322

The exports (exclusive of specie) from New York to foreign ports for ten months of the fiscal year:

	1880.	1881.
Six months ending Jan. 1....	$197,760,586	$220,839,350
January	25,416,566	30,264,919
February	23,891.148	28,136,303
March	33,626,459	36,290,685
April.....	34,669,548	30,363 415
Total produce ..	$315,364,307	$345,894,672
Add specie	6,565,335	9,379,464
Total exports...	$321,929,660	$355,274,136

Limited Passenger Ticket Good for a Passage if Presented within the Period of Limitation.

J. M. Evans, a citizen of St. Louis, bought on the 26th of February last from a scalper a limited ticket from St. Louis to Little Rock, paying $9 therefor, the regular fare being $14 35. The limitation of the ticket expired at midnight of the day it was bought. Evans entered a car of the St. Louis, Iron Mountain and Southern Railroad at 9 o'clock that night, and when the conductor first went around for tickets exhibited to him the ticket he had purchased, and was informed that it would expire at midnight. When that time came the train had reached a point 85 miles from St. Louis, near Arcadia. Evans was told that he must get out there, but he remonstrated and first offered $1 50 and then $1 75 to be allowed to ride till morning. His offer was refused and he was put off in the wilderness, the night being dark, cold and rainy. In trying to grope his way along in the darkness he fell into a cattle guard and received some bruises and abrasions. He filed a suit against the company, laying his damages at $1,000, and the case was tried in Judge Horner's court at St. Louis on the 11th inst. The defence was the expiration of the ticket, but the court held the law to be that the ticket was good for a passage to Little Rock from St. Louis if presented for passage within the period of limitation. The jury rendered a verdict for plaintiff for $250.

Steel Rails for the Canada Pacific Railway.

A dispatch, dated Montreal, May 14, cites as an evidence of how energetically the Pacific Railway Company is entering upon the carrying out of its great undertaking, the fact that seventeen car loads of steel rails have just been landed from the steamship Winnipeg, and loaded for transmission to the Northwest by railway. The order for these rails was sent to England after the ratification of the contract by Parliament, and the order for building the cars was given at the same time to the Ontario Car Company of London, not quite three months since. Before the Government could have accomplished this work by following out their system of advertising for tenders and the like it would have taken more than double the time, and the rails would have been arriving in the fall, just too late to be laid this year. The advantage of having an enterprising company doing the work cannot be better demonstrated than by such an example as this of how to do business.

A car for transportation of live fish, constructed by order of the United States Fish Commission, by the Philadelphia, Wilmington and Baltimore Railroad Company, arrived in Baltimore recently. It is furnished with patent refrigerators and fastenings, It will be supplied with tanks divided into compartments. The car will be used by Prof. Baird for the transportation of fish for propagation to every section of the country.

The Pittsburg, Virginia and Charleston Railroad was formally opened to Brownsville on the 16th inst,

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New York, Saturday, May 21, 1881.

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Railroad Commissioners' Convention.

The convention of State Railroad Commissioners, which it is proposed to hold sometime next month at Louisville, Ky., will be one of especial interest owing to the extended agitation of the railroad question which the past winter has witnessed in the various States, and if fully attended and wisely conducted it can be made advantageous alike to commissioners, the States they represent, the railroads and the people. Of the twenty one States now having such commissions several have adopted them within the past few months, and while they have given them widely differing powers there are many duties assigned common to all, for the better performance of which a conference should prove a valuable aid. Among the commissioners who will attend a number have but just taken their office, and they will come direct from legislative halls where their duties have not been over clearly defined, though discussed too often in ways far from unprejudiced or practical. The entire history of railroad commissions is brief, embracing perhaps a dozen years; the first national convention of railroad commissioners was held at Springfield, Ill., in July 1875 and it has been since that date that commissions have been generally adopted throughout the country. But among those who will meet at the coming convention are several men who have been continuously connected with the Boards of their respective States since the commissions were first organized; men who have earnestly and faithfully studied the duties devolving upon them and have so performed them that the efficiency and utility of such commissions, when wisely conducted, have been demonstrated. Of such commissioners those who are now for the first time taking upon themselves the duties of the office can learn much that will be of advantage to them and the interests they represent.

Among other things which they will find, contrary perhaps to some of the ideas which may have fallen upon them with their appointments from much muddled legislatures, is that it is not so much the creation of railroad commisions that railroad men object to as it is the assumption by any inexperienced man, officially or otherwise, of the duties of railroad managers. Railroad commissioners and railroad managers when both understand their duties and their privileges, and consistently try to direct their course according to the same, as a rule find few antagonistic relations developed between them, excepting where unwise legislative action has made the duties of the State official unreasonably whimsical in character and as unpleasant as unprofitable in execution. While the functions of the various commissions differ so widely there are still many characteristics common to all, that can be discussed to advantage in such a conference, and they relate chiefly to practical matters, pertaining to the adoption of uniform and simple methods for obtaining the information desired from railroad companies; the most important duty of such commissions and the main purpose of their establishment. The policy adopted by the convention of 1879 was to avoid all discussion of abstract questions relating to railroads, and to confine the work to practical subjects connected with the primary duties of the commissioner's office, and the same policy adhered to this year will be more productive of good than would be possible under any assuming or ambiticus policy that may have been incited during the past winter by ill-advised and unscrupulous attacks upon general railroad management.

NORFOLK gives promise of rapidly taking the important position as a business center and a shipping point, which its desirable location warranted even at a much earlier period in its history. Its excellent harbor and various shipping advantages will soon be utilized to an extent that will vastly increase the commercial importance of the city. The extension of the Chesapeake and Ohio Railway and early direct communication with the Southwest and the Pacific States will not only revive and greatly extend the shipping interests of that port but will add new impetus to the activity of business enterprises and local industries, which have shown a new life during the past few years. From statistics recently published it appears that the exports of Norfolk, which in 1865 amounted to but $11,538, rose last year to $18,895,158; the cotton trade showing an increase from 6,174 bales in 1858-59 to 585,514 bales for the first six months of the cotton year of 1880-81.

Temperance Among Railroad Men.

Occasional items are found floating about, assuming the character of news in many papers in regard to certain railroad managers requiring of employes abstinence from the use of intoxicating drinks while on duty. It is spoken of as though such requirements were the exception rather than the rule, while it should be well known that in regard to no duties are railroad rules universally more strict, and their enforcement more rigidly carried out, in all departments of any responsibility or trust, than concerning that duty which demands of an employe a clear brain and steady nerves, which the use of alcoholic liquors is liable to make at any moment impossibilities. One of the first questions asked of an applicant for a position on a railroad, and one of the most important features essential to a good recommendation to such a position, will generally touch upon a man's habits as to temperance. While there must be of necessity more or less use of alcoholic drinks among railroad men, cases of intoxication among them as compared with the same number of men in other trying positions are exceedingly rare at any time, and especially so when upon duty. To their credit it can truthfully be said that this good result comes as much from a sense of honor and duty among these frequently overtaxed men as from any fear of discharge. But the rules in regard to intemperance are exceedingly strict on all well managed railroads, and on many roads no employe in any capacity whatsoever can remain who is known to use intoxicating liquors at all.

The railroad companies are doing a great deal to encourage temperance by forming voluntary temperance societies, and with considerable success, and the movement is a most worthy one and commends itself to all; but where pledges have been required of employes there has naturally been found some opposition, though when presented in the right spirit the requirement is one that it is pleasant to be-

lieve is becoming more and more cheerfully complied with. The compulsory nature of the forced pledge is likely to be looked upon as one of its most disagreeable features to the intelligent railroad man who considers his own welfare and that of others, and appreciates the responsibilities in many cases resting upon him. Concerning the injurious effects of alcoholic liquors there can be no question, and the evils from their use to which railroad men are peculiarly liable are pointedly spoken of as follows by the surgeon of the Denver and Rio Grande Railway: "The continued or the excessive periodical use of malt or alcoholic liquors should be abstained from by every one engaged in operating the road, not only on account of the great risks of life and property incurred by intrusting them to the oversight of those whose intellects may be dulled at times when most care is needed, but also, and essentially, because habitual drinking has a very bad effect upon the constitution, which is a serious matter to men so liable to injury as railroad employees are. It so lessens the recuperative powers of the body that simple wounds are followed by the most serious and dangerous complications. Fractures unite slowly, if at all, and wounds of a grave nature, such as those requiring the loss of limb, are almost sure to end fatally. No employee can afford to take such risks, and the railway company can not assume such responsibilities."

Organization.

William S. Conner has been elected president, Samuel T. Miller secretary, and Edward H. Green superintendent, of the Delaware Shore Railroad Company.

The following gentlemen have been elected trustees of the Olsen Gold Mining Company: Milton S. Latham, Wm. M. Lent, J. M. Alexander, L. M. Jones, Thos. Bell, T. F. James and Jno. Turnbull.

The Bradford, Eldred and Cuba Railroad Company filed articles of incorporation at Albany on the 11th inst., capital, $500,000. The road is to be entirely in Allegany County.

The Texas Western Railway Company on the 12th inst., filed amendments to its charter, the principal amendment providing for the construction of a line from Houston to Galveston.

The Rockaway Beach (N. Y.) Transit Company has filed articles of incorporation, capital $100,000, the road running on both sides of the beach to the hotel of the Rockaway Beach Improvement Company.

Articles of association of the Louisville, New Albany and Corydon Railroad Company were filed with the Secretary of State of Indiana on the 14th inst. The capital stock is $100,000, and the directors are: Bennett H. Young, St. John Boyle Charles Goodshaw, George Lyman, S. M. Stockslager, Thomas McGrain and Samuel J. Wright.

At a meeting of the stockholders of the California Southern Railroad Company, at San Diego, Cal., on the 3d inst., Thomas Nickerson, Thomas L. Rogers, M. A. Lull, Joseph G. Osgood and J. S. Gordon were elected directors. The officers are: President, Thomas Nickerson; vice president, Thos. L. Rogers; Secretary, G. N. Weaver; Treasurer, S. W. Reynolds; attorney, Henry E. Cooper; Chief Engineer, Joseph O. Osgood; auditor, J. H. Goodspeed.

A despatch from Portland, Oregon, dated May 11th, says the board of directors of the Oregon and California Railroad Company has elected Henry Villard president, vice R. Koehler, resigned. Paul Schulze and C. H. Lewis resigned as directors, and C. E. B. Robertson and A. G. Cunningham were elected to the vacancies. R. Koehler will act as manager for the present.

At the recent annual meeting of the Ashuelot Railroad Company, the following officers and directors were re-elected for the ensuing year: A. B. Harris, president; E. F. Lane, Treasurer; F. F. Lane, clerk; Oscar Edwards, James A. Rumrill, Tilly Haynes and Henry Colony. Seth Hunt was also re-elected assistant treasurer, and George E. Frink auditor. The office of the company is at Keene, N. H.

At a meeting of the Board of Directors of the Pittsburg, Cincinnati and St. Louis Railway Company, held on the 13th inst., the following officers were elected, G. B. Roberts, president; J. N. McCullough, first vice president; William Thaw, second vice president; Thomas D, Messler, third vice president and controller; S. B. Liggett, secretary; Stephen W. White, assistant secretary; M. C. Spencer, treasurer.

The board of directors of the Joplin and Galena Railroad Company of Missouri at its recent meeting elected the following officers: C. W. Rogers, president; John O'Day, vice president; T. W. Lillie, secretary and treasurer; A. Douglass, assistant secretary. The contract was ratified for the building of the line from Joplin to Galena, Faulkner, Diffenduffer & Co. being the contractors. Trains are to be running inside of sixty days.

The directors of the Petroleum Exchange, in this city, recently elected, are: Josiah Lombard, Livingston Roe, C. Trube, Nicholas Mehlen, Daniel Goettel. H. Robbins, G. W. Stahl, George H. Lincoln, D. R. Offley, George F. Gregory, William Jay Ives and E. Schalk. The officers are: President L. H. Smith, first vice-president W. W. Miller, second vice-president C. F. Ackerman, secretary J. F. Hughes, treasurer Henry M. Curtis.

At the annual meeting of the stockholders of the Cheshire Railroad Company, held at Keene, N. H., on the 11th inst., the following directors were chosen: William A. Russell, E. Murdock, jr., Samuel Gould George F. Williams, John B. Moer, Edward C. Thayer, James H. Williams. The net earnings of the road for the year were $64,671. The management continues to substitute new steel rails, and the road is nearly equipped with them. New engines are rapidly replacing the old ones.

At the annual meeting of the Lake Shore and Michigan Southern Railway Company, held at Cleveland, Ohio, on the 4th inst., the following gentlemen were re-elected directors for the ensuing year: William H. Vanderbilt, Augustus Schell, Samuel F. Barger, Cornelius Vanderbilt, William K. Vanderbilt, John E. Burrill, Darius O. Mills, New York; Henry B. Payne, Amasa Stone, Cleveland; Albert Keep, Chicago; William L. Scott, Charles M. Reed, Erie; Rasselas Brown, Warren, Pa. All the old officers were re-elected.

The stockholders of the Delaware and Hudson Canal Company held their annual meeting on the 10th inst., and elected the following gentlemen as a board of managers for the ensuing year: A. A. Low, James M. Halstead Le Grand B. Cannon, Thomas Cornell, Robert S. Hone, James R. Taylor, Thomas Dickson, John Jacob Astor, James Roosevelt, Adolphus Hamilton, Abraham R. Van Nest, Hugh J. Jewett, and David Dows. Mr. Jewett takes the place of Levi P. Morton, and David Dows that of George Cabot Ward. At a subsequent meeting of the directors, Thomas Dickson was re-elected President.

At Harrisburg, Penn., on the 10th inst., charters were granted to the Ohio and Baltimore Short Line Railway Company, running from Washington, Penn., to Connellsville, designed as a branch of the Baltimore and Ohio Railroad; and the New York, Pittsburg and Chicago Railroad Company, running from the mouth of the Mahoning river, in Lawrence county, to Pittsburg, a distance of 45 miles. A Merger was also recorded of the Pittsburg and Western Railroad Company of Pennsylvania with the Pittsburg and Western Railroad Company of West Virginia, with James H. Hopkins as president.

At the recent annual meeting of the directors of the Indiana and Chicago Railway Company, held at the company's office in Goodland, Newton County, Ind., for the purpose of organization, the following officers were chosen for the ensuing year, viz: William Foster, president; George Hardy, vice-president; Solomon C. Spoor, treasurer, and Z. F. Little, secretary. This contemplated line of road runs from Chicago to Attila, thence south to Brazil, Clay County, Ind., and will be of importance to the country through which it runs as well as Chicago. The line is located through the counties of Lake, Newton, Benton and Warren. In Newton and Benton counties the larger part of the grading is done.

At a meeting in Louisville, Ky., on the 11th inst., of the stockholders of the Pullman Southern Car Company, the following board of directors was elected: George M. Pullman, George F. Brown and C. H. Davie, Chicago; R. B. Bullock, Atlanta; M. Burns, Nashville; A. M. Quarrier, E. D. Sandiford, W. C. Hite and W. F. Harris, Louisville. The board elected George M. Pullman president, George F. Brown vice president, W. C. Hite second vice president, C. H. Davie general accountant, A. S. Weinsheimer secretary and Thomas Hayes general superintendent. For the year ending March 31 the gross earnings were $236,079; expenses, &c., $112,344; net revenue, $123,735.

Articles of incorporation of the following Mining Companies have been filed in the office of the county clerk of New York County: The North American Consolidated Silver Mining Company; capital stock, $500,000, divided into 250,000 shares of $2 each; trustees, Abel D. Breed and six others. The Cincinnati Consolidated Mining Company; capital stock, $500,000, divided into 250,000 shares of $2 each; trustees, Abel D. Breed and six others. The Humboldt Queen Gold and Silver Mining Company of Nevada; capital stock, $2,000,000, divided into 200,000 shares of $10 each; trustees James W. Mills and four others. The Golden Rule Consolidated Mining Company. Capital stock, $200,000, divided into 200,000 shares of $1 each. Trustees, Meyer S. Isaacs and four others.

The Secretary of State of Illinois has licensed Andrew Crawford, Joseph T. Torrence, Chas. B. Lawyer, Arthur N. Sullivan and John A. Baker of Chicago to organize the Chicago and Western Indiana Belt Railway company of Chicago, with a capital of $500,000. The object is to construct a railroad from a point on or near the east line of the town of Hyde Park to a point on or near the east line of the town of Lake View, connecting with all the railroads leading into Chicago, with one or more branches and tracks to connect with warehouses, elevators, docks, stock-yards, mills, manufacturing establishments, along or near its route, all in Cook county; for the transaction of a general transportation business.

The first board of directors are the above named persons.

The following directors of the companies named were recently elected in Philadelphia: Sunbury, Hazleton and Wilksbarre—President, J. N. Dubarry; directors, D. B. Cummins, Wistar Morris Henry M. Phillips, G. B. Roberts, Edmund Smith, John Price Wetherill. Shomokin Valley and Pottsville—President, George B. Roberts; managers, Wistar Morris, J. N. Dubarry, Jacob P. Jones, A. J. Cassett, Edmund Smith, John P. Green. Tyrone and Clearfield—President, J. N. Dubarry; directors, Wistar Morris, Strickland Kneass, Henry M. Phillips, G. B Roberts, N. P. Shortridge, Edmund Smith. The Brandywine and Waynesburg—President, John Curnog; directors, J. N. Dubarry, Edmund Smith, G. B. Roberts, S. M. Felton, N. P. Shortridge, Wistar Morris, S. Kneass, William Morton, J. M. Sloob, B. F. Kinzer, James McClune, Amos Diller. The Chartiers Railway Company—President, G. B. Roberts; directors, S. M. Felton, Alexander Biddle, N. P. Shortridge, Wistar Morris, Strickland Kneass and J. N. Dubarry. The Pomeroy and State Line—President, Strickland Kneass; directors, G. B. Roberts, Edward Smith, Wistar Morris, Eli Slifer, James P. Cohen and S. C. Stewart. Catawissa Railroad—Presidsnt, M. P. Hutchinson; directors, I. V. Williamson, F. K. Shipper, Emmor Weaver, George C. Carson, Joseph C. Harris, John S. Graham. Elmira and Williamsport—President, Thomas Neilson; managers, Thomas Kimber, William Read Fisher, Lewis P. Geiger, Thomas K. Longstreth, Alexander Bacon, William D. Neilson.

Personal.

Thomas Dickson has been elected president of the Delaware and Hudson Canal Company.

M. P. Martin, has been appointed auditor of the Eastern Division of the Northern Pacific Railroad, with headquarters at St. Paul, Minn.

Col. Francis D. Grey, of London, president of the Great Western Railway Co., is expected to visit Canada soon.

Col. N. T. Sprague, of Brandon, Vt., has been elected president of the New York and Brooklyn Elevated Railway Co., succeeding Daniel D. Badger, recently resigned.

The appraisers of the estate of the late Mark Hopkins, of the Central Pacific Railroad, have filed their account in San Francisco, placing the valuation of the property at $20,700,000.

Perceval Lowell, assistant general manager of the Burlington and Missouri River Railroad in Nebraska, has been appointed general passenger agent of the Chicago, Burlington and Quincy Railroad and leased lines in Illinois and Iowa.

J. H. Jones, president of the Buffalo, Pittsburg and Western Railroad Co. returned to Philadelphia last week after making a tour of inspection over the extensions of that road. It is expected that the extensions will be completed early in August.

B. F. Tilden has been appointed joint ticket agent at Indianapolis of the Pittsburgh, Cincinnati and St. Louis, Indianapolis and Vincennes, Terre Haute and Indianapolis Railroads, in place of J. H. Smith resigned.

O. M. Babcock, of Philadelphia, delivered an address at Chickering Hall, this city, Monday night, on the "Keely Motor," giving a description of the motor and an exposure of the alleged mismanagement of the company having it in charge.

William E. Downie has resigned the position of Superintendent of the Brooklyn, Flatbush and Coney Island Railroad. J. L. Morrow, former master of transportation on the Long Island Railroad, is mentioned as his probable successor.

Among the prominent railroad men who arrived in the city early in the week were Joseph Hickson, general manager of the Grand Trunk Railway of Canada, P. L. Cable, president of the Rock Island, and Peoria Railway Co., Wm. W. Wadloy, president of the Central Railroad of Georgia, and Robert Garrett of the Baltimore and Ohio.

Henry Villard, president of the Oregon Railway and Navigation Co., is said to have been among the first of the Pike's Peak emigrants. He was born in Speyer, the capital of Rhenish Bavaria, in 1835. He came to this country when twenty one years old and among his active and varied experiences here have been those of a war correspondent.

The Ohio State Journal says: "President Eells of the Ohio Central railroad, announces that hereafter no Sunday excursion trains will be run on that road so long as it remains under the present management. Mr. Eells says on behalf of the managers: 'We think all laboring men should have one day in seven for rest and worship, and are disposed to accord this to all our employes as far as possible.'"

A. A. Gaddis, who has been the general manager of the Boston Hoosac Tunnel and Western Railway since the line was extended from the Hoosac Tunnel to the Hudson River, has resigned that position, to devote his entire time to the Ogdensburg and Lake Champlain railroad, with which he has been connected for some time. The Boston Journal says: Mr. Gaddis, who is also general manager of the Ogdensburg and Lake Champlain Railroad, has only held the Managership of the Hoosac Tunnel and Western Railway since its recent sale at the urgent request of its officers and owners, and now that its transfer to its new purchasers is soon to be made, has sent in his resignation and will give his whole attention to the Ogdensburg Road, removing with his family to Ogdensburg.

Interest and Dividends.

The Pullman Palace Car Company has declared a quarterly dividend of 2 per cent, payable May 16.

The Ashuelot Railroad Company has declared its regular quarterly dividend of 1½ per cent, payable July 1.

The Middlesex Railroad Company has declared a dividend of $3.50 per share, payable at the Treasurer's office, Boston, on the 16th inst.

The Danbury and Norwalk Railroad Company has declared a quarterly dividend of 1½ per cent payable June 1.

The Iowa Falls and Sioux City Railroad Company has declared a dividend of $1 per share, payable June 1.

Coupons of the mortgage bonds of the New York, Lake Erie and Western Railroad Company, due June 1, 1881, will be paid on presentation on and after that date at the Treasurer's office, 21 Courtlandt street.

The Northern (N. H.) Railroad Company has declared a dividend of $3 per share, payable June 1, 1881, at Boston, Concord and Lebanon, to stockholders of record May 13th.

The Delaware and Bound Brook Railroad Company has declared a quarterly dividend of 1½ per cent, to be credited to the stockholders, less 5 per cent (retained as continaent fund), payable on the 16th inst.

The North Pennsylvania Railroad Company has declared a quarterly dividend of 1½ per cent, (less five per cent of the amount retained for contingent fund), payable on the 25th instant.

The Delaware and Hudson Canal Company has declared a dividend of 1½ per cent, payable June 10. The last dividend was in August, 1876, when 4 per cent was paid.

The stockholders of the Georgia Railroad Company, in convention at Augusta, Ga., on the 11th inst., ratified the lease to Wm. M. Wadley and instructed the directors to pay $3 50 dividend on July 15 and $2 50 in October. Afterwards $2 50 per share will be paid quarterly, making 10 per cent yearly.

Railroad Earnings.

The earnings of the Indiana, Bloomington and Western Railway for the month of April, were $103,554 88; corresponding month last year, $90,375 00; increase, $13,179 88.

The Denver and Rio Grande Railway earnings reported are . first week of May $111,673, corresponding week last year, $39,329 00; second week of May $115,258, corresponding week last year, $41,958; miles now operated 690, operated last year 337.

The Great Western Railway of Canada earnings for week ending May 6, $107,690; corresponding week last year, $87,412; increase, $20,278. The increase of earnings from Jan. 1 to May 6 over corresponding period last year amounts to $159,401.

The Chicago and Grand Trunk Railway earnings for week ending May 7, $18,715; corresponding week last year, $14,897; increase, $3,818; aggregate increase for 18 weeks this year over corresponding period last year, $105,720.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for the week ending May 7, were $81,941 94 an increase of $24,267 19 over corresponding week last year. From Jan. 1 to May 7 the earnings were: $1,242,259 07; corresponding period last year, $970,369 85; increase, $271,889 22.

The Flint and Pere Marquette Railroad earnings for week ending May 7, $36,705 70; corresponding week last year, $28,861 10; increase, $7,844 60. From Jan. 1 to May 7 the earsings were, $620,076 50 as compared with $534,630 90, for corresponding period last year.

Manufacturing.

C. Shaler Smith, of the Baltimore Bridge Company, is finishing ten spans of iron bridge on the Atchison, Topeka and Santa Fe Railway and twelve spans on the Gulf, Colorado and Santa Fe Railroad. He is also putting in two large viaducts on the Gunnison extension of the Denver and Rio Grande Railway.

The works recently opened by the Allen Paper Car Wheel Company at Pullman, near Chicago, will have a capacity of nearly double that of their works at Hudson. The present capacity of both works running a double time is about 30,000 wheels per year. Four years ago but 74 paper car wheels were made in this country; the production of this company at Hudson for the month of April amounted to about $70,000 worth of wheels.

Removals.

Paine, Webber and Co., bankers and brokers, Boston, have removed from 48 Congress street to 53 Devenshire street, that city.

The offices of the Texas and Pacific Railway Co. have been removed from Philadelphia to this city. They are located in the Western Union Telegraph building, corner of Broadway and Dey street, and were opened Monday morning.

The Washington (D. C.) Belt Line Railroad has made its connection between its Virginia Avenue Line and its Eleventh Street Line, and that portion of the road is now ready for the cars.

Mexican Railroads.

The Chicago Inter-Ocean has received a letter from its correspondent who accompanied Gen. Grant to Mexico, in which it is announced that the General has secured the railroad concession which he went there to obtain from the Mexican Government. The letter says that the contract sought by the General in behalf of his company has been thoroughly canvassed by the Government, and its acceptance practically determined on; and as soon as certain necessary formalities are complied with, final action will be taken in accordance therewith. Gen. Grant never was more popular than now. A telegram of welcome from the Mexican President awaited his arrival at Vera Cruz. Ex-Senator Chaffee and U. S. Grant, Jr., are now on their way to the United States. The engineers sent out by Capt. Eads some months since to make a survey for the proposed marine railway across the Isthmus of Tehuantepec, have discovered two practicable routes, one by way of Tarifa Pass and the other by Chicela, not only practicable, but both of them more favorable for the construction of the road than had been anticipated. The Captain has been given the contract of designing a system of improvements of the Harbor of Vera Cruz, and is already busily engaged in preparing plans for that work, and the additional legislation sought by him on the subject of his interoceanic ship railway is already in an advanced stage and everywhere regarded as certain to be duly accomplished.

Redemption or Continuance of Five Per Cent Bonds.

The Secretary of the Treasury issued on the 12th inst. the following circular calling in for redemption, or for continuance at 3½ per cent interest, all the coupon five per cent bonds, and $250,000,000 of the registered bonds—the remainder of the loan being reserved with a view to its payment from the surplus revenues:

TREASURY DEPARTMENT,
WASHINGTON, D. C., May 12, 1881.

By virtue of the authority conferred by law upon the Secretary of the Treasury, notice is hereby given that the principal and accrued interest of the 5 per cent coupon bonds, issued under the acts of July 14, 1870, and Jan. 20, 1871, and now outstanding and uncalled, will be paid at the Treasury of the United States, in the city of Washington, D. C., on the 12th day of August, 1881; and that the interest on said bonds will cease on that day, and none of these bonds will hereafter be exchanged for registered bonds bearing 5 per cent interest; provided, however, that in case any of the holders of the said coupon bonds shall request to have their bonds continued during the pleasure of the Government, with interest at the rate of 3½ per cent per annum, in lieu of their payment at the date above specified, such request will be granted, if the bonds are received by the Secretary of the Treasury for that purpose on or before the 1st day of July, 1881.

The Secretary also announces that, until the date mentioned, July 1, 1881, he will receive for continuance, in like manner, subject to the like conditions, any of the uncalled 5 per cent registered bonds of the acts of July 14, 1870, and Jan. 20, 1871, to an amount not exceeding $250,000,000, the remainder of the loan being reserved with a view of its payment from the surplus revenues. Foreign holders of any of the 5 per cent bonds above described may have them continued as above provided upon the receipt of the bonds at the Government Agency established for that purpose at the banking house of Messrs. Morton, Rose & Co., Bartholomew-lane, London, England.

The request above mentioned should be in form substantially as herewith prescribed, and upon the surrender of the bonds with such request, the Secretary of the Treasury will return to the owners registered bonds of the same loan with the fact that such bonds are continued during the pleasure of the Government with interest at the rate of 3½ per cent per annum stamped upon them in accordance with this notice. Upon the receipt of bonds to be continued as above provided, the interest thereon to Aug. 12, 1881, will be prepaid at the rate the bonds now bear. Registered bonds to be continued should be assigned to "The Secretary of the Treasury, for continuance;" under the provisions of this circular they will be accepted for that purpose in the order of their receipt at the department.

The department will pay no expense of transportation on bonds received under the provisions of this circular, but the bonds returned will be sent by prepaid registered mail, unless the owners otherwise direct. All bonds, whether intended for payment or to be continued, should be forwarded to the "Secretary of the Treasury Loan Division," with a letter of transmission, setting forth the purpose for which they are transmitted, and if to be continued they must also be accompanied by the request above referred to, and the package containing the bonds should be marked "Bonds for continuance."

WILLIAM WINDOM, Secretary.

The following is the form of request for continuance of bonds:

[Date.]——

To the Secretary of the Treasury:

Under the terms of the circular No. ——, issued by the Secretary of the Treasury May 12, 1881, —— the undersigned, owner of the below described United States 5 per centum bond—, issued under the acts of July 14, 1870, and Jan. 20, 1871, hereby request that —— payment to be deferred and that —— be continued during the pleasure of the Government to bear interest at the rate of 3½ per cent per annum from Aug. 12, 1881, as provided in said circular, and in consideration of the premises, —— hereby waive and release all rights to or claim for any interest on said bonds —— in excess of 3½ per centum per annum on and after said date of Aug. 12, 1881, and in witness thereof —— have hereunto set —— hand —— and seal —— this day. [Here describe the bonds, stating whether registered or coupon, denomination, serial numbers, and amounts.]

[Seal] Signature and post office address.]

[NOTE.—The seal should be of wafer or wax if not executed by a corporation. In case the above request is signed by an officer of a bank or other corporation, it should be accompanied by the proper authority, certified by some officer of the institution other than the one empowered to act. If the bonds are presented at the London agency the forms of request for their continuance must be executed in duplicate. The form of request prepared in blank for use will be furnished upon application to the Secretary of the Treasury.]

The amount of the coupon bonds above referred to which are now outstanding and covered by the call is about $120,000,000. The amount of the registered 5 per cent bonds is about $325,000,000. The privilege of extending registered 5 per cents at the reduced rate of interest being limited to $250,000,000, there will remain at least $75,000,000 which the Secretary of the Treasury intends to pay absolutely out of the surplus revenues. It is believed at the department that much more than $250,000,000 of these registered bonds will be offered for continuance, but all applications received after the maximum of $250,000,000 shall have been presented will not be entertained.

An Important Southern Railroad Syndicate.

The organization of one of the largest syndicates ever found in this country for the purchase of railroad interests was announced in this city Monday. The scheme is described as embracing the establishment of a system from the Northwest and Southwest to the Atlantic coast by the purchase of existing lines and the building of new roads. It is said that the syndicate has subscribed $16,000,000 of capital and that purchases have already been concluded of the Macon and Brunswick road of Georgia, the East Tennessee and Virginia system of roads, embracing 619 miles, the Selma, Rome and Dalton and the Memphis and Charleston roads, covering in all about 1,300 miles. Contracts for the construction of several hundred miles will at once, it is said, be let, and the various systems connected, Col. E. W. Cole, of Tennessee, to have charge of the purchase and building for the extension.

Ashuelot Railroad.

The annual statement of this company, made up to April 2, 1881, shows the amount received for rent for the use of the road to have been $14,717; interest received, $1,729—making a total of $16,446 for the year. This is an increase of $1,162 over the earnings of the preceding year. Against this is charged taxes, $1,792; general salaries and expenses, $555; four quarterly dividends of 1½ per cent each, $12,600; amount carried to contingent fund, $922, leaving a balance of $576 to be carried to profit and loss. The treasurer's balance sheet of March 31 is as follows:

ASSETS.

Construction	$218,680 97
Due from Connecticut River Railroad Company	11,062 54
Due from other companies	6,450 86
Bills receivable	4,504 90
Total	$240,699 27

LIABILITIES.

Capital stock	$210,000 00
Contingent liabilities	11,468 75
Dividend No. 12	3,150 00
Credit balances	541 98
Contingent fund	1,759 06
Surplus	13,779 48
Total	$240,699 27

Philadelphia and Reading Companies.

George M. Dallas, Special Master of the Philadelphia and Reading Railroad Company, has filed his tenth audit of the accounts of the railroad and the Coal and Iron Company in the Clerk's office of the United States Circuit Court. The report covers the month of March, and shows that the balance in hand, as indicated by the statements of the railroad company, was $304,182 32. The receipts from travel, freight, canal tolls, &c., during the month amounted to $2,009,842 62; miscellaneous receipts, $48,902 66; notes, real estate sold, &c., $334,984 05; total receipts, $2,607,911 05. Payments, $2,184,812 25, leaving a balance on hand April 1, of $513,099 40. The balance on hand by the Coal and Iron Company for the month at the close of February was $52,-

997 27. Receipts during the month, $1,069,700 80; payments, $1,093,040 87. Balance on hand April 1, $29,657 20.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad Company for the month of March, 1880 and 1881, is officially stated as follows:

	1880.	1881.
Gross earnings....	$1,644,958 19	$1,847,261 44
Working expenses.	902,026 98	1,143,258 14
Net earnings..	$742,931 21	$704,003 30

—showing an increase in gross earnings of $202,303 25, with an increase in working expenses of $241,231 16, making a decrease in the net earnings of $38,927 91.

For the first six months of the fiscal year (October 1, 1880, to March 31, 1881,) the gross earnings, working expenses and net earnings were:

	1879 and 1880.	1880 and 1881.
Gross earnings...	$8,821,334 40	$10,190,499 71
Working expenses	5,762,315 43	6,635,150 00
Net earnings.	$3,059,018 97	$3,505,349 71

—showing an increase in gross earnings of $1,319,165 31, with an increase in working expenses of $872,834 57, making an increase in the net earnings of $446,350 74.

Anthracite Coal Tonnage.

John J. Jones, accountant of the Philadelphia and Reading Railroad Company, makes the following statement of anthracite coal tonnage for the month of April, 1881, compared with the same period last year.

	April, 1881.	April, 1880.
Philadelphia & Reading R. R.....	480,601 02	539,709 05
Lehigh Valley R. R..	403,682 03	387,101 19
Central Railroad of New Jersey.....	274,112 10	307,940 02
Delaware, Lackawanna and Western R. R..	286,483 13	279,439 09
Delaware and Hudson Canal Co.....	197,192 18	228,481 07
Pennsylvania Railroad	187,674 10	136,549 00
Pennsylvania Coal Co.	87,952 09	100,279 07
New York, Lake Erie and Western R. R..	28,156 00	37,139 17
Total.....	1,945,855 05	2,016,640 06

The stock of coal on hand at tidewater shipping points April 30, 1881, was 528,198 tons; on March 31, 1881, 563,063 tons—decrease 34,865 tons.

Cincinnati Southern Railroad.

The Trustees of the Cincinnati Southern Railroad passed on the 14th inst. a resolution to advertise for proposals at once for the lease of the road for 25 years. Bidders are requested to bid for each of three plans. First—gross earnings; second—rental plan, under which the rental is to pay a specific rental, scaled for different years; third—guarantee plan, under which the lessee is secured in a certain per cent on his investment and pays the city the remainder. Proposals are also invited for the purchase as well as for the lease of the road. The bids are to be opened Aug. 18. Advertisements for proposals will be published in the Cincinnati papers, in papers in all the money centres in the East, also in papers in London, Paris and Frankfort. It is believed that the Sinking Fund Commissioner, who must, according to law, pass upon this action of the Trustees, will pass upon it promptly. Public opinion is strong for speedy, definite action on this matter.

Grand Trunk Railway of Canada.

The Directors of the Grand Trunk Railway publish in England a monthly statement of the gross receipts and expenses of the road, and the following are the figures for the first three months of this year, in comparison with the corresponding period in 1880:

	1881. £	s.	d.	1880. £	s.	d.
Gross receipts:						
January.....	164,259	4	11	162,243	1	7
February.....	158,295	4	1	153,393	9	10
March	191,718	18	0	180,369	13	2
Total.....	514,273	7	0	496,006	4	7
Total expenses:						
January.....	126,863	13	2	119,835	4	4
February.....	120,066	4	0	112,054	19	8
March.....	129,180	16	5	121,137	11	4
Total.....	377,010	13	7	353,027	15	4
Net earnings.	137,262	13	5	142,978	0	3

Decreased net earnings, three months, £5,715 12s. 10d; this is equal to $27,816 85.

From this statement it will be observed that while there has been a considerable increase in receipts, the working expenses, including wages, fuel, stores, &c., have advanced in a greater proportion, the result being less favorable than for the same three months of last year.

It is stated that the employees have been largely influenced in their demands for higher pay by the weekly statements of increased receipts, and it is quite likely that there may be some foundation for the report.—[Montreal Witness.

Norfolk and Western Railroad.

The following is a comparative statement of revenue of the Atlantic, Mississippi and Ohio Railroad, now "Norfolk and Western Railroad Company," for nine months ending March 31, 1880 and 1881:

	1879-'80.	1880-'81.
July	$138,223 91	$145,585 32
August	134,955 44	179,946 95
September	177,342 34	209,446 21
October	200,307 63	235,909 95
November	179,970 35	209,946 81
December.....	203,328 58	181,745 72
January.....	156,870 02	164,916 62
February.....	161,953 55	153,633 05
March.....	175,419 78	195,650 42
Total	$1,528,371 60	$1,675,881 07
April	143,099 57	*173,000 00
Grand total...	$1,671,471 17	$1,848,881 07
Increase in favor of 1881.....		$177,409 90

* Estimated.

Atlantic and Northwestern Railroad.

At a meeting of the Guyandotte and Ohio River Railroad and Mineral Company, recently held at Barboursville, W. Va., the name of the company was changed to the Atlantic and Northwestern Railroad Company, and an act of the Legislature of West Virginia extending the scope of the charter was accepted. This company now has the right to build from the Virginia line along New and Guyandotte rivers to the Ohio, and to extend to Wheeling. It has also the right to obtain the control of any connecting railroad. It controls an enormous area of mineral and timber lands, embracing over seven hundred square miles of territory. The stockholders at their recent meeting elected the following board of directors: Joseph S. Miller and H. J. Samuels, of West Virginia; H. D. Whitcomb, H. K. Ellyson, Otis H. Russell and H. C. Parsons, of Virginia; William Walter Phelps, of New Jersey; George M. Bartholomew, of Connecticut; Cyrus H McCormick, Jr. of Illinois; counsellor, Thomas Ewing, of Ohio. Mr. H. C. Parsons, president of the Richmond and Alleghany Railroad Company, was elected president of the new company. It is claimed that this line furnishes a favorable route to the Ohio, and will develop a mineral district rich beyond comparison.

Great Western Railway of Canada.

The gross receipts, working expenses and net earnings of the Great Western Railway Company of Canada for the month of March, 1880, (excluding leased lines) were as follows:

	1881.	1880.
Gross receipts	£91,315	£84,164
Working expenses, including transfers to reserve funds...	57,616	48,452
Net.....	£33 699	£35,712

—showing an increase in gross receipts of £7,151, with an increase in working expenses £9,164, making a decrease in net earnings of £2,103.

The aggregate for two months ending with March, was as follows:

	1881.	1880.
Gross receipts.....	£158,445	£145,788
Working expenses	110,836	94,993
Net	£47,609	£50,795

—showing an increase in gross receipts of £12,657, with an increase in working expenses of £15,843, making a decrease in net earnings of £3,186.

The Pennsylvania Railroad engineers have located a line from Latrobe to Mount Pleasant, in Westmoreland county, Penn. They will also locate a low-grade division of the Western Pennsylvania Railroad from Bolivar, on the main line of the Pennsylvania Railroad, to the junction of the Western Pennsylvania and the Allegheny Valley Railroads.

The managers of the Grand Trunk Railway of Canada have purchased the Grand Junction Railway from Belleville to Madoc and from West Huntingdon to Peterborough, with a view, it is said, to prevent the Ontario and Quebec Railway Company getting the use of it while the latter road is in progress.

The State Department at Harrisburg, Pennsylvania has granted a charter to the Tionesta Railway Company with a capital stock of $800,000. The road is to be run from Tionesta to Sheffield, Warren county, a distance of 35 miles. The President is J. W. Jones, President of the Buffalo, Pittsburgh and Western Railway.

The directors of the Cincinnati, Hamilton and Dayton, and of the Cleveland, Columbus, Cincinnati and Indianapolis Railroads have agreed upon terms of consolidation. The shares of both companies will be rated at par in the new company. The proposition will be submitted to the stockholders.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala.& Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M.(guar. by D.&H.Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1865	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1879	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar	16,000pm	6	F.M. A.& N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,560	7*	" "	"	1903	...
Construction Notes	78,000	7	Jan. & July.	"	1881	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,186,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	964,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1876	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) stg fd.	2,833,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	2,882,966	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mor. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,068,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	"	1885	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Red:	$					
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1898	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,334,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	646,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb.(C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1888	....
Consol. Mortgage for $14,000,000	7,606,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch).	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M.& S.):						
1st Mort., gold (Coup. or Reg.).	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy(U.Cos.of N.J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	..
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	...
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'96	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Mion. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N.S.& C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '96	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 630,000	6*	" "	" "	1890	...
Income bonds, Sinking Fund ..	3,285,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	...
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds....	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	888,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	18,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage ..	1,025,000	8	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,339	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,463,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,660,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,740,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York	1887	....
2d Mortgage guar.....	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $5,000,000.....	7,228,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage.....	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage.....	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage.....	1,996,000	8	Feb. & Aug.	" "	1886	...
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,000,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000.	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage.....	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.....	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1850, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '55	1,600,000	7	April & Oct.	" "	1888	....
1s Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort.(Cin., Laf and Chi.)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,800,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1905	....
2d Mortgage " " ..	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold.....	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,100,000	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage.....	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,098,000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by L S & M S.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,895,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new.....	700,000	7	Jan. & July.	"	1900	....
2d Mortgage, new.....	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,662,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	....	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'90-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort. (Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,546	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,067,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1,040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Rav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1890	....
Detroit, Mon. & Tol. (L.Sh. & M.S.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division	586,000	7	" "	" "	1894	....
Dubuque and Dakota:						
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'86	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1896	....
Equipment Mortgage	685,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	250,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1,722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & K. Jag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1919	....
Florida Central:						
1st Mortgage, gold coupon	300,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1908	....
Fonda, Johnstown & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	6	" "	"	1926	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	...
2d Mortgage	3?,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	...
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	...
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	...
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	...
Holly, Wayne & Monroe(F.&P.M.):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	...
Holyoke and Westfield:						
1st Mortgage	280,000	6-7	April & Oct.	New Haven.	'91-'98	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	.. .
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1898	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N. W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	...
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	...
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1896	...
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,6?9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	6	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.):						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....
						....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	...
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	...
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	...
New Mortgage	1,500 000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Bos on.	....	...
Mortgage on Branches	1,325,000	...	.....	"	....	...
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	..
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,496,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1607	.. .
Kansas City, St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City, Top. & W. (A., T. & S. Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	"	1880	....
2d Mort. (" ")gold	3?0,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,336,000	6	Various.	Boston.	'80-'90.	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	...	.....	" "	....	....
1st Mort. (Lan., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,706,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1852	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,884,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	600,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	356,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000 000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Sk'g. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	761,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:	$					
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 900	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1888	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1899	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,254,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant.	2,600,000	4	January.	" "	907	....
Metropolitan Elevated:						
1st Mortgage	3,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	550,000	6	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (North'n Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	956,000	7*	June & Dec	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,601,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,318,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'09	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Br dge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $15,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1s Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort (St. L. and Lex)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	848,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	200,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,800,000	7	As declared on or before	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7	Feby 1, out of net earnings preceding fiscal yr.	"		....
Third Preferred Debentures	600,000	7	non-acc.	"		....
Fourth Preferred Debentures	900,000	7				
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1893	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn & Pacific K R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r'	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1, 00,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1895	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000.	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	5,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	—
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,666 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,286	7*	" "	"	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1875	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peterab.—See AtlM&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1925	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1925	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880	29,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (N.H.& L.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar.	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,600	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	800,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug	" "	1891	....
Oswego and Syracuse (D.L.&W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'86	....
Consolidated Mortgage, guar.	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	839,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	19 0	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	6	June & Dec.	" "	1909	....
State lien for $1,500,000, stg fd.	4,091,675	6	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,600,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.&P.):						
1st Mortgage guaranteed	800,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan. & July.	New York.	'79-'95	....
2d Mortgage	300,000	6	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6	.....	Philadelphia.	....	....
Loan of 1868, debenture	1,185,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort. $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,929,000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499,900	7	Jan. & July		1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. stg. sinking fund	19,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Park. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	5 6,000	3-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000	13,036,500	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	7.0,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100 0,000	6,641,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	226,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,50 ,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Se ies B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgag	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)s k g f'd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equa lien).....	350,000	7	April & Oct	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	.
Port Royal and Augusta:						
1st Mortgage	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds..... ...	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt Falls & Conway:						
1st Mortgage.....	1,000,000	4	June & Dec	Boston.	1937	
Providence and Springfield:						
1st Mortgage	500,00	7	Jan. & July	Providence.	1892	....
Providence and Worcester:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P.&R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.).	350,000	7	Jan. & July.	Philadelph a.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000 ...	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.	500,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	...
Richmond and anville:						
Virginia State Loan, s k g. f'd....	508,000	6	Jan. & July	Richmond.	1880	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)..	500,000	8	.....	"	1888	...
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.	177,516	6	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July	Philadelph a.	'81-'91	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
N w Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Sr g Fd.	422,500	7	March & Sept.	New York.	1910	..
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central V rmont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1898	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	...
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,000,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,000,000	7	" "	" "	1915	....
2d Mo t. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage s k g f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage s k g f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144 500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	4 6,300	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,0 4,-32	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	800,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute.						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed..	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	..
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	...
1st Mort., L. G., sinking fund...	7,459,303	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext. for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,00.	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	...
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	...
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.)						
1st Mortgage, 18 0.....	200,000	4	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	800,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)....	1,628,000	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'78-'88	...
1st Mortgage (L.) currency.....	1,061,500	6	" "	New York.	'78-'88	...
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	65,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,070,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	800,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	576,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	442,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	123,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	...
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1.000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage ..	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.						
1st Mortgage	261,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,1 7.000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1859	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Ronlout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	6	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1890	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1908 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	836,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & There-a)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	"	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	350.000	7	" "	"	1890	....
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	630,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	....	" "	....	....
3d Pref. Income (do.)	1,000,000	....	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	300,000	6	May and Nov.	"	1873	....
4th Mort. " ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb & Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	572,949	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor	1,188,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	650,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	123,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,000,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	6,168,000	7*	Jan. and July.	B ston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	6	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,376,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,999,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	....
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. (3d series, Jan. 1, 1871	2,500,000	7	Jan. and July.	New York.	1884	....
	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,940	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (S. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg:						
1st Mortgage, extended	1,709,350	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1850	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund	1,373,000		May & Nov.	New York.	1903	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained."
Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,267,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	28	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	6,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.6	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. (D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	653,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	78	37	8	1,930	Allegheny Valley§.....Pennsylvania.	21,668,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,690	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,683	.....	82,247	.....	1,656,432	1,500,000	12,989	.....	62.6	244,210	50,940	423,448	251,798	87,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	657,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	777,298	251,621	—	100	....
Sept. 30, 1879	387.5	35.8	19.7	4-8.5	155	47	33	2 480	Atlantic and St. Lawrence. Me., N.H. & Vt	71,306,347	9,035,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,497	2,229,842	4,135,296	6 8,508	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic, Mississippi and Ohio§..Virginia.	8,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,780	33,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio§..Virginia.	19,685,610	*	.....	.....	6,493,200	14,692,373	395,898	.....	428.0	1,312,118	130,466	338,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	.....	1,350	87	121,700	.....	.....	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	370.0	63.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio §.....Md. & W. Va	29,548,315	12,203,068	46,223,039	835,939	19,792,566	29,386,878	1,421,260	88,204,657	547.1	3,679,346	.....	.....	8,864,527	4,841,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch §.....Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,668,020	.....	104.0	1,170,765	.....	.....	659,699	188,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago O., I. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,608,498	741,788	—	50	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Baltimore and Potomac.....Maryland.	8,811,505	696,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	898,965	347,456	869,772	173,570	—	100	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bald Eagle Valley (Pa.).....Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6§	50	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	.....	.....	11,574	4,079	—	100	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	6	2	—	87	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	33,368	40,966	deficit.	—	50	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	6,835	59.0	332,602	180 480	(2 years)	350,884	81,491	—	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	61	72	30	743	Boston and Albany.... Mass. & N. York.	24,516,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,676	3,239,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	116.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Lowell.....Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,383	2,876,531	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,785,103	4,829,028	810,122	2,632,652	934,434	6	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and New York Air Line.....Conn.	4,454,338	*	49,311	28,831	3,559,027	732,500	12,647	187,309	63.6	133,585	88,776	58,674	283,892	159,451	—	100	....
Sept. 30, 1880	66.6	—	8.5	4-8.5	7	7	4	76	Boston and Providence.....Mass. & R. I.	4,612,774	.....	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	593	Boston, Barre and Gardner.....Mass.	1,388,397	.....	1,431	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Concord and Montreal.....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	586,694	165.8	124,307	119,015	178,235	183,866	40,455	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,593	5,665	415,430	.....	1,633,957	45,080	39.0	634,307	49,800	.....	12,197	deficit.	—	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Revere Beach & Lynn.....Mass.	462,651	94,219	158,303	26,658	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,841	6	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Boston, Winthrop & Pt. Shirley.....Mass.	42,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	3	27	—	3	Brighthorne.....?Virginia	2 110,600	*	.....	.....	110,500	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Bath and Coney Is.....N. Y.	1,189,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,309	337,869	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Brooklyn, Flatb. and Coney Island. N.Y	1,477,403	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	873,960	7,328	208,051	102,924	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	336	Buff., Chat. Lake & Pittsb.— N. Y. & Pa.	630,000	*	.....	.....	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,358	29,321	6,827	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buffalo and Southwestern.....New York.	1,248,204	*	.....	.....	943,800	1,300,206	305,578	.....	67.4	268,843	120,988	304,918	351,329	10,999	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Buff., New York & Phila..N. Y. & Penn.	6,784,456	*	443,919	22,632	2,004,350	3,546,000	1,401,765	248,391	120.5	617,728	207 239	1,063,256	954,683	380,356	—	100	....
May 31, 1880	46.4	—	2.3	4-8.5	3	2	1	56	Burlington and Lamoille.....Vermont.	1,413,962	*	.....	.....	540,700	850,000	.....	.....	46.4	.....	.....	.....	.....	.....	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	35.0	44,692	23,291	32,994	39,775	4,432	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1880	146.5	—	54.2	4-8.5	24	7	7	611	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,660,000	165,921	1,700,280	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and St. Louis.....Ill.	7,103,035	*	.....	.....	4,595,000	2,500,000	38,036	.....	424.6	911,305	253,107	764,188	1,410 260	459,702	—	100	....
Dec. 31, 1879	61.2	84.2	19.4	4-8.5	12	16	6	188	Cairo and Vincennes.....Illinois & Ind.	.....	.....	In Receiver's hands. No returns.						146.5	400,269	91,585	191,497	342,002	62,491	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	California Pacific (C. P.).....California	18,965,058	895,014	138,506	276,094	12,000,000	6,850,000	1,536,688	L. 606,715	157.0	291,275	68,959	199,232	866,648	.....	—	100	....
June 30, 1879	248.0	11.0	6.7	5-6	13	9	6	206	Camden and Atlantic.....New Jersey.	1,997,885	568,749	177,273	55,387	1,216,711	1,082,650	53,303	449,632	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	25	17	3,042	Canada Central.....Canada.	3,861,235	*	.....	.....	986,400	2,433,335	200,000	.....	67.0	296,511	.....	.....	495,478	202,127	3§	50	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Canada Southern.....Canada.	6,086,639	485,484	15,000,000	13,741,420	1,348,841	280,507	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	15	5	325	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,350,500	1,802,350	.....	.....	467.5	.....	.....	.....	2,995,366	547,275	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Cayuga and Susq.....New York.	612.135	79,541	.....	2.339	589,110	.....	18	18,219	242.0	468,426	.....	134,524	466,619	189,270	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Georgia.....Georgia.	7,800,000	*	8,589,301	710,838	7,500,000	3,852,000	774,827	.....	34.6	76,090	21,672	73,578	57,929	2,559	6§	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	13562	Central, of Iowa.....Iowa.	9,653,343	*	.....	.....	4,921,056	4,625,000	107,349	.....	713.5	1,079,243	103,703	.....	3,199,490	1,537,935	—	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	Central of New Jersey.....New Jersey.	17,023,373	3,150,000	.....	.....	18,563,200	92,766,600	6,341,209	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	*Central Pacific*.....Cal. Nev. & Utah	135,691,029	8,039,469	10,284,033	1,464,798	54,275,500	85,192,285	306,605	16,382,538	130.2	4,324,938	.....	.....	836,168	4,317,218	1,371,579	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Central Vermont.....Vermont.	1,213.1	7,203,591	6,942,307	1,875,343	17,153,163	6,945,300	—	100	....									
Dec. 31, 1879	27.8	—	2.5	4-9	—	—	—	—	Charlotte, Col. & Aug..N. C., S. C. & Ga	5,132.315	*	372,892	23,528	2,578,000	2,700,971	144,941	105,122	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Charters (P., C. & St. L.).....Penn.	1,084,893	.....	37,442	26,037	648,763	500,000	990	.....	195.0	366,525	62,384	95,476	458,167	228,105	—	100	....
Sept. 30, 1879	423.0	9.3	53.6	4-9	81	34	16	2,195	Ch raw and Darlington.....S. C	680.000	*	.....	.....	392.100	271,000	.....	.....	22.6	67,547	180,743	167,571	84,660	30,696	—	50	....
Sept. 30, 1879	53.6	—	14.5	4-8.5	30	22	10	418	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	584,267	133,243	23,762,136	22,526,815	5,716,662	457,197	40.0	30,660	10,349	.....	52,568	26,581	—	100	....
Dec. 31, 1879	243.5	146.7	193.6	4-8.5	187	80	27	4,218	Cheshire.....N. H. & Mass.	2,895,229	322,266	.....	305,141	2,153,300	806,500	27,396	35,480	432.3	2,060,344	166,309	686,527	1,891,542	884,210	—	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Alton.....Illinois.	19,095,803	*	3,537,160	4,663 316	12,490,872	11,627,850	2,597,983	579,378	64.0	574,267	184,282	501,487	602,750	164,598	3	100	....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Chester.....Illinois.	4,136,843	*	202,408	172,924	333,054	3,714,329	259,340	204,950	840.4	3,609,638	843,428	2,634,177	5,755,677	2,706,166	6	100	....
Dec. 31, 1879	170.0	75.6	23.6	4-8.5	29	15	12	715	Chicago and Iowa.....Illinois.	8,416,202	*	.....	.....	.....	1,750,000	.....	.....	152.0	1,600,088	146,219	749,340	1,020,794	389,445	—	100	....
May 31, 1880	1,627	—	67.1	4-8.5	425	192	100	12666	Chicago & Northwestern. Ill. Wis. & Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	104.0	.....	.....	.....	569,793	356,828	—	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago & Paducah.....Illinois.	73,966,795	*	8,318,765	2,811,506	36,513,610	37,688,000	11,448 446	5,983,060	245.6	587,908	248,287	345 467	654,283	112,827	—	100	....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chi ago and Tomah.....Wisconsin.	7,227.440	*	.....	.....	4,112,500	2,961,000	152,910	.....	1627.6	12,769,566	3,964,798	5,574,636	17,349,349	4,080,168	6	100	....
Dec. 31, 1879	486.5	1,773	474.9	4-8.5	374	149	70	11699	Chicago, Burlington & Quincy...Ill. & Ia.	211,342	*	.....	.....	13 400	88,000	109.942	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	....
Dec. 31, 1879	783.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	58,112,829	16,586,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,865	80.6	12,896	.....	.....	12,417	5,704	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	6,210.193	233,825	730,016	115 027	5,151,440	953,000	253,520	45,100	1,857.8	8,090,517	2,076,184	4,686,358	14,817,105	7,260,038	8	100	....
										70,457,770	*	2,291,103	817,196	27,653,744	41,349,500	1,501,292	3,531,538	298.1	330,784	71,007	101,562	491,075	136,146	—	100	....
										2,281.0	7,655,701	1,555,446	2,560,736	10,012,820	4,539,025	7pf	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1879	840.4	484.3	696.7	4-8.5	466	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,666	4,807,829	2,477,133	50,000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,375	2,822,121	7,541,294	15,271,492	6,236,968	6	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N.Y. & Pa.	23,861,189	6,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	980,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	36	12	698	Little Miami .....Ohio.	5,048,241	*	1,965,942	34,724	4,637,300	2,015,000	34,946	359,661	195.5	1,219,194	335,541	787,769	1,382,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	239	*Little Rock and Ft. Smith* ¶ .....Ark.	7,010,817	*	961,167	8,199	4,096,135	2,648,500	1,526,826	L. 293,278	165.2	233,829	54,516	.....	365,160	156,829	—	100	....
Sept. 30, 1879	94.8	63.5	12.4	4-8.5	78	211	19	381	Long Island ¶.....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,388	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	388,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48,403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.:	909.7	—	5-0	186	67	33	3,112	Louisville & Nashville, Ill., T.,Ky. & Ala.	32,703,922	*	13,326,077	1,267,520	9,059,361	23,902,820	10,425,589	3,909,759	1,859.9	5,627,177	.....	.....	7,435,843	3,227,644	6	100	....
Jun. 30, 1879	174.9	—	28.2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,352	*	86,083	307,93:	1,860,603	3,764,700	522,498	241,567	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,366	.....	288.2	.....	169,236	415,998	696,621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	4	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,803,855	*	.....	3,927	279,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,762	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,135	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	80,238	28,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	563,364	396,107	1,508,377	638,297	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53.132	1,000,000	.....	21,964	103,295	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	68.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,050,376	20,667	88,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,425	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,258	428,621	188,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,246,794	2,647,202	5½	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	*	10.2	17,782	14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	164.7	22.6	18.8	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	80,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,691,421	*	68,738	24,886	6,000,000	1,110,000	107,731	.....	158.8	261,793	76,983	158,950	287,506	98,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	296	Minneapolis and St. Louis....Minnesota.	3,759,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,280	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	40	2	2	278	Missouri, Iowa and Nebraska...Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,340	.....	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas...M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,731,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,898,657	3,922,893	1,784,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,080	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.8	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	799,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	333,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,236	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,884	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,475	232,738	800,000	300,000	207,739	142,732	53 6	328,580	546,963	929,081	435,236	148,911	7	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	—	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	46.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,160	6,848 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	413	Naugatuck.....Connecticut.	1,903,494	234,086	62,526	150,138	2,000,000	.....	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,087	22.6	76,196	49,958	19.814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,772,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,215	36,403	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	33,284	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	*	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,315	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	24.3	4-8.5	21	16	8	438	New Haven and Northamp. Conn. & Mass.	4,593,242	796,516	84'22	160,749	2,460,000	2,689,000	271,386	214,323	144.6	460,607	309,940	360,234	703,206	298,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,664	391,500	47,585	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21?0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	100,000	136,5:3	1,500,000	1,499,500	99,006	156,108	121.0	517,235	365,008	469,500	591,247	183,547	6	100	....
Sept. 30, 1879	14.8	—	18.0	3-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579.016	66,100	500,000	975.200	6,258	9,206	22.8	164,424	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	57	119	40	1,568	N. York & N. England...M., R. I. & Conn.	27,087,936	1,616,306	322,785	675,809	20,000,000	4,468,000	2,491,564	732,971	316.1	1,902,113	3,121,059	968,549	2,724,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River.N.Y.	137,757,158	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,589	1,018 8	16 861,599	3,130,543	9,441,243	25,747,588	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,919,666	29,578,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	767.4	4-8.5	628	314	97	—	N. Y., Lake Erie & Western..N. Y. &Pa.	58,033,707	*	1,587,562	2,976,842	33,247,000	67,173,745	8,216,228	3,911,158	1,009.5	34,893,476	6,491,481	8,715,892	18,698,109	7,049,182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,154,455	768,623	2,1 4 052	15,500,000	.....	331,481	2,145,283	152.5	2,462,532	4,600,507	1,348,687	4,294,284	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Osw. go Midland.....N. Y.	26,377,349	*	.....	.....	6,800,522	16,073 500	6,524,436	.....	344.0	410,479	218,161	216,100	528,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645.023	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	228.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,847	103,172	184,514	556.700	219,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	189	Northeastern ¶.....S. C.	2,148,131	*	58,610	21,289	985.350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,148	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	866,647	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	*	.....	.....	81,550	160,000	140,019	.....	9.5	31,458	69.582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	128.0	8.6	184.5	4-9	152	69	42	6,006	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	391.6	2,706,179	1,530,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491,913	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	489,006	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	95,697,160	1,243,581	9,137,252	1,108,863	92,412,645	3,881,834	9,610,981	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	12	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	108,982	245,696	472,172	104,290	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,888	18,195	78,706	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	63.8	4-8.5	109	218	56	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,988,028	539,433	7,128,800	5,787,000	686,697	754,619	299.2	2,466,588	5,526,279	1,571 449	3,618,769	1,201,647	6	100	....
Feb. 28, 1880	169.1	—	13.7	4-8.5	14	11	4	269	Oregon and California.....Oregon.	4,864,575	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,960	105,138	54,723	508,153	187,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m os. ending	May 31, '80		1,138,627	721,059	2	100	....
Jan. 31, 1880	155.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,686	*	34,976	112,804	2,853,000	1,441,194	48,283	83,240	155.7	886,827	48,105	276,765	852,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	28,729	161,744	2,156,367	1,120,907	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	255.915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,298	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8.5	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.....Pennsylvania.	59,975,140	*	81,178,558	18,834,952	68,870,300	60,267,756	14,631,161	5,224,583	1,017.6	16,110,667	5,948,646	13,684,042	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,289,700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,186	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,943,345	—	125,092	47,896	38.040	1,924,600	893,143	.....	38.5	267,564	66,468	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,598	29,524	67,782	202,966	54,767	—	100	....

Statement of the Public Debt of the United States, May 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. bonds, 1881 (Oregon,) 1861	$683,200 00	$13,764 00
6 per cent. 1881 bonds, 1861	140,544,650 00	2,810,893 00
6 per cent. 1881 bonds, 1863	55,145,750 00	1,102,915 00
5 per cent. funded loan of 1881	456,022,950 00	5,700,286 87
5½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	738,022,700 00	2,462,075 67
Refunding Certificates	425,100 00	2,417 00
3 per cent. navy pension fund, 1868	14,000,000 00	140,000 00
Aggregate of debt bearing interest	$1,655,749,350 00	$14,107,351 54
Interest due and unpaid		2,710,492 76

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
6 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	374,550 00	739 81
6 per cent. 5-20 bonds, called June, 1864	64,850 00	237 42
6 per cent. 5-20 bonds, called 1865	77,350 00	49,351 31
5 per cent. 10-40 bonds, called, 1864	1,131,250 00	225,149 78
6 per cent. Consol. bonds, called, 1865	491,450 00	11,207 30
6 per cent. Consol. bonds, called, 1867	1,547,750 00	220,750 24
6 per cent. Consol. bonds, called, 1868	449,650 00	79,057 85
6 per cent. loan, 1861, matured Dec. 31, 1880	888,000 00	14,124 00
1 10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	67 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	864 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863.	44,655 00	2,244 85
5 per cent. 2 year notes, 1863.	35,750 00	1,832 99
6 per cent. compound interest notes, 1863-64	232,330 00	47,339 65
7 3-10 per cent. 3 years' treasury notes, 1864-65	143,050 00	5,174 47
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$5,704,865 26	$730,740 20

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,835 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	8,295,000 00	
Coin certificates, 1863	5,962,600 00	
Silver certificates, 1878	50,680,140 00	
Unclaimed interest		6,656 51
Fractional currency, 1862, 1863 and 1864	$15,190,980 92	
Less amount estimated as lost or destroyed, act of June 21, 1879	8,375,934 00	
	7,115,046 92	
Aggregate of debt bearing no interest	$418,794 432 92	$6,656 51

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, April 30, 1881.

WILLIAM WINDOM,
Secretary of the Treasury.

A dispatch, dated Oaxaca, Mexico, May 14th, says that Mr. Romero has published there and at the City of Mexico his full report of the proceedings taken in the United States touching the building of railroads in Mexico, and that in Oaxaca all misapprehensions on this subject have subsided. The public feeling is growing entirely favorable to American enterprise and the prospect now is that General Grant will obtain from the authorities all that he asks for in connection with the railway projects in behalf of which he has concerned himself.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending May 7, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad	197,370	2,956,951	2,809,724
Schuylkill Canal	18,082	60,265	114,948
Lehigh Valley	145,467	2,256,142	1,748,035
Del., Lack. & Western.	98,976	1,358,874	1,143,070
Shamokin Valley	17,524	345,190	278,972
Central New Jersey.	84,334	1,319,247	1,129,675
United R. R. of New Jersey	39,903	535,816	347,764
Pennsylvania Coal	20,031	367,492	307,746
Delaware and Hudson	73,940	1,165,603	1,065,151
Huntingdon & Broad Top Mt.	6,975	151,078	171,770
Penn. and New York.	34,659	564,768	478,799
Clearfield, Pa.	56,707	799,451	409,481

The total tonnage of anthracite coal from all the regions for the week ending May 7, as reported by the several carrying companies, amounted to 644,095 tons, against 397,884 tons in the corresponding week last year, an increase of 246,211 tons. The total amount of anthracite mined for the year is 8,655,026 tons, against 7,273,802 tons for the same period last year, an increase of 1,381,224 tons. The quantity of bituminous coal sent to market for the week amounted to 112,643 tons, against 79,673 tons in corresponding week last year, a decrease of 32,970 tons. The total amount of bituminous mined for the year is 1,601,788 tons, against 1,273,353 tons for the corresponding period last year an increase of 328,430 tons. The total tonnage of all kinds of coal for the week is 756,738 tons, against 477,557 tons in corresponding week last year, an increase of 279,181 tons, and the total tonnage for the coal year is 10,256,809 tons, against 8,547,155 tons to same date last year, an increase of 1,709,654 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending May 7 was 174,585 tons, of which 124,270 tons were coal and 50,315 tons coke. The total tonnage for the year thus far has been 3,119,606 tons, of which 2,230,759 tons were coal and 888,847 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended May 7 were 43,824 tons, and for the year to that date 595,431 tons, a decrease of 47,885 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 26,042 tons; year, 480,806 tons; decrease as compared with 1880, 5,589 tons. Chesapeake and Ohio Canal—week, 14,185 tons; year, 57,950 tons; decrease as compared with 1880, 8,999 tons. Pennsylvania Railroad—week, 3,397 tons; year, 56,675 tons; decrease as compared with 1880, 23,296 tons. The Reading Railroad coal shipments for last week, ending May 14, were 114,000 tons, of which 32,600 tons were sent to Port Richmond and 34,500 tons shipped thence, and 6,900 tons were sent to Elizabethport and 12,500 tons shipped thence. —[Phila. Ledger, May 16.

It is stated that the transfer of the Grand Junction Railway to the Grand Trunk Railway of Canada will take place about June 1. It is also said that the road has been bonded at $900,000, and that the bonds have been purchased by the Grand Trunk at 92½.

Philadelphia Stock Exchange.

Closing Prices for the week ending May 17.

	W. 11.	Th. 12.	F. 13.	Sat. 14.	M. 16.	Tu. 17.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	59	59	59½	59	59	55
Camden & Am. 6s, 1883	....	....	....	105½	105½	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1880	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	110	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	23	....	....
Preferred	....	53	....	....	....	52½
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	112	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	12½	12½	12½	14½	14½	12½
Preferred	21½	22	22½	22½	22½	21½
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	46	45½	46½	46½	46½	46½
6s, 1884	....	....	....	....	....	....
Gold Loan	....	....	....	....	....	....
Railroad Loan	115	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	61½	61½	62	62	62	62½
1st mort. 6s, coupon	127	....	....	....	....	....
1st mort. 6s, reg.	....	....	....	....	....	....
2d mort. 7s	....	....	137	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	125½	....	....	....	....	....
Little Schuylkill	52½	....	....	....	52½	52½
Mauch'll & Sch. Haven.	59	....	59	....	59½	59½
North Pennsylvania	....	....	....	....	....	59
1st mortgage 6s	....	109	108	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup.	....	....	....	....	....	....
Gen'l Mort. 7s, reg.	....	....	....	....	....	....
Northern Central	53	52½	52½	52½	53	53
6s	100	101	101	101	101½	....
Northern Pacific	42½	42½	44	44½	44½	43½
Preferred	77½	78½	79½	79	78½	78½
Pennsylvania R. R.	65½	66½	66½	66½	66½	66½
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	125	....	....	....	....	....
Gen'l mort. reg.	....	....	....	....	....	....
Consol. mort. 6s	125	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new	118½	....	....	....	....	....
do. 4s	104½	....	....	....	....	....
Phila. and Reading	28½	28½	28½	29½	30	30
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	129	....
Consol mortgage reg.	....	....	....	....	....	....
Gen'l mortgage 6s	92chp	92½	93½	94½	94½	93
Philadelphia and Erie	27½	27½	27½	....	28	....
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	....	119	119	....	....	....
Pittsb., Cin. & St. L. 7s	124½	....	....	....	....	....
Pittsb., Titusv. & Buff.	21½	21½	21½	21½	21½	21½
7s	....	....	....	98	99	99
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	....	11	14½	14
6s, 1872	....	....	....	....	....	....
6s, 1882	87	87	....	88	89½	....
United Co. of N. Jersey	186	187	189	190	189½	....
Hestonville, (Horse)	22½	21½	....	....	....	22
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending May 17.

	W. 11	Th 12	F. 13.	Sat. 14	M. 16.	Tu. 17.
Baltimore and Ohio	....	....	202	202	....	206
6s, 1880	....	....	....	....	....	....
6s, 1885	....	109	....	....	109½	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	114½	....	114½	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	....	....	....	122½	121½
2d mortgage, 7s	93½	93	....	....	....	....
3d mortgage, 6s	52½	52½	52½	....	....	....
Northern Central ($50)	53	53	53	....	....	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	128½	....	....	....	....	....
3d mortgage, 6s	110	....	....	....	....	....
4th mortgage, 6s	....	....	....	....	....	....
O., Alex. & Manassas 7s	103½	....	....	....	....	....
Pittsb. & Connellsv. 7s	126½	....	....	126½	....	....
Virginia 6s, Consol	85½	85	85½	85½	86½	85
Consol. Coupons	96½	96½	96½	96½	....	....
10-40 bonds	53½	53½	54	53½	54	53½
Deferred Certificates	....	....	....	....	18	....
Western Maryland	18	17½	....	....	....	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	114½	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	110	....	110	....	....
City Passenger R. R.	....	....	....	38½	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18.
Adams Express	152	....	....	....	....	....
Albany and Susq	....	130	131	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	82	82¼	82	85	86	86¼
Atlantic & Pacific Tel.	56¼	51¼	52	52¼	53¼	54¼
Burl., C.R. & Nor	78	80¼	....	80	....	80
1st mortgage 5s	103	103¼	103¼	103¼	....	103¼
Canada Southern	77¼	78¼	78¼	79¼	78¼	78
1st mortgage guar.	103¼	104¼	104¼	104¼	104¼	....
Central of N. Jersey	101¼	101¼	102¼	103¼	102¼	103
1st mortgage 1890	....	....	....	120	120¼	....
7s, consolidated, ass.	116¼	117	117¼	118	118¼	118¼
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	102	103¼	104	....	101	....
Adjustment	....	1 9½	....	....	109¼	109¼
Central Pacific	90¼	91	91½	92½	92	91
6s, gold	....	....	....	....	118	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	106¼	106¼	106¼	106¼	106	....
Chesapeake and Ohio	29¼	32½	33¼	33	31¼	31¼
Chicago and Alton	144¼	144¼	146	146	....	144
Preferred	....	....	....	147	....	....
1st mortgage	125	— —	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	166	166	167½	167¼	167	167
7s Consol, 1903	....	....	....	....	....	....
Chic., Mil. and St. Paul	119¼	....	122¼	121	121¼	121
Preferred	....	....	....	....	131	131¼
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	....	....	....	....
1st M. (I. and M. liv.	....	....	....	....	....	....
1st M. (I. and D. ext	127¼	128	....	....	....	128¼
1st M. (H. & D. div.	120	120¼	121¼	122¼	121¼	121¼
1st M. (C. & M. div.	....	128	....	....	....	....
Consolidated S. F.	128	....	128	128¼	127¼	....
Chic. & Northwestern	128	129	129¼	129¼	128¼	128¼
Preferred	139¼	141	142	142	141¼	141¼
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	110¼
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	127¼	127¼	128	127¼	128¼
Do. reg	....	....	....	....	....	128
Chic., Rock Isl. & Pac.	139¼	143¼	144¼	145¼	145¼	144¼
6s, 1917, c.	....	....	....	127	128	....
Clev., Col., C. and Ind.	97¼	96¼	97¼	98¼	98	97
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	141¼	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	27¼	27¼	....	29	28¼	28¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	113	113¼	113¼	113¼	113¼	113¼
Reg. 7s, 1891	....	....	....	115	....	118
Reg. 7s, 1884	....	....	....	108¼	....	....
7s, 1894	....	119	119	....	119	....
Del., Lack. & Western	122¼	126¼	126¼	126¼	126¼	124¼
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	129
Erie Railway	....	....	— —	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	109	....	....	....	....	....
3d mortgage	108¼	....	....	108¼	....	....
4th mort. 5s, ext.	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	....	131	131¼
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	110	110¼	111	....	....	110¼
Hannibal & St. Joseph	74¼	79¼	78¼	76¼	76¼	77¼
Preferred	112¼	113¼	113¼	113¼	111	112¼
8s, Convertible	....	....	....	....	110	....
Houston & Tex. Cent.	76	76¼	78	80	81	83
1st Mortgage	....	....	....	....	114¼	....
Illinois Central	139¼	140¼	141	142¼	141¼	142¼
Lake Shore & Mich So.	128¼	131¼	131¼	130¼	130¼	130¼
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	128	128	....	129	....
2d Consolidated	....	....	— —	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	104¼	105¼	106¼	106¼	108	108¼
7s Consolidated	....	....	....	....	....	....
Manhattan	25¼	26¼	28¼	26¼	26¼	26¼
Metropolitan Elevated	90¼	92	95	91¼	89¼	90¼
1st Mortgage	104	104	103¼	104	103	104
Michigan Central	110¼	112¼	113	113¼	112¼	113¼
7s, 1902	....	....	....	....	128¼	....
M. S. and N. I. 1st, S. F.	....	....	111¼	....	....	....
Morris and Essex	126¼	127¼	128¼	129¼	128	129
1st mortgage	....	....	....	....	....	....
2d mortgage	119	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	125¼	....	....
N. Y. Cent. & Hud. Riv.	147¼	149¼	150¼	149¼	149¼	149
6s, Sinking fund, 1883	103¼	....	....	....	....	104
6s, Sinking fund, 1887	....	—	....	....	....	....
1st mortgage	....	....	....	....	136	136
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	107¼	107¼	108¼	107¼	105¼	105¼
1st mortgage	116¼	116¼	116¼	117	116¼	116¼
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18.
N. Y., Lake Erie & W.	49¼	50¼	50¼	50¼	50	49¼
Preferred	90	91¼	92¼	91¼	90¼	90¼
2d Consolidated	106	106¼	108¼	108¼	108	108
New 2d 5s fund	102	102¼	104	104	....	105¼
N. Y., N. Haven & Hart	....	188	....	....	....	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	43¾	43¼	44¼	44¼	43¼	43¼
Preferred	77¼	79¼	79	78¼	77¼	79
Ohio and Mississippi	45¼	46	46	46¼	45¼	46¼
Preferred	....	....	....	109	110¼	112
2d mortgage	....	....	125	....	....	125
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	120	....	....	....	121¼
Pacific Mail S. S. Co.	54¼	54¼	54¼	55	54¼	55¼
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	109¼	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	250	252	....	....	....
Philadelphia & Reading	57¼	57	58¼	60¼	59¼	59
Pitts., Ft. W. & Chi. gtd	138	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co	18	17¼	130¼	18¼	19	19¼
Preferred	....	66¼	....	67	....	67
St. Louis & San Fran.	46¼	46¼	47¼	47	46¼	....
Preferred	70	70¼	73¼	72¼	71	71
1st Preferred	106	108	108¼	108¼	108	108¼
St. L., Alton and T. H.	76¼	71	72	75	74¼	77
Preferred	142	140	140	142¼	142	137
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	71	72¼	73¼	76¼	80	80¼
1st mortgage	....	....	....	122	....	....
2d mortgage	....	....	....	113	....	....
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	120	120¼	123¼	121¼	122¼	122¼
1st mortgage	119	118	118¼	118	....	118
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
United States Express	62	62	62	67¼	69	68¼
Wabash	....	....	....	....	....	....
1st mortgage	112	....	....	....	112	112
2d mortgage	....	110	....	....	....	109¼
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	110
Wabash, St. L. & Pac.	53¼	54¼	56¼	56¼	55¼	55¼
Preferred	93¼	95	95¼	93¼	94¼	94¼
New Mort. 7s	....	112	112¼	....	....	....
Wells-Fargo Express	118¼	....	118¼	118¼	113¼	118¼
Western Pacific bonds	113	....	....	....	....	112¼
Western Union Tel	117¼	118¼	119¼	120¼	121¼	121¼
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending May 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18.
Atch., Top. and San. Fe.	142	144¼	144¼	143¼	143	142¼
1st mortgage	....	....	....	....	123	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	121	....
Boston and Albany	171	171¼	171	172	173	172¼
7s, reg.	128	....	....	....	....	....
Boston and Lowell	....	....	....	....	165	168
Boston and Maine	....	156¼	156	....	....	156
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	64¼	64¼	64¼	64¼	62¼	63¼
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	115	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	165¼	166	166	167	....	....
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	31¼	....	31¼	31¼	32	32¼
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	44¼	44	44	....	43¼	43
New 4½ Bonds	106¼	106¼	107	107¼	108	108¼
Fitchburg	....	....	150	150¼	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	62	62	62	62¼	61¼	62
7s	119¼	119¼	118	119¼	....	....
Northern, N. H.	....	....	....	....	....	109
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ.	....	53¼	53¼	53¼	54¼	....
Preferred	....	....	....	....	....	....
Old Colony	132¼	132	....	....	131	132
Ph., Wil. & Balt. ($50)	68	68	68	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	120
7s	....	....	....	....	....	....
Pullman Palace Car	180	183¼	184	183	183¼	....
Union Pacific	121¼	123	124	124	....	....
8s	113¼	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	121¼	121¼	....	....	121¼	121¼
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	64	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	74	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	236	....	238	238	238	238
Quincy	32	....	32¼	33¼	33¼	33

New York Stock Exchange.

Closing Prices for the week ending May 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	117¼	117¼	117¼	117¼	....	
U. S. 4s, 1907, coup.	117¼	117¼	....	117¼	117¼	117¼
U. S. 4½s, 1891, reg.	114¼	114¼	....	115	114¼	114¼
U. S. 4½s, 1891, coup.	....	....	....	116¼	115¼	....
U. S. 5s, 1881, reg.	....	103¼	....	....	....	....
U. S. 5s, 1881, coup.	....	103¼	103¼	103¼	103¼	104
U. S. 6s, 1881, reg.	....	104¼	....	10 8	....	106¼
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	108	....

London Stock Exchange.

	—Closing Prices.— April 29	May 6
Baltimore and Ohio (sterling)	114 —116	115 —117
Central of New Jersey $100 shares	100 —105	100 —105
Do. Cons. Mort. Oct. '79 coupon	118 —120	119 —121
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	101 —104	101 —104
Det., Gd. Haven & Mil. Equip. bds.	115 —117	115 —117
Do. Con. M. 5 p.c. till '84 after 6 p.c.	110¼ —111¼	110¼ —111¼
Illinois Central $100 shares	139 —141	142 —144
Lehigh Valley Consol. mortgage	115 —117	115 —117
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —138
Do. $100 shares	148 —150	151 —153
Do. Mort. bonds (8s)	121 —123	122 —124
N. Y., Lake Erie & West., $100 shs.	47¼ — 48¼	49¼ — 50
Do. 6 p. c. pref. $100 shares	89 — 91	90 — 92
Do. 1st Con. Mort. Bonds (Erie)	131 —133	132 —134
Mort. Funded Coupon bonds	128 —130	129 —131
Do. do. 2d do.	106¼ —106¾	108 —109
Do. 2d Consol. Mort. bonds	101 —103	103 —105
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	66¼ — 67¼	66¼ — 67¼
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	71¼ — 72¼	70¼ — 71¼
Do. Con. Sink. Fund Mort.	119 —121	119 —121
Philadelphia & Reading $50 shares	27 — 28	27¼ — 29¼
General Consol. Mortgage	119 —121	116 —118
Do. Improvement Mortgage	105 —108	104 —106
Do. Gen. Mort. '74, ex-deferd. cou.	94 — 96	92 — 94
Do. Scrip for the 6 def. ¼ coupons	94 — 97	90 — 95
Pittsbg, Ft. W. & Chic. Equip bds.	109 —111	109 —111
St. Louis Bridge 1st mort. gold bonds	124 —126	125 —127¼
Do 1st pref. stock	88 — 90	92 — 94
Union Pacific Land Grant 1st mort.	113 —116	113 —116¼

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, May 19, 1881.

Money is extremely easy at 2@3 per cent for call and time loans, and 3½@4 per cent for the best mercantile paper.

The market for foreign exchange is weak. The leading drawers of sterling this morning reduced the posted discount rates to 4.85½@4.87½. The actual rates are 4.84¼@4.84¾ and 4.86¼@4.86¾. Cables are 4.86½@4.87. Prime commercial bills are 4.82¾@4.83.

The trustees for the bondholders and creditors of the Virginia Midland Railroad Company request the holders of certificates representing the first and second mortgage bonds of the Orange and Alexandria Railroad Company to present the same, on or after 23d instant, at the office of the Safe Deposit Company of Baltimore, and receive in exchange new bonds. The latter will cover the principal and interest of the old issues up to 1st July, 1880, and bear interest at 6 per cent, payable semi-annually from 1st March, 1881. The interest on the old bonds from 1st July, 1880, to 1st March, 1881, will be paid in cash at the Safe Deposit Company's office.

The amount of gold coin in the United States on the 1st instant is estimated by the director of the Mint at $520,002,000, of which about $264,000,000 was held as Treasury and bank reserves, and $256,000,000 was in actual circulation. The gain of coin and bullion since 1st July, 1879, was $284,000,000, of which $140,000,000 was added to the circulation. The amount of gold in the

United States is exceeded only in two countries in Europe, namely, by $596,000,000 in England, and $927,000,000 in France. The circulation in England is estimated at $428,000,000, and in France at $816,000,000. The larger proportion of circulation in the latter countries is attributed to the fact that their coinage is of much smaller denominations than that of this country. The largest English gold coin is the Sovereign, which is the equivalent to about $4 86½, while in France for many years past nearly 99 per cent of the gold coinage was in pieces of less than $5. Since 1st July, 1879, the coinage of the smaller gold pieces has been considerably increased, and the director believes that the absorption of $140,000,000 into active circulation since that date is owing, to a considerable extent, to that circumstance.

The trustees of the deed of trust under which the bonds of the Canton Co. of 1874 at 6 per cent are issued give notice that they will select $148,000 of said bonds by lot on 25th June proximo, for redemption. The funds applied to the payment of these bonds are the proceeds of a sale of land by the Canton Company of Baltimore to the Northern Central Railway. The total amount of the bonds outstanding is $1,076,000.

We republish this week the Statement of the Public Debt of the United States as of April 30, 1881.

The closing quotations on Thursday were: Adams Express, 130@132; American Express, 87@88; American District Telegraph, 56@58; Atlantic and Pacific Telegraph, —@55; Chicago, Burlington and Quincy, 166¼@167; Canada Southern, 78@78¼ Chicago and Northwestern, 128¾@128⅞; do. pref., 141½@142; Central Pacific, 91⅛@91¾; Chicago, Milwaukee and St. Paul, 121¼@121½; do. pref., —@132; Chicago, Rock Island and Pacific, 143⅛@144; Cleveland, Columbus, Cincinnati and Indianapolis, 97¼@97¾; Columbus, Chicago and Indiana Central, 31⅝@31¾; Delaware and Hudson Canal, 113@¾113⅞; Delaware, Lackawanna and Western, 125½@125⅝; Hannibal and St. Joseph, 77⅜@77½; do. pref., 112⅜@112½; Lake Erie and Western, 56@57; Lake Shore and Michigan Southern, 132¾@132⅞; Metropolitan Elevated, 90¾@91½; Manhattan Elevated, 24⅞@25; Michigan Central, 113½@113⅝; New York Elevated, 107¾@108½; New York, Lake Erie and Western, 49⅝@49¾; do. pref., 91@91½; New York Central and Hudson River, 150⅝@150¾; Ohio and Mississippi 47@47⅛; do. pref., 123; Ohio Central, 35⅛@35¼; Pacific Mail, 55⅞@56; St. Louis, Alton and Terre Haute, 70@72; do. pref, 137@141½; Texas and Pacific, 67⅜@67½; Union Pacific, 123¼@123½; United States Express, 67½@68½; Wells Fargo Express, 118½@119½; Western Union Telegraph, 120@121; do. ex. div., 90½@90¾; Wabash, St. Louis and Pacific, 55⅝@55¾; do. pref., 94¾@95.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Colorado and Pacific 1st, 103; Boston, Hartford and Erie 1st, 63½; Chicago and Alton Inc., 105; Chicago, Milwaukee and St. Paul, 1st, Southern Minn. div., 110; do. S. W. div. 1st, 110½; Chesapeake and Ohio 1st pref., 47¾; do. 2d pref., 35; do. cur. int., 65½; do. 1st, Series B, 90⅛; Chicago, St. Paul, Minneapolis and Omaha, 45; do. pref., 105½; do. consol., 108; Cincinnati, Sandusky and Cleveland, 66; Cedar Falls and Minnesota, 28¼; Chicago, St. Louis and New Orleans, 81½; Cincinnati, Indianapolis, St. Louis and Chicago, 64½; Chicago and Eastern Illinois, 90; Cairo and Fulton 1st, 115¾; Central Iowa 1st, 116; Col., Chi. and Ind. Cent. Inc., 75; do. 1st, Trust Co. certif. ass. sup., 121; Clev., Col., Cin. and Ind. consol., 125; Dubuque and Sioux City, 80; Denver and Rio Grande, 109⅛; do. 1st, 117¾; do. 1st consol., 118¾; Danbury and Norwalk, 68; Denver, South Park and Pacific 1st, 111; Denver Pacific 1st 118¾; Evansville, Henderson and Nashville 1st, 109½; Gulf, Colorado and Santa Fe 1st, 117⅞; Houston and Texas Central 1st Western div., 112¾; do. 2d, M. L., 126; Ind., Bloom. and Western, 56; do. 1st, 90½; do. 2d, 82½; International and Gt. Northern 1st, 112; do. 2d Inc., 100; Indianapolis, Decatur and Springfield 2d Inc., 78; Keokuk and Des Moines, 25½; do. pref., 52¾; Kansas Pacific 6s, J. and D. 1896, 115½; do. 6s, Denver Div. ass., 111¾; do. 1st consol., 108½; Louisville and Nashville Gen'l mort., 6s, 111; do. N. O. and M. div. 1st, 109; Louisiana and Missouri River, 29¼; Louisville, New Albany and Chicago, 90; do. 1st, 110; Lake Erie and Western, 56; do. Inc., 76; Laf., Bloom. and Muncie 1st, 105½; do. Inc, 80; Lehigh and Wilkesbarre consol. ass., 112; Minneapolis and St. Louis 1st, 118½; do. Iowa Ext., 111; do. La C. and Dav. div., 100; do. Chicago and Pacific div., 111; Manhattan Beach, 54½; do. 7s, 100; Marietta and Cincinnati 1st pref., 19; do. 2d pref., 13; Mobile and Ohio, 38¼; do. 1st deben., 98; do. 2d deben., 67; do. 3d deben., 66; do. 4th deben., 58; do. 1st mort., 114; Missouri, Kansas and Texas, 51¼; do. 6s, 99; do. 2d, 89⅜; do. 1st consol. ass., 110; Milwaukee, Lake Shore and Western, 57¾; Memphis and Charleston, 75¾; do. 1st, 103⅞; Missouri Pacific, 107; do. 1st, consol., 105½; Metropolitan Elevated 2d, 90¼; Nashville, Chattanooga and St. Louis, 92: New York, Ontario and Western, 37½; New York and New England, 62½; Northern Pacific bond certif., 104⅛; New York City and Northern Gen'l mort., 97¾; New York and Manhattan Beach 1st, 110; Ohio Central, 35½; do. Inc., 66⅝; do. 1st, 107; do. Terminal Trust, 104; Oregon Railway and Nav., 164; do. 1st, 111; Ohio and Mississippi 1st, Springfield div., 117; Peoria, Decatur and Evansville, 45; do. 1st, 109; do. Inc., 90; Rochester and Pittsburg, 37¼; do. 1st, 108; do. Inc., 57½; Rensselaer and Saratoga, 145; Rome, Watertown and Ogdensburg, 30; do. 1st consol., 89; St. Paul and Duluth, 40; do. pref., 88; St. Louis and Iron Mt. 1st pref. Inc., 99; do. 2d pref. Inc., 92¼; do. Cairo, Ark. and Texas 1st, 115; St. Louis, Kansas City and Northern St. Charles Bridge 1st, 103; do. Omaha div. 1st, 118¾; do. R. E. 7s, 1895, 117½, St. Paul, and Sioux City 1st, 111; St. Louis and San Francisco 2d, class A, 105¼; do. B, 95½; St. Paul, Minn. and Man., 1st, 112½; do. 2d, 104¼; Southern Pacific of California 1st, 105¼; Texas and Pacific, 67¾; do. income L. G., 90; do. Rio Grande div. 1st, 100¼; Texas and St. Louis, 45⅛; Toledo, Delphos and Burlington, 34; do. 1st, 98; do. inc., 61⅛; do. Dayton div. inc., 68; Toledo, Peoria and Western, 1st, 117⅞; Toledo and Wabash consol., 115; Union Pacific Col. Trust 6s, 110¾; Utah Southern Gen'l mort. 7s, 110; Wabash, St. Louis and Pacific, Gen'l mort., 6s, 105½; do. Chicago div., 1st 99⅛; do. Havana div, 103; Arkansas 7s, L. R. & F. S., 20; do. M., O. & R. R., 17; do. 7s, funded, 35; Alabama Class A, 72½; do. B, 98½; do. C. 85; Louisiana 7s, consol., 60⅛; Missouri 6s, 1889@1890, 116; North Carolina 6s, S. T., 2d class, 8½; no. fund act 1866, 13½; South Carolina 6s, non-fund., 10½; Tennessee 6s, old, 72½; do. new. 73½; Virginia 6s, def., 19½; Brooklyn 6s, W. L, 102½; Am. Union Tel., 86; Am. Dist. Tel., 58; Colorado Coal and Iron, 64; do. 6s, 100; Consolidated Coal, 42½; Cumberland Coal, 34¼; Maryland Coal, 31½; New Central Coal, 32; Sutro Tunnel, 2⅛; Canton Co., 62; Central Mining, 43¼; Caribou, 2⅜; Deadwood, 8; Excelsior, 5; Little Pittsburg, 3⅜; Mariposa, 6; Silver Cliff, 5¼; Stormont, 3½; Standard, 23⅞.

Philadelphia.—Am. S. S. Co. 6s, 106; Allegheny Valley, 17; do. Inc. scrip, 55; Central Transp., 44; Empire Car Trust 6s, 101½; Erie and Western Transp. Co., 70; Huntingdon and Broad Top Mt. consol. mort., 5s, 91½; do. consol. 7s, 110; Junction 1st mort., 104¼; Norfolk and Western pref., 68; North Pennsylvania 6s, 1905, 107; Nesquehoning Valley R. R., 58; Pennsylvania Co., 108⅛; Philadelphia and Reading R. R. deben. 6s, 55; do. scrip, 63; Perkiomen 6s, 102; Philadelphia and Trenton R. R., 187½; Pennsylvania Canal 6s, 98⅝; Pennsylvania R. R. Allottment. 16⅛; Pittsburg Av. 7s, 109; Pennsylvania and New York Canal 7s, 124¼; St. Paul and Duluth, 42; do. pref., 86¼; Schuylkill Nav. 6s, 1895, 50; Shamokin, Hazleton and Wilkesbarre 2d, 49; do. 5s, 98; Susquehanna Canal 6s, 50; Texas and Pacific consol. mort. 6s, 108; do. Rio Grande div. 6s, 99½; West Jersey R. R., 83; West Jersey and Atlantic 6s, 110; Western Pennsylvania 6s, Pittsburg Branch, 111½. The latest quotations are: City 6s, 115@116; do. free of tax, 128@130; do. 4s, new, 106@113; Pennsylvania State 6s, 3d series, 104¾@105; do. 5s, new, loan, 118@118½; do. 4s, new, 111@—; Philadelphia and Reading R. R., 29¾@30; do. consol. mort. 7s, coup. 128⅛—@; do. reg., 128½@—; do. mort. 6s, 120@—; do. 7s, 1893, 121@—; United New Jersey R. R. and Canal, 189⅞@190⅛; Buffalo, Pittsburg and Western, 21½@21⅝; Pittsburg, Titusville and Buffalo 7s, 98¾@99⅞; Camden and Amboy mort. 6s, 1889, —@115½; Pennsylvania R. R., 66⅛@66¼; do. gen'l mort., coupon, 126½@—; do. reg., 125@125¼; do. consol. mort. 6s, reg., 120@—; Little Schuylkill R. R., 52¾@53; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 13¾@14¼; do. 6s, 1882, 89¼@89¾; do. 1872, 106@109; Elmira and Williamsport pref., 54@—; do. 6s, 115@115½; do. 5s, 99¾@100¼; Lehigh Coal and Navigation, 46⅜@46¼; do. 6s, 1884, 106½@—; do. R. R. loan, 116½@—; do. Gold Loan, 118@—; do. consol. 7s, 121@125½; Northern Pacific, 43¾@43⅞; do. pref. 77½@77¾; North Pennsylvania, 58⅞@59⅛; do. 6s, 108⅝@110; do. 7s, 117@—; do. Gen'l mort. 7s, reg., 121@—; Phil-

adelphia and Erie, 27⅛@27⅞; do. 7s, 118⅛@119; Minehill, 59⅛@59⅜; Catawissa, 28@28⅛; do. pref., 52@54; do. new pref., 51@51½; do. 7s, 1900, 120@—; Lehigh Valley 62⅛@62¼; do. 6s, coupon, 125¾@127¼; do. reg., 125@127; do. 2d mort. 7s, 137@—; do. consol. mort., 125@125¼; Fifth and Sixth streets (horse), 136@137; Second and Third, 112@—; Thirteenth and Fifteenth, 75@—; Spruce and Pine, 50½@—; Green and Coates, 80@—; Chestnut and Walnut, 94@96; Hestonville, 21½—; Germantown, 75@—; Union, 119@125; Lombard and South, 24½@27; West Philadelphia, 90½@91; People's, 25⅛@25¾; Continental, 106@108.

Boston.—Atchison, Jewell County and Western 6s, 100⅞; Atlantic and Pacific Block, 122; Atchison, Topeka and Santa Fe 5s, 1920, 98; do. 5s, 1898, 102½; Atchison, Colorado and Pacific 6s, 1905, 102; Agricultural Branch 6s, 1884, 102½; Atchison and Nebraska 7s, 1907, 120; Boston Land, 9⅞; Boston Water Power, 11; Boston, Revere Beach and Lynn, 126; do. 6s, 1897, 116⅞; Boston, Clinton, Fitchburg and New Bedford, pref., 127; Boston and Maine 7s, 1894, 127⅛; Cedar Rapids and Missouri River, 149; Chicago and Eastern Illinois, 95⅛; Central of Iowa 2d pref., 60; Chicago and West Michigan, 90; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 108⅛; do. Wisconsin Valley div. 6s, 105; Cincinnati, Sandusky and Cleveland 2d 7s, 106; Cheshire pref., 59¾; do. 6s, 1896, 109½; Chicago, Iowa and Nebraska, 154¾; Connotton Valley, 38; do. 7s, 1910, 100; Chicago and Southwestern 7s, 1899, guar., 121¼; Connecticut and Passumpsic Rivers 7s, 117; Detroit and Bay City 8s, 1903, guar., 112; Eastern (N. H.) R. R., 92; Flint and Pere Marquette, 35⅞; do. pref., 96; Framingham and Lowell 5s, 93⅛; Fort Scott Branch 7s, 1910, 111⅜; Iowa Falls and Sioux City, 63⅛; Jackson, Lansing and Saginaw 8s, 1885, white, 111¼; Kansas City, Fort Scott and Gulf, 96; do. pref., 130; Kansas City, St. Joseph and Council Bluffs 7s, 128; Kalamazoo, Allegan and Grand Rapids, 8s, 1890, 115; Little Rock and Ft. Smith, 85; do. 7s, 117; Louisiana and Missouri River, 29; do. pref, 50; Michigan Air Line 8s, 1890, 118; Marquette, Houghton and Ontonagon, 76; do. pref., 125; do. 6s, 100; Massachusetts Central, 25; do. 6s, 97⅛; Mexican Central Blocks, new series, 101; Maine Central, 40; New York and New England 6s, 109½; Old Colony 7s, 1894, 127⅛; Ogdensburg and Lake Champlain consol. 6s, 98⅛; do. Income 6s, 68; Portsmouth, Gt. Falls and Conway, 80; Quincy, Alton and St. Louis 5s, 100; Republican Valley 6s, W. D., 105¾; do. E. D., 105⅜; Rutland, 6¾; do. pref., 31½; do. 6s, 102; do. 5s, 80; Summit Branch, 26½; Sonora Block No. 4, 40; do. No. 3, 190; Toledo, Delphos and Burlington, 17; do. 6s, M. L., 63; do. Income Dayton div., 59; Vermont Central 8s, 1902, inc. and ext., 49¼; Vermont Central 7s, 1886, consol., 14½; Wisconsin Central, 31⅛; do. pref., 50⅛; do. 1st Series, 77; do. 2d Series, 59⅞; Massachusetts 5s, 1894, gold, 117; New Hampshire 6s, 1894, 124¾; Boston 6s, 1894, 125½; do. 5s, 1882, 100⅞; Portland 6s, 1907, 121⅞; do. 6s, 1888, 111; Toledo 8s, 1893, 106; Aztec Mining Co., 75c.; Alloues, 2¾; Blue Hill, 8; Catalpa, 2⅝; Copper Falls, 8½; Duncan, 2⅛; Douglas, 8; Franklin, 12¾; Harshaw, 9⅝; Huron, 2¾; National, 25c.; Osceola, 35½; Pewabic, 16½; Silver Islet, 42; Sullivan, 3.

Baltimore.—Atlanta and Charlotte, 82; do. 1st, 114; do. Income, 94; Atlantic Coal, 1.25; Baltimore and Ohio 1st pref., 123; Baltimore City 5s, 1890, 119⅛; do. 5s, 1916, 123⅛; do. 5s, 1900, 120½; do. 5s, 1894, 117¼; do. 6s, 1890, 126; do. 6s, 1890, 119¾; do. 4s, 1920, 110½; Charlotte Columbia and Augusta, 55½; Consolidated Coal, 40; Canton Company 6s, 108½; Greenville and Columbia 1st, 105½; Maryland Defense 6s, 108½; Norfolk and Western pref., 68; Norfolk Water 8s, 126; Ohio and Mississippi 1st, Springfield div, 117½; Richmond and Danville, 99½; do. bonds, 1885, 104; Richmand and Alleghany, 62; Virginia Peelers, 45; do. Peeler coupons, 20; Virginia 10-40 coupons, 96¼; Virginia and Tennessee 2d, 105; Winchester and Potomac, 110½; Wilmington, Columbia and Augusta, 6s, 114; Western Alabama 2d guar., 118; Wilmington and Weldon 7s, 120. The latest quotations are: Atlanta and Charlotte 1st, 115½@—; do. Income, 96@97; Baltimore and Ohio, 204@210; do. 6s, 1885, —@109½; Cincinnati and Baltimore 7s, 116@—; Columbia and Greenville 1st, 105⅜@106; Consol. Coal, 42@43; Marietta and Cincinnati 1st, 121½@122; do. 2d, 92¾@92¾; do. 3d, 52@53; Northern Central, 5s, 1926, 100¼@—; do. 6s, gold, 1904, —@117; Orange and Alex. 4th, 61@—; Orange, Alex. and Manassas 7s, 103½@—; Pittsburg and Connellsville 7s, 126@—; Richmond and Danville bonds 1885, 103@103½; Union Canal 6s, indorsed by Canton Co., 119½@—; Virginia and Tennessee 6s, 104@105; Western Maryland 1st unindorsed, 114½@—; do. 2d pref., 109¾@112; Baltimore City 6s, 1890, —@119⅛; do. 6s, 1900, 125⅛@126; do. 5s, 1894, 117⅛@117⅝; do. 5s, 1900, 120@—; do. 5s, 1920, 110¼@111; Virginia Consols, 85@85⅛; do. 2d 44½@45; Virginia 10-40 bonds, 53½@54.

Right of Railroad Companies to take Timber, etc., from Adjacent Public Lands.

The Secretary of the Interior has addressed a letter to the Commissioner of the General Land Office relative to the right of railroad companies to take timber from public lands by virtue of the "right of way" act of 1875. The law referred to provides that any railroad company shall have the right to take from public lands adjacent to their road material, earth, stone, and timber necessary for construction purposes. The Secretary says that this law refers exclusively to contemplated or unconstructed roads. Companies have no right to take timber for repairs. Congress evidently meant timber standing or growing adjacent to the line, as distinguished from timber further off; hence, the nearest timber upon the public lands, measuring laterally from the line of road within the termini thereof. To hold that timber in all instances must be taken from the nearest points to the road, measuring laterally from the line, would in many cases defeat the intention of Congress. Such would be the case in sections of country where no timber could be found for many miles on either side of the line. In such cases the Secretary is of opinion the law contemplates that timber may be taken from any point opposite the line within the termini and carried forward and distributed as required in construction. This right, however, is granted only to railroad companies organized according to the provisions of the act of 1875. No company has the power to "give general authority to the public" to cut timber from public lands.

☞ PENNSYLVANIA RAILROAD COMPANY,
TREASURER'S DEPARTMENT.

PHILADELPHIA, May 2, 1881.

The Board of Directors have this day declared a Semi-Annual Dividend of FOUR PER CENT. on the Capital Stock of the Company, clear of all taxes, payable in cash on and after May 28 to stockholders as registered on the books at 3 P. M., April 30, 1881.

On May 28, dividends will be paid to women only; after that date, they must await their turn with other stockholders.

The Board have also instructed the Treasurer to give public notice that the stockholders will have the privilege of subscribing at par to the stock of the Company in the proportion of TWELVE AND ONE-HALF PER CENT. of the number of shares registered in their names April 30, 1881, and those entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full prior to June 15, 1881, and no subscriptions will be received after that date. The privilege of taking new stock may be sold by any stockholder, and blank forms of allotment will be furnished upon application.

JOHN D. TAYLOR,
Treasurer.

Paine, Webber & Co.,

BANKERS AND BROKERS,

(Members of the Boston Stock Exchange.)

53 Devonshire St., Boston.

Devote special attention to the purchase and sale of Stocks and Bonds in the Boston market, the careful selection of securities for investment, and the negotiations of commercial paper.

WM. A. PAINE. WALLACE G. WEBBER. C. H. PAINE.

Two Locomotives for Sale.

Both standard gauge and in good running order. No. 1—cylinders 15×22; 4 drivers 54 in. diam; weight 28 tons; but little worn; made at the Baldwin Works, Phila. No. 2—cylinders 13½×22; four drivers 60 in. diam.; weight 24 tons; patent air-brake. Address Box 87 Bordentown, N. J.

CARD.

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IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH.
GEO. R. SHELDON.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot 100	210,000	quarterly	July 81 1½
Atch., Top. & Santa Fe. 100	10,409,300	quarterly	May '81 2
Atlanta and West Point. 100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law* ..100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah. 100	1,022,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.* 100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio. 100	14,216,800	M. & N	May '81 5
" " pref. 100	4,599,578	J. & J.	Jan. '81 3
Washington Br. 100	1,650,000	A. & O.	Apl. '81 5
Berkshire* 100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	Mar. '81 2
Bos., Clin., F. & N. Bed. 100	1,297,600	— & —	.....
" " pref. 100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar ... 100	60,000	J. & D	June '78 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N	May '81 3
Boston and Lowell 500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine 100	6,921,274	M. & N.	May 81 4
Boston and Providence. 100	4,000,000	M. & N.	May 81 4
Attleborough Branch. 100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn. 100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie* .100	950,000	J. & D	Dec. '80 5½
Burl. & Mo. Riv. in Neb. 100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic... 50	377,400	quarterly	Apl. '80 3
" " pref. 50	338,311	quarterly	Apl. '80 3½
Camden & Burl. Co 100	331,925	J. & J.	Jan. '81 3
Carpe May and Millville* 50	447,000	J & D.	June '80 3
Catawissa* 50	1,159,500	October	Oct. '80 1½
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref. 50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.* 100	6,850,400	F.M.A.N	May '81 1
" " pref. 100	769,600	F. & A	Feb. 81 3½
Central of Georgia 100	7,500,000	J & D.	June '80 3
Central of New Jersey. 100	18,563,200	quarterly	Apl. 78 2½
Central Ohio* 50	2,425,000	J. & J.	Jan. 81 3½
" pref. 50	400,000	J. & J	an. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb. '81 3
Chemung* 100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton..... 100	10,065,400	M. & S.	Mar. 81 4
" pref. 100	2,425,400	M. & S.	Mar. '81 4
Chicago, Burl. & Quincy. 100	31,004,466	M. & S.	Mar. '81 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 12
Chicago, Iowa & Nebras* 100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,281	A. & O.	Apl. '81 3.
" " pref. 100	12 279,483	A. & O.	Apl. '81 3½
Chicago & N. Western..100	14,988,207	J. & D	Dec. '80 3
" pref. 100	21,625,353	quarterly	Mar. '81 1½
Chicago, R. I. & Pacific..100	30,000,000	quarterly	May '81 1½
Chicago & West Mich.... 100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton.... 100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind.... 100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	June '81 1½
Columbus and Xenia* ... 50	1,786,200	M.J.S.D	Mar. '81 2
Colum. & Hocking Val.. 100	2,560,000	F. & A.	Feb. '81 4
Concord 50	1,500,000	M. & N.	May 81 5
Concord and Ports.* 100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv.. 170	2,175,700	F. & A.	Feb. '81 2
Connecticut River 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley. 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	June 81 1½
Dayton & Michigan* 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware* 2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook* 100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor.... 100	1,825,600	F. & A.	Aug. '80 2½
" " pref. 100	2,503,380	F. & A.	Feb. '81 3½
Dubuque & Sioux City* 100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania* 50	1,309,200	J. & J.	Jan. 81 3
East Mahanoy * 50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga.... 100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.) 100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	Dec. '80 2½
Eel River 100	3,000,000	— & —	Mar. '81 2½
Elmira, Jef. & Canand* .100	800,000	Sept.	Sept. '80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '80 1
" pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg* 50	1,090,250	quarterly	Sept. '80 1½
Fitchburg 100	4,800,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo. 100	600,000	.....	Oct. '71 1½
Georgia 100	4,200,000	J. and J.	July '81 3½
Hannibal & St. Jo. pref.. 100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	Apl. '81 2
Illinois Central 100	29,000,000	M. & S.	Mar. '81 3½
Iowa Falls & Sioux City* 100	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May, '81 1½
Ia. So. & Mo. Northern. 25	600,000	quarterly	May, '81 2
Jeffersonv., Mad. & Ind.. 100	900,000	quarterly	May, '81 1½
Joliet and Chicago*..... 100	1,500,000	quarterly	June '80 1½
Kan. City, Top. & West.. 100	2,250,000	quarterly	May, '80 1½
Kentucky Central 100	600,000	J. & D.	Dec. '80 1
" pref. 100	600,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So.. 100	48,466,800	quarterly	May, '81 2
" (guar.) 100	533,500	F. & A.	Feb. '81 5
Lawrence* 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,566	quarterly	Apl. '81 1½
" pref. 50	106,300	quarterly	Apl. '81 1½
Little Miami* 50	5,871,450	quarterly	Mar. '81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill* 50	$2,848,100	J & J.	Jan. 81 2½
Louisville & Nashville..100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi* 100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '80 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	16,733,204	quarterly	May '81 1½
Middlesex Central 100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	325,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,455	J. & J.	Jan. '81 3½
Missouri Pacific..... 100	42,416,000	quarterly	Apl. 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex* 50	15,000,000	J. & J.	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. 81 3
Nashua and Lowell 100	800.000	M. & N.	May '81 3½
Nashua and Rochester .100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur.. 100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '81 3
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp.. 100	606,000	quarterly	Oct. 74 3
New London Northern* 100	1,418,806	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref. 100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.* 100	2,000,000	.....	Oct. '79 2
New York Elevated..... 100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West. 100	77,107,700	.....	...
" " pref.. 100	8,142,700	.....	....
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston. 100	3,000,000	quarterly	May '81 2
Nieg. Bridge & Canand* 100	1,000,000	J. & J.	July '80 3
North Carolina* 100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,156	quarterly	May '81 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,068,400	J. & D.	June '81 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,004,400	J. & J.	Jan. 81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,435,000	quarterly	May 81 2
Oswego and Syracuse*..100	482,400	F. & A	Aug. 80 4½
Panama 100	7 000,000	quarterly	May '81 5
Paterson and Hudson*..100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Apl. '81 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Mar. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*..... 100	1,259,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*..100	19,714,286	quarterly	Apr. '81 1½
" Special Imp..100	5,504,300	quarterly	Apl. '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov. '80 3
Providence & Worces..100	2,000,000	J. & J.	Jan. '81 3
Republican Valley..... 100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. 81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,800	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Oyd..100	2,998,900	J. & J.	July '78 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute..100	2,500,000	— & —	.....
" " pref.100	2,484,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell..... 100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley* 50	676,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,161,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '80 3
Shore Line* 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*..100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts*..100	448,700	J. & J.	July '79 3½
Summit Branch* 50	4,125,000	F. & A.	Feb. '76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb. '80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston..... 100	1,000,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Apl. '81 1½
United Cos. of N. J*....100	20,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	2,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" pref.100	20 000,000	quarterly	May 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River* 100	$750,000	J. & J.	July '80 3½
Warren (N. J.)..... 100	1,800,000	A. & O.	Apl. '80 2
Warwick Valley 100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey..... 100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon. 100	1,453,200	J. & D.	Nov. '79 3
Winchester & Potomac* 100	180,000	J. & J.	Jan. '81 3½
Winchester & Strasburg* 100	600,000	J. & J.	Jan. '81 3½
Worcester and Nashua.. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.....
Baltimore City 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cst. & El. Mills.. 100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y.) 100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt. 100	400,000	A & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug. '79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Dambridge..... 100	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.. 100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl. '00	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland 100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston..... 100	300 000	M. & N.	May '81 4
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston)..... 100	550,000	M. & N.	May '84 3½
N.Y., Bay Ridge & Jam. 100	102,540	.....	Oct. '78 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	300,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,196,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 2
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 6
Somerville (Boston) 100	113,000	M. & N.	May '81 3
South Boston 50	700,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,553	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 2½
Delaware and Hudson....100	20,000,000	.....	June'81 1½
Delaware and Raritan*..100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred)..... 100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,883,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express..... 100	12,000,000	quarterly	May '81 2
American Express..... 50	16,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May '81 $5
Central Mining Co..... 100	.....	Annual.	Feb '81 $5
Consolidation (Md.) Coal. 100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C & I..100	.....	J. & J.	Aug. '80 3½
Gold and Stock Tel..... 100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal..... 100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold..... 100	2,836,600	.....	.....
" pref..... 100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '81 5
Molngona Coal Co..... 100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Apl. 81 2
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept. '69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car..... 100	5,990,200	F.M.A.N	May '81 2
Quicksilver, common..100	5,708,706	.....	.....
" preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. E. Bridge..... 100	1,750,000	J. & J	Jan. '81 5
Sioux C. & I.F. L. & L. Co. 100	600,000	J. & J.	Jan. '81 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express....100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	30,000,000	quarterly	Apl. '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167 750	124,510	148,551	184,680	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,581	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,633	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,164,632	1,131,683	1,361,725	1,294,573	1,876,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,328	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,883	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	189,125	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	439,475	325,209	267,033	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,213	613,806	613,068	535,733	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,493	89,960	84,225	90,375	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	846,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,398	162,027	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,933,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,359	119,357	186,075	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,668	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1.663,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,503	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,293	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,923	490,195	451,560	408,241	372,280	365,300	442,000	542,555	661,400	678,200	626,725	665,100	6,258,419
1881	570,957	560,791	692,023	535,042	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	264,187	159,482	320,962	425,685	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	928,603	933,143	1,199,268	1,028,791	946,186	952,049	1,065,980	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,152
1881	811,617	816,923	1,119,591	1,023,482	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65.

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	92,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass.	*National City Bank*	121 *to* 150	66,797 *to* 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,796 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

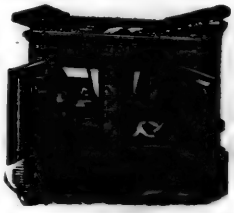
1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

It has been decided to broaden the gauge of the Toronto and Nipissing Railway from its present width of three feet six inches to the standard of four feet eight and one half inches by the laying of a third rail. The rails have been ordered from England the first shipment to be made in July. The change will be effected in time for the fall traffic, and by the method adopted no interruption will occur in the operation of the road.

The Wooster and Lake Erie Railroad, recently incorporated, will extend from Wooster, Ohio, to Russell Station, the junction of the New York, Pennsylvania and Ohio, and the Cleveland, Tuscarawas Valley and Wheeling Railroads, a distance of 13 miles. The capital is $60,000, in shares of $50 each.

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FOR 1881-2.

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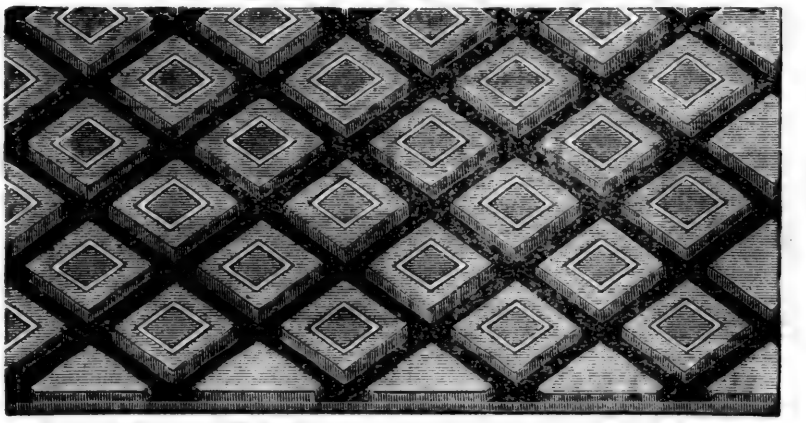
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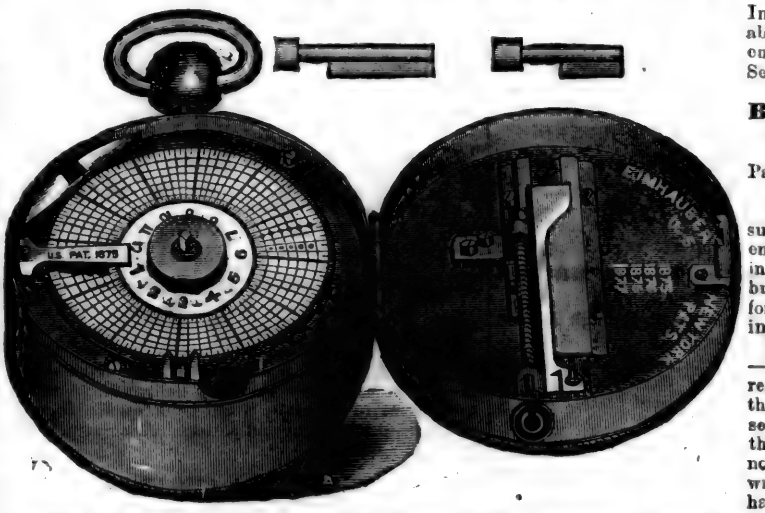
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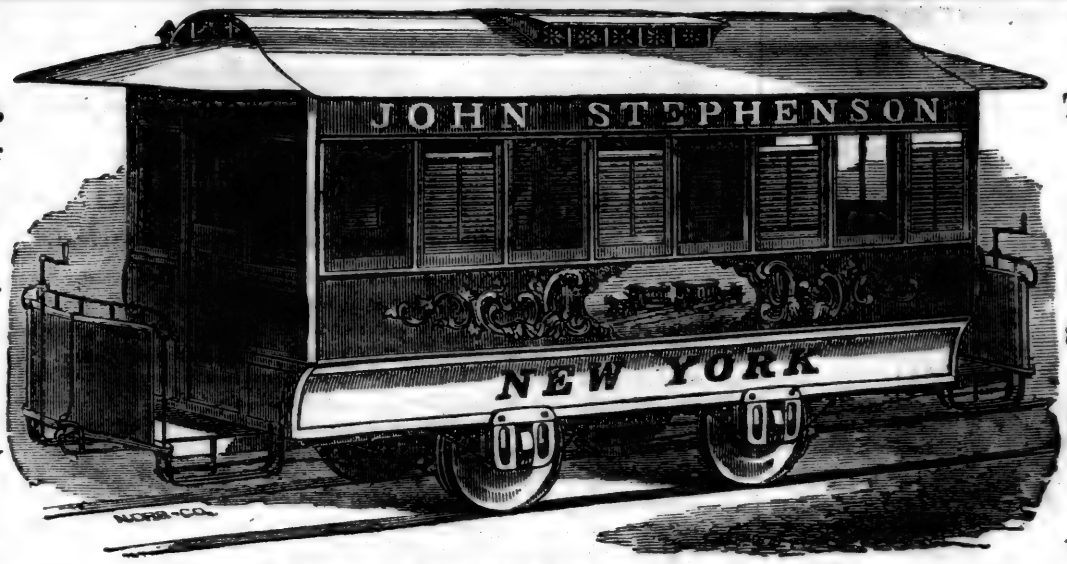
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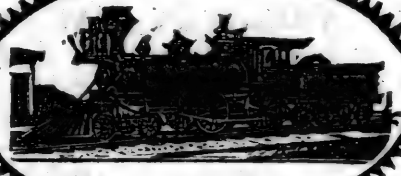
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The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

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From THE PITTSBURG (Pa.) CHRONICLE.
The *American Railroad Journal* is authority on railroad news.

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SECOND QUARTO SERIES, VOL. XXXVII., No. 22.] NEW YORK, MAY 28, 1881. [WHOLE No 2,353, VOL. LIV.

HOW OLD RAILS ARE MADE INTO NEW.

In speaking of the amount of handling required to convert an old iron rail into a new one the Indianapolis Journal says: "From the time it arrives in the yard at the Indianapolis rolling mill until it is shipped out, a rail is handled thirty-one times. The process is as follows: It is first unloaded from the car, then picked up and run on a set of roll to the shears, then cut up, when cut piled into fagots, then loaded on to a barrow and charged into furnace, heated to a welding heat, then hauled out and placed on iron buggies, run to weighing rolls, handled six times, until finished to a bloom, then returned to a buggy, carried to a repeating furnace, brought to a welding heat, then returned to the rolls on a buggy, passed through the rolls nine times, then run to saws where both ends are put off at once, then laid on the cooling bed; when cold, placed under the straightener, which takes out all minor crooks. The burr on the ends is then filed off, when the rail is inspected, then taken to the punching machine and fitted for splice bars, thence to the slotting machine, where it is slotted for the spikes; then the rail goes on the benches in the yards and from thence to the cars."

BITUMINOUS COAL FOR FAST LOCOMOTIVES.

Much attention has been recently directed to the advantages offered by bituminous coal over anthracite for the generation of steam. While paying a high compliment to American machinists, in pronouncing our freight locomotives to be the best in the world for the conditions under which they are used, the London Engineer refers to the high rate of speed of fifty and sixty miles an hour attained by English passenger engines, considering it impossible to maintain that speed excepting by the use of quick burning bituminous coal, and says: "Until American engineers give up anthracite they will never attain perfection in fast locomotives. There seems to be an insuperable difficulty in burning it quickly enough. The consumption of coal in English engines is at the rate of ninety pounds or one hundred pounds per square foot of grate per hour with fast trains, and this with a single five-inch blast pipe for two eighteen inch cylinders. This gives more than sufficient draught. The Reading engine seems to be unable to burn more than half this quantity of anthracite in the time. Hence the colossal firebox, which spoils the whole engine. The use of anthracite for the specified purpose is all very well for the moment, but when American engineers establish services of really fast trains on all their principal lines, they will find it pay to give up anthracite in favor of bituminous coal."

A CURE FOR CAR SICKNESS.

For many persons there is as much suffering to be experienced in the way of nausea and headache on a railroad journey as there would be to the ordinary traveller from the sea-sickness of an ocean voyage. What is known as "car-sickness" is by no means uncommon, especially among ladies, and its discomforts make burdens of many trips that would otherwise be full of enjoyment. To many sufferers from this trying sickness the following from the Boston Herald contains much of interest and the simplicity of the remedy suggested makes it worth remembering.

"A lady who had occasion to take a short trip on the Lowell road—and she never travels by rail for pleasure—was, as is usual with her, as thoroughly sick as ever a landsman is on the "heaving deep," by the time she had ridden a dozen miles. The conductor of the palace car, who was apparently very familiar with such cases, told the sufferer's companion that a sheet of writing paper, worn next to the person, directly over the chest, was a sure preventive of the trouble in nine cases out of ten. He had recommended it to hundreds of travellers, and rarely knew it to fail. The prescription seemed very like a "charm"—a horse chestnut carried in the pocket to ward off rheumatism, or a red string around the neck to prevent bleeding at the nose. But it wes simple, and could at least do no harm. For the return trip, a sheet of common writing note paper was fastened inside the clothing as directed. Result—a perfectly comfortable journey, without a hint of the old sickness that had for years made travel by rail a horror. It was so like a superstition, or a happy accident, however, that the lady would not accept it as real until subjected to a more severe test. This came in a day journey to New York, and that hardest trial of all—a night trip in an "alleged" sleeping car. Both were taken in triumph. The "charm" worked.

The lady writes: "The day journey was a perpetual wonder and delight to me. I could sit up and read, and look at the landscape through which we whirled, and act as other people do. And still I didn't feel ready to confess to a cure until I had tried the sleeping car, which has always been a horror to me. But even here the 'spell' worked. I ate a hearty supper in the dining car—and kept it! Slept soundly all night, got up as comfortably and dressed with as level a head and as steady a hand as though I had been in my own room. Read until breakfast time—a thing I have never before done on the car—and was hungry for my morning meal. It is really wonderful, almost too good to be real. For the first time in my life I have experienced the pleasure of travelling. I wish that conductor to be specially thanked. I wish also that I knew his name. I would like to call the Lord's particular attention to his case, and don't want to make any mistake and have the blessing descend on the wrong man."

The formal report of Mr. J. H. Devereux, as special commissioner in the case of William H. Taylor and William A. Dunphy, trustees, vs. the Atlantic and Great Western Railroad Company now pending in the Court of Common Pleas of Summit County, Ind., has been filed with the clerk. The Master Commissioner was appointed by the Court to make a sale of the mortgaged premises. The report shows that the Special Master Commissioner received for the purchase price of the property the sum of $6,007,203 86, including interest on deposits. Over a million and a half of this was cash received from the purchasing trustees. Almost the whole of this was consumed in straightening up the indebtedness of the old company. The unliquidated

claims against the receiver, and amounts due as dividends, together with a small amount of money on hand, will be turned over to the N. Y., P. and O. Railroad Company, as the new company is by the judgment of the Court liable for unpaid receivers's indebtedness.

Paris Financial Notes.

(From our Foreign Correspondent.)

The Paris, Lyons and Mediterranean Railroad has just held its annual meeting in Paris and declared a dividend for the year 1880 of 70 fcs. per share. The present price of the shares is 1700 fcs.

The Northern Railway of France, the majority of whose stock is owned by the Rothschild family, held its annual meeting April 29th in Paris, when a dividend of 74 fcs. per share was declared. M. Castel continues to occupy the responsible position of Secretary of the company. The shares are now over 1800 fcs. each.

The Societe de l'Union Generale of Paris, at its meeting of April 30th declared a dividend of 40 fcs. per share for the year 1880, and this on a capital of 100,000,000 francs—four times as great as the amount it started out with less than 3 years ago. Its success is in no slight degree due to the able management of M. Eugene Bontoux, under whose auspices this institution brought out the Banque des Pays Autrichiens, and within the last few weeks the Banque des Pays Hongrois. The first of these is selling at a premium of 125 fcs., the second at a premium of 50 fcs while the 500 fcs. shares of the Union Generale itself was actually at 1245 fcs.

The Credit Lyonnais, which lately raised its capital from 100 to 200 million francs, has now 36 branches distributed all over Paris, 29 throughout the department of France, 8 foreign agencies, and its head office still at Lyons. Its shares are now at 900 fcs.

The Banque de l'Union Departementale of Paris has apparently struck a bonanza in bringing out panoramas. Its Royal London Panorama which opened in Leicester Square, London, with "The Battle of Balaklava," took in during the month of April, its first month, not less than $12,540, and the 500 fcs. shares are now at 950 fcs. The Bank's latest issue, the Panorama of Nice, seems destined to be equally successful. Mr. Hoechester, the manager, who is a live man, evidently believes that money can be made out of the public taste for sight seeing.

C. H. H.

St. Paul and Sioux City Railway.

A deed of conveyance was filed in the office of the Register of Deeds, St. Paul, Minn., on the 14th inst., from the St. Paul and Sioux City Railway Company to the Chicago, St. Paul, Minneapolis and Omaha Railway Company, transferring the St. Paul and Sioux City Railway to the Chicago, St. Paul, Minneapolis and Omaha Company. The deed is declared to be made on condition that the party of the second part will pay the 3 per cent due the State and subject to the liens and incumbrances now existing against the road, which include: 1. A deed of trust dated July 1, 1879, to the Central Trust Company, of New York, as trustees. 2. An extension mortgage dated March 2, 1880, with the same trust company. 3. A further instrument executed between the same parties dated the 30th day of April. 4. A mortgage or trust deed executed by the St. Paul, Stillwater and Taylor's Falls Railway Company to Horace Thompson and William B. Dean, trustees, dated January 1, 1879, to secure the sum of $334,800, according to the terms and conditions of certain bonds denominated first mortgage bonds, issued by the company. The deed is dated the 9th day of May, and is executed by the St. Paul and Sioux City Railway Company, by H. H. Porter, President.

Philadelphia and Reading Companies.

The following is the comparative statement of the Philadelphia and Reading Railroad Company and the Philadelphia and Reading Coal and Iron Company for the month of April, 1881 and 1880:

	1881.	
Gross receipts:	Month.	Year to date.
Railroad traffic ...	$532.251 76	$2,731,758 12
Canal traffic.....	9,951 60	L49,462 55
Steam colliers.....	364 33	92,319 68
Richmond coal barges	L1,157 28	L94 25
Total Railroad Co.	$541,410 41	$2,774,521 00
Reading Coal & Iron Co	38,628 71	248,855 61
Total of all...	$580,039 12	$3,023,376 61
Tonnage and passengers:		
Tons of coal on railroad.	576,031.13	2,759,581.06
Tons of merchandise...	532,147.09	2,355,589.14
Passengers carried..	845,604	3,750,437
Coal transp. by steam colliers..	43,245.00	209,976.00
Tons of coal mined:		
By Coal and Iron Co	253,346 16	1,203,840.02
By tenants....	119,426.06	538,956.02
Total mined from lands owned and controlled by Co. and from leasehold estates.	372,773.02	1,742,796.04

	1880.	
Gross receipts:	Month.	Year to date.
Railroad traffic....	$561,342 27	$2,889,383 14
Canal traffic.....	76,693 20	2 736 66
Steam colliers.....	1,708 75	107,084 72
Richmond coal barges..	4,417 70	4,921 97
Total Railroad Co..	$644,161 92	$3,004,136 49
Reading Coal & Iron Co.	28,953 66	L75,834 98
Total of all....	$673,115 58	$2,828,301 51
Tonnage and passengers:		
Tons of coal on railroad.	637,344.08	2,681,670.19
Tons of merchandise....	531,375.17	2,452 081.02
Passengers carried	786,687	3,609,422
Coal transp. by steam colliers	50,053 00	217.648.00
Tons of coal mined:		
By Coal and Iron Co	318,726.07	1,295,442.02
By tenants	100,806.12	430,187.02
Total mined from lands owned and controlled by Co. and from leasehold estates....	419,532.19	1,725,629.04

General Manager Tallmage of the Missouri Pacific line, has received instructions to proceed at once with the construction of a line of road leaving the main line of the Missouri Pacific at Pacific Junction and running thence through Polk, Dade and Jasper counties to Carthage. Franklin, Marias, Miller, Camden, Hickory, Dallas. This line will open up a new and very rich section of Missouri and will shorten the through line to Texas by about thirty miles.

Elizabethtown, Lexington and Big Sandy Railroad.

By referring to an advertisement in another column, it will be seen that Messrs. Fisk & Hatch, 5 Nassau St., this city, have for sale the first mortgage 6 per cent sinking fund gold bonds of this company, of which less than $2,000,000 now remain, and which they offer at 102½ and accrued interest—subject, however, to further advances without notice.

The Big Sandy and Chesspeake and Ohio route to the sea is not only nearly one hundred miles shorter than three of the older trunk lines, but its grades are, for both East and West bound traffic, much lighter, and fuel and railroad supplies are obtainable at an almost nominal price.

The Local Traffic of the Big Sandy route promises to be enormous. Opening to the world, as it does, a comparatively unsettled region, whose intrinsic treasures will be developed by the many branch roads already finished or in process of construction, all of which will be feeders to the main stem.

Model Street Car.

In our issue of May 21, quotation was made from the "Philadelphia Record, describing a "Model Street Car," embracing many valuable improvements constituting the most perfect Tram Car hitherto made. The public will be further interested to know that these cars were made for the "Green & Coates Streets City Passenger Railway" of Philadelphia, by the "John Stephenson Company Limited" of New York, which company have received additional orders from the Green & Coates S reets Railway Co."

Scales and Testing Machines.

The Philadelphia Scales and Testing Machine Works, Riehle Bros., Proprietors, announce that they are very busy filling orders for their well-known make of Scales and Testing Machines. Their New York and Pittsburg store, require a large number of goods to replenish depleted stock, and large shipments to the various agencies West and South have been made. The Northern Pacific Railroad, Department of Docks New York City, have recently ordered their well-known Testing Machines.

Wm. Warton, Jr., of Philadelphia has taken the contract for the construction of a first-class passenger railway at Cape May, the road to be finished and in running order by the 26th of June. It is to run from the Sea Breeze House along the beach, and in front of the principal hotels, and extend to Schellinger's Landing, a distance of two-and-a-half miles.

On the 21st inst. forty stock cars, equipped with the Westinghouse Air Brake left the Pittsburg stock yard for the east. The introduction of the automatic brake is something new on stock cars and promises to supersede the old style of brake.

AMERICAN Railroad Journal. ESTABLISHED 1832.

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New York, Saturday, May 28, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

Col. Thomas A. Scott.

In the death of Col. Thomas A. Scott one of the oldest and most celebrated railroad men of this important period of railroad history has passed away. For a long time, as has been widely known through frequent press dispatches, he has been in a critical condition from strokes of paralysis, the third of which occurred May 4th while about to attend the wedding of a son of his old friend, Theodore Cuyler, Philadelphia. A slight injury in a railroad accident about twenty five years ago is said to have been the indirect cause of his illness. Since the third shock of paralysis there have been intervals of a few days in which he has rallied somewhat, and it was thought that his removal to his country seat at Woodburn, near Darby, Pennsylvania, would be beneficial to him. He was consequently removed to Woodburn on the 16th, but while for a few days the change appeared to do him good, he suffered a relapse, and on the following Saturday, after sinking gradually during the previous two days he died at his quiet country home, where he had been looking forward hopefully to spending the summer, surrounded by members of his family and several of his railroad friends. He was born at London, Franklin Co., Pa., on the 28th of December, 1824, and was consequently in his fifty-seventh year at the time of his death.

Col. Scott has been so prominently identified with the great railroad system of the country that to one familiar with our railroad history there is now little to learn concerning the different steps of his remarkable and brilliant career; for few men while in active life have been the subjects of more biographical sketches, or have been more carefully studied and described in the different stages of their achievements than this great railroad manager. His career was not so striking in diversities as in the direct line it seemed naturally to follow. From the time of his entering the service of the Pennsylvania Railroad Company in 1850 (previous to which after a few years at a village school, he had spent most of his time in a country store and in two positions as collector of tolls) to the time of his last illness he was moving continuously forward in the work for which he was pre-eminently adapted; always progressive and always standing foremost among those who not only knew how to plan but also how to execute, he followed a course for which nature peculiarly fitted him. While favored to a remarkable degree by physical adaptabilities to his calling he was conspicuously a self made man. He saw with a wise self study early in his career the field in which his powers could be used to the best advantage and with a discernment as valuable as it is rare never wasted his energies in attempting to gratify unwarranted ambition in other departments of business of public life. An illustration of this is seen in the fact that with both of our great political parties he has been esteemed a popular man and neither, by public act of his, could claim him wholly as its own; honors were not sought by him from either, though he was deeply interested in the welfare of his country and could always be relied upon for help in times of public need and peril. To his remarkable powers of concentration and the ready discernment of his abilities perhaps more than to any other causes can be attributed his great success in life. But while this seems apparent the public enterprises which are deprived of his services cannot help feeling that their great loss may be partially attributed to his final habit of unconsciously overtaxing himself; a habit engendered by very the elements of his success, found in his magnificent physical powers leading him to forget that there were limits to human endurance in arduous and responsible positions.

The benefits given to the world by the life works of a man like Col. Scott are not limited to special interests or to local enterprises. The force exerted by him is felt in manifold departments of business and extends into the greatest elements pertaining to material development and prosperity. Exerted directly upon the perfecting of railroad systems and enhancing their values his efforts have been felt and their results will be long recognized in the important material advancement which marks the wonderful history of our country, as well as of her railroads, during the past quarter of a century.

American Railroad Prospects.

A foreign opinion concerning American railroads and their securities is given as follows by Herapath's Railway Journal of London, in an editorial of its issue of May 7th: "The outlook for the great trunk railroad systems of the United States still appears to us to be very encouraging, and the high rates ruling for their stocks and bonds upon the markets of New York, Philadelphia, and Boston seem to justify our assertion. After all, the Americans themselves must be the best judges of American business prospects; and when we find the stock markets of the three great centres named all exhibiting a fair amount of steadiness, and even of firmness, we are clearly justified in asserting that the general commercial situation remains tolerably good in the United States. It could, indeed, scarcely be otherwise. Never since it was established in the days of Washington has the American Union basked in such a sunshine of prosperity. A vast development of agriculture, a great extension of metallurgy and manufactures, a decided reduction in the rate of interest on money, an incredible influx of more or less valuable European immigrants, these are the great influences which have given an animation and a vigor to American business generally, such as it has never before exhibited. Another circumstance which has contributed to the increased prosperity of the great trunk railroad interest of the United States is the conclusion of something like a reasonable agreement between managers for the establishment of fares and freights at a level which will yield a tolerable remuneration for the capital engaged. In times past American railroad managers appeared to fancy that they were never showing themselves to be good men of business unless they were endeavoring to reduce themselves and their neighbors to the verge of bankruptcy. Happily, however, such suicidal folly as this is now a mere matter of American railroad history, and American railroad men see that if the interests committed to their charge are to be maintained in anything like a satisfactory condition it will never do to cut one another's throats.

"There are five great influences which appear to us to be telling in favor of American railroads. We will set these influences out seriatim. The first of them is the wide-spread tendency to amalgamation, or as the Americans term it, consolidation. The advantages of

amalgamation or consolidation are, in certain cases, obvious. In the first place an amalgamation averts the danger of future possible competition, yet this has no great effect in America, the amalgamations there being generally of extension lines rather than of parallel lines; in the second place it economises some management charges, and in the third place it strengthens credit where credit is unhappily low and drooping. The second great influence which is now calculated to promote the prosperity of American railroads is the growing cheapness of money. Seven or eight years since even a prosperous American railroad fancied it was doing extremely well if it could issue bonds at 6 per cent per annum; but now when the Federal treasury is talking seriously converting the 6 per cent and 5 per cent debt of the United States into 3½ per cent, it quite clear that 4½ per cent or at the most per cent will be the American railroad bond interest of the future. A Company like the Pennsylvania or the Baltimore and Ohio, which has bonds falling due in almost every year, will realize in the course of the next decade very considerable economies from the power which it now possesses to negotiate loans upon easier terms. The third great influence which is calculated to increase the value of American railroad stock, is the widely extended employment of steel rails. As we have observed upon more than one occasion, iron rails fare badly in the capricious and variable climate of the United States, while steel rails are enabled to make a much better resistance. An important saving can scarcely fail to be realized under this head in future maintenance charges. Fourthly, we have only to direct attention to the greatly increased population and wealth of the United States to enable our readers to arrive at the conclusion that the traffic and business of the great trunk railroads of America must certainly grow as years roll on. It is true that this growth of traffic may involve a necessity for more sidings, extensions, and duplications; but even if this is the case, there must still be a good balance of additional profit to the credit of stockholders. The fifth circumstance which is calculated to increase American railroad dividends is the more sensible policy of avoiding ruinous rate cutting which now prevails among railroad managers and to which we have already directed attention. Altogether, American railroad prospects appear to us to be decidedly hopeful."

The grading of about forty miles of the extension of the Indiana, Bloomington and Western Railroad from Indianapolis to Springfield has been put under contract. The mileage of the system will be as follows: Indiana, Bloomington and Western proper, 212 miles; extension, Indianapolis to Springfield, 130 miles; the Ohio division, formerly the Cleveland, Sandusky and Co., lumbus, 191 miles; the Ohio Southern, 116 miles; the Jackson to Wellington branch, 15 miles. The company how has in actual operation 516 miles, and in process of construction 145 miles.

Railroad Earnings.

The earnings of the Indiana, Bloomington and Western Railroad for the week ending May 15, 1881, were $20,996 02, against $19,099 70 same term in 1880, an increase of $1,896 32.

The earnings of the Burlington, Cedar Rapids and Northern Railroad for the week ending May 14, 1881, were $36,699 12, against $30,627 98 last year, a gain of $6,071 14.

The gross earnings of the Minneapolis and St. Louis Railway for the month ending April 30, 1881, were $38,003 61; same month in 1880, $75,081 57; increase in 1881, $37,077 96.

The approximate earnings of the Denver and Rio Grande Railway for the third week in May, 1881, were $122,136; do. 1880, $44,976; increase, $77,160 Miles now operated, 690; miles operated last year, 337.

The earnings of the Northern Pacific Railroad for the third week in May, 1881, were $30,447; third week in May, 1880, $49,138—increase, $31,309. From January 1, to May 22, 1881. $766,290, same period in 1880, $611,496, increased, $154,794.

The earnings of the St. Louis and San Francisco for the third week in May, 1881, were $72,600; third week in May, 1880, $42,200, increase, $30,400. From January 1, to May 21, 1881, the earnings were $1,-105,765; same period previous year $886 143, increase, $219,622.

The earnings of the Flint and Pere Marquette Railroad for the week ending May 14th, 1881, were $37,642 20; against $25,940 85 for the corresponding period of the previous year, an increase of $11,701 35. From January 1, to May 14, 1881, the earnings were $657,718 70; same period in 1880, $560,571 75—increase, $97,146 95.

The earnings of the Louisville and Nashville Railroad for the second week in May, 1881, were $185,-700; corresponding week in 1880, $141,000, increase, $44,700. From January 1, to May 14, 1881, the earnings were $3,783,283, against $2,711,166 for the corresponding period of 1880, an increase of $1,072,-117.

Personal.

W. J. Ritchie, Chief Justice of the Dominion of Canada, has been knighted.

John W. Garrett President of the Baltimore and Ohio Railroad Co., is expected home from Europe about the first of June.

M. C. Jameson has been appointed assistant treasurer of the Norfolk and Western Railroad Co.. with headquarters at Lynchburg, Va.

At the meeting of the Atlantic and Pacific Railroad Company in Boston May 19, Thos. Nickerson was re-elected president.

William A. Guest & Co., this city, bankers and dealers in iron and steel rails, have removed from 17 Nassau street to 41 and 43 Pine street.

Wm. W. Lang, President of the Southwestern Immigration Company, sails for Europe in the interests of that company, on Saturday of this week, in the City of Berlin.

Herman R. LeRoy, a member of the New York Stock Exchange, and treasurer of the Union Club, has been admitted as partner in the banking house of Clark, Dodge & Co.

At the annual meeting of the stockholders of the Pittsburg, Fort Wayne and Chicago Railroad Company held at Pittsburg, May 19, L. H. Meyer, of New York, Charles E. Speer, of Pittsburg, and Jesse L. Williams, of Fort Wayne, were re-elected directors. The vote polled represented $20,390,000.

At a meeting of the Board of Directors of the Pittsburgh, Cincinnati and St. Louis Railway Company, hold at Pittsburg on May 13, 1881, J. N. McCullough was elected first Vice President, William Thaw, second Vice President, and Thomas D. Messler, third Vice President and Comptroller.

The venerable Peter Cooper explains the manner in which he earned his fortune as follows: "I learned three trades. I learned to be a brewer, a coachmaker and a machinist, all before I was 21 years old. I worked three years at $1 50 a day, and saved enough out of that to get a start in life. I was making machines to shear cloth; then I bought the patent right of the machine and made them for sale. That was before the war of 1812. I determined to give the world an equivalent in some form of useful labor for all that I consumed in it. I went on and enlarged my business, all the while keeping out of debt. I cannot recollect a time when I could not pay what I owed any day. I would not spend money before I earned it. Another rule I had was to keep clear of the banks; I never asked them for accommodation; I never got them to discount notes, because I did not wish to incur an obligation without a certainty of being able to pay it. I that way I managed to keep clear of panics. My rule was 'pay as you go.' I can't remember the time when any man could not have had for the asking what I owed. Another thing I wish to say: all the money I ever made was in mechanical business, and not in speculation."

Organization.

Certificates of incorporation have been filed with the Secretary of State of Ohio of the Toledo, Delphos and Burlington Railroad Company, branch line; and of the Paulding and New York Railroad Company, capital $20,000.

At a meeting of the stockholders of the Leadville Consolidated Company on the 20th inst., the following trustees were elected: L. B. Elkins, J. B. Chaffee, L. M. Lawson, T. W. Shannon, R. C. Shannon, H. B. Bacon, P. A. Hegeman. L. M. Lawson was elected president, T. W. Shannon vice-president, and A. Ebert secretary and treasurer.

The stockholders of the Manchester and Keene Railroad Company have elected the following board of directors: W. W. Bailey, B. F. Kendrick and G. Y. Sawyer, jr., of Nashua; George B. Twitchell, of Keene; Charles E. Paige, of Lowell. W. W. Bailey was elected president; Thomas E. Hatch, clerk; John H. Buttrick, treasurer.

The stockholders of the Des Moines and Kansas City Railroad Company elected on the 12th inst. as directors William M. Jones, H. E. J. Boardman, T. E. Browne, J. H. Blair, Samuel Merrill and Charles S. Jones. The officers are: William M. Jones, president; H. E. J. Boardman, of Marshalltown, vice-president; T. E. Brown, treasurer; Charles J. Jones, secretary.

The Secretary of State of Illinois has licensed C. J. Burnes, J. C. Thomas, John S. Kendall, T. B. Levey and Leonard E. Rubold, all of Chicago, to organize the Illinois and Indiana Coal and Railway Company, with a capital of $1,000,0000, for the construction of a railway from Effingham, in Effingham County, through Jasper and Frawford counties to the western boundary of Indiana. The first board of directors are the gentlemen above named.

The directors of the Atlantic and Pacific Railroad Company, recently elected, are: Thomas Nickerson,

T. Jefferson Coolidge, Isaac T. Burr, Charles J. Paine, George B. Wilbur, George C. Lord, Jesse Seligman, Edward F. Winslow, Fred Butterfield, Joseph D. Fish, Horace Porter, Francis B. Hayes and Hobert Harris. Thomas Nickerson was re-elected president; E. F. Winslow, vice-president, and the other officers held over for the ensuing year.

At the annual meeting of stockholders of the Flint and Pere Marquette Railroad Company, held May 18, 1881, the following gentlemen were unanimously elected directors: Jesse Hoyt, Alfred M. Hoyt, Cornelius D. Wood, of New York; Wm. W. Crapo, Francis Hathaway, Loum Snow, of New Beford, Mass.; Lewis Pierce, of Portland, Me.; Abram G. Brower, of Utica, N. Y.; Wm. L. Webber, H. C. Potter, H. C. Potter, jr., of East Saginaw.

John I. Blair, representing the bondholders who have recently secured control of the Green Bay and Minnesota Railway and changed the name to Green Bay, Winona and St. Paul, filed articles of association with the Secretary of State of Wisconsin May 16. The capital stock of the new corporation is $10,000,000, and the length of road from Green Bay ot Winona, with a branch from Onalaska to Winona, is 219½ miles.

At a meeting of the stockholders of the Washington and Chesapeake Railroad Co., at Suitland, Md., the following officers were elected: A. W. Dimock, New York, president; S. T. Suit, Md., treasurer; George T. May, Washington. secretary, with the following board of directors: A. W. Dimock, S. T. Suit, Thomas Donaldson, S. I. Wailes, George W. Wilson, W. J. Murtagh, J. L. Husband. The road is to be put under contract at once.

Articles of association of the Illinois and Indiana Railway Company have been filed in Indiana. Capital stock, $3,000,000; directors, William Burdon, R. B. Caldwell, John B. Thompson, William J. Leddell, E. B. Crum, H. Altman and Jos. M. Hurlbert. The road is to be run through the counties of Dearborn, Ripley, Decatur, Bartholomew, Brown, Monroe, Owen, Green and Sullivan, 160 miles. This is to be a narrow gauge road, and will be an extension of the Effingham, Sullivan and Swiss City road.

At the annual meeting of the stockholders of the Nashua, Acton and Boston Railroad Company the following gentlemen were elected directors to serve for the ensuing year: John C. Moulton, Frederick Smyth, James W. Johnson, Samuel N. Bell, Benjamin A. Kimball, Francis B. Hayes, Henry C. Sherburne, J. Thomas Vose, William Power Wilson, Joseph B. Clark, Dana Sargent. John C. Moulton, of Laconia, N. H., was elected president, Frank B. Cook treasurer and John B. Goodrich clerk.

The annual meetings of the stockholders of the Sioux City and Pacific Railway Co., the Cedar Rapids and Missouri River Railroad Co., the Iowa Falls and Sioux City Railroad Co., the Maple River Railroad Co., the Iowa Railroad Land Co., the Moingona Coal Company, Western Railway Construction Company, Blairtown Lot and Land Company, Sioux City and Falls Town and Lot Company and Missouri Valley Land Company were held in Cedar Rapids, Ia., May 19. The directors of each company remains the same.

At the recent annual meeting of the stockholders of the Central Vermont Railroad Company at St. Albans, Vt., the following were elected directors: J. Gregory Smith, St. Albans; James R. Langdon, Montpelier; Benjamin P. Cheney, Boston; George M. Rice, Worcester; Jacob Edwards, Boston; W. C. Smith, St. Albans; John H. Kimball, Bath, Me.; Jed P. Clark, Milton, Vt.; B. B. Smalley, Burlington, Vt.; James W. Emery, Portsmouth, N. H.; Olit Drury, Boston; W. H. H. Bingham, Stowe, Vt.; W. H. Dubois, Randolph, Vt.

Articles of incorporation were filed in the office of the County Clerk of New York County on the 20th inst., for the North Horn Silver Mining Company; capital stock, $4,000,000, divided into 400,000 shares of $10 each; trustees, Thomas J. Hurley and eight others. The Golden King Mining Company; capital stock, $500,000, divided into 209,000 shares of $2 50 each; trustees, Elisha Riggs and four others. The El Dorado Canon Mining Company; capital stock, $1,000,000, divided into 100,000 shares of $10 each; trustees, J. Raymond Thomson and four others. The Big Basin Mining Company; capital stock $500,000, to be divided into 500,000 shares of $1 each. The trustees are Robert Sewell and four others. The Mina Rica Mining Company; capital stock, $1,000,000, dsvided into 200,000 shares of $5 each. Trustees, Joshua C. Sanders and four others.

The St. Louis and Texas Railroad Company of Arkansas was organized at Little Rock on the 20th init., by the choice of the following board of directors: S. A. Barnes, St. Louis; William Black, Brinkley, Ark.; N. T. White, Pine Bluff, Ark.; John Parham, Forest City, Ark.; G. W. Brown, Camden, Ark. The officers are: President, J. W. Paramore, St. Louis; vice-president, S. W. Fordyce, Hot Springs; treasurer, Leonard Matthews, St. Louis; secretary, George D. Fisher, St. Louis. The road is to be built by September, 1882. George B. Hibbard, of St. Louis, has the contract for its construction. Four corps of engineers are in the field. The road runs through Arkansas midway between the St. Louis and Iron Mountain Railroad and the Mississippi River. Mr. Paramore is also president of the Texas and St. Louis Narrow Gauge Railroad Comsany. Work will begin immediatoly.

At the annual meeting of the stockholders of the Missouri, Kansas and Texas Railroad Co., held at Parsons, Kansas, on the 18th inst. the following directors were elected: Jay Gould, Sidney Dillon, G. J. Forrest, Thos. T. Eckert, Wm. Bond, M. S. McReady, A. G. Dulman, Sam Sloan, Thos. W. Pearsol, Fred. L. Ames, Frank S. Bond, R. S. Hays, H. C. Cross, C. H. Platt and David Kelso, the three latter being of Kansas. Jay Gould was re-elected president, H. B. Henson secretary, and Judge David Kelso attorney for Kansas. Resolutions were adopted approving all mortgages and contracts made to the Gould management in reference to the Missouri, Kansas and Texas road during the time they have had possession of the same, to continue the construction of the road through to the City of Mexico, and to increase the stock of the consolidated company $47,000,000 for that purpose.

A meeting of the stockholders of the Wheeling, Parkersburg and Charleston Railroad Company was held as Parkersburg, W. Va., on the 19th inst., at which the following directors were elected: Ohio county, Captain John W. McLure and W. F. Peterson; Wood county D. R. Neale, W. N. Chancellor, C. H. Shattuck and G. W. Thompson, Jr.; Pleasants county, R. H. Browse; Roane county, William Woodward; Kanawha county, Isaaac N. Smith and B. W. Byrne. At a subsequent meesing of the directors the following officers were elected: President, D. R. Neale; vice-president, G. W. Thompson, Jr.; secretary and treasurer, W. N. Chancellor. C. H. Shattuck and G. W. Thompson, together with the president, were constituted the executive committee of the board. The survey is going forward satisfactorily, and the Eastern syndicate reported through Senator Camden, who was present, that just as soon as the counties comply with the understanding in reference to the survey and right of way they are ready to begin carrying out their agreement.

The whistles on the Philadelphia, Wilmington and Baltimore Railroad are being changed to the kind in use on the Pennsylvania Railroad, and the platform steps on the passenger cars are being changed to conform to those used on the same road.

The Pennsylvania Supreme Court affirmed, on the 23d inst., the decree of the Court of Common Pleas declaring Frank S. Bond and others as the legally elected officers of the Philadelphia and Reading Railroad Company. Judges Sherwood, Trunkey and Sterrett dissented.

The plan for the re-organization of the South Carolina Railroad Company has been agreed upon by a majority of the stock and bond holders, in whose interests the road, when sold, will be bought in.

The Hilo and Kilauea (Hawaiian Islands) Railroad—Jordan's narrow-gauge road—has commenced operations. At present the business of the road is conveying road material from one point to another several miles apart.

A scheme has been projected in Japan for building nearly 1,000 miles of railway, running to the western and northern limits of the main island, and a native company is being formed for the purpose of carrying it out.

The Rogers Locomotive Works, Paterson, N. J., recently shipped by steamer from New York the nine locomotives which they had been building for a Spanish railroad. They are the first American locomotives to go to that country.

The Brooks Locomotive Works, Dunkirk, N. Y., are filling order for 23 locomotives for the Utah and Northern Railroad. Seven have already been delivered, and the rest are to be sent from the works at the rate of two each month.

W. H. Stevenson, of Ottawa, has been awarded the contract for the grading of the Napanee, Tamworth and Quebec Railway work. It is to be begun without delay, and completed by the 15th of November next.

The American Waltham Watch Company has received the only gold medals awarded to any exhibit of watches at the International Exhibition at Melbourne, Australia.

Judge Traverse, of Iowa, has decided that railroad companies are liable for animals run over by their trains on public highway crossings on Sunday.

There are now 3,300 men employed in the locomotive works at Paterson. Their wages amount to $1,650,000 annually. The works are being greatly enlarged.

Work was commenced on the Laclede and Fort Scott road, fourteen miles west of Lebanon, May 18.

The opening of the Mexico-Cuanta Railroad will take place on the 16th of June.

The Charlotte, Columbia and Augusta Railroad is being relaid throughout with steel rails.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending May 14, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad...	120 685	3,077,637	2,930,555
Schuylkill Canal....	13 207	75,472	127,769
Lehigh Valley.....	70 198	2,326,340	1,824,435
Del., Lack. & Western.	62,713	1 418,587	1,204,601
Shamokin Valley....	20,406	365,596	294 152
Central New Jersey.	86,587	1,405,834	1,186,166
United R. R. of New Jersey.....	24,682	560,498	360,844
Pennsylvania Coal ..	22.921	390,313	326,955
Delaware and Hudson	52,397	1,218,000	1,110,952
Huntingdon & Broad Top Mt.....	7,740	158,819	186,869
Penn. and New York.	22,421	587.189	498,142
Clearfield, Pa.....	46,306	845,757	433,189

The total tonnage of anthracite coal from all the regions for the week ending May 14, as reported by the several carrying companies, amounted to 414,269 tons, against 388,904 tons in the corresponding week last year, an increase of 25,-865 tons. The total amount of anthracite mined for the year is 9,018.295 tons, against 7,619,916 tons for the same period last year, an increase of 1,398,379 tons. The quantity of bituminous coal sent to market for the week amounted to 103,147 tons, against 88,279 tons in corresponding week last year, an increase of 14,868 tons. The total amount of bituminous mined for the year is 1,704,-930 tons, against 1,361,632 tons for the corresponding period last year an increase of 343,298 tons. The total tonnage of all kinds of coal for the week is 517,416 tons, against 477,183 tons in corresponding week last year, an increase of 40,-233 tons, and the total tonnage for the coal year is 10,728,225 tons, against 8,981,548 tons to same date last year, an increase of 1,741,677 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending May 14 was 169 955 tons, of which 117,157 tons were coal and 52 708 tons coke. The total tonnage for the year thus far has been 3,289,561 tons, of which 2,347,916 tons were coal and 941,645 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended May 14 were 42,294 tons, and for the year to that date 537,725 tons, a decrease of 57,903 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 22,227 tons; year, 503,033 tons; decrease as compared with 1880, 7,289 tons. Chesapeake and Ohio Canal—week, 17,030 tons; year, 74,980 tons; decrease as compared with 1880, 21,078 tons. Pennsylvania Railroad—week, 3,047 tons; year, 59,712 tons; decrease as compared with 1880, 29,474 tons.—[Phila. Ledger, May 23.

A Deadhead Black List.

The misuse of railroad passes has grown to be so wide spread that the Western Association of General Passenger and Ticket Agents have decided to issue a monthly black list, containing the names of those persons "who shall obtain by false representation any free transportation, or having legitimately obtained any such transportation shall use it for any other purpose than expressed or implied in the terms specified in the pass or permit, by selling, lending, or in any wise disposing thereof." It is intended to thereafter debar any person whose name is entered on the list from receiving free transportation over the roads represented in the association. The first number of the black list has just been published; it contains the names of business men, legislators, editors, and all sorts of officials, all over the West, who have loaned or sold their road privileges, and Wisconsin is fully represented. It is creditable to the press of the State, however, that the newspaper men mentioned are in nearly every instance those who are connected with insignificant cross-roads sheets; one member of the Legislature is involved. The publication of this black list will doubtless soon put a stop to the pernicious and dishonorable practice of loaning passes. As for the men who sell their passes, they should be prosecuted.—[Madison (Wis.) State Journal.

New Route to the Northwest from Spartanburg.

A meeting was held at Rutherfordton, N. C., on the 20th inst. in the interest of a new route to the Northwest from Spartanburg, S. C., via Rutherfordton and Marion, N. C., to Cranberry Iron Works in Mitchell county, N. C, to connect with the railroad now being built from Johnson City, Tennessee, on the East Tennessee, Virginia and Georgia Railroad, to Cranberry Iron Works, which is running sixteen miles, and will be completed to the latter point by the 1st of September next. Representatives attended the meeting from Spartanburg and Greenville, S. C.; Charlotte and Marion, N. C., and Jonesboro', Tenn. A resolution was passed unanimously favoring the building of the whole line; also, resolutions favoring the immediate survey of the road from Rutherford to Spartanburg—a link in the proposed line—and the organization of the company under charters granted in both States; also, pledging Rutherfordton county to contribute her full share of aid in building the road. The speakers all alluded to the importance of railroad connection centering in Spartanburg, and favored extending this new line from the Northwest to Spartanburg as the best objective point. Spartanburg is a point on the proposed Virginia Midland extension which is to connect Baltimore with the principal Southern cities.

Gauges of Railways in the New Dominion.

There are three different gauges in use in the Dominion of Canada: the ordinary gauge of the United States, the old broad gauge, and the newer narrow gauge, but both of the latter are giving way to the former. We compare the length of road having different gauges in the two years :

	Gauge.	1880. Miles.	1879. Miles.
Railways in operation	5 ft. 6 in.	289.04	391.74
" "	4 ft. 8½ in.	5,916.14	5,177.27
" "	3 ft. 6 in.	686.00	686.00
Total.....		6,892.17	6,255.01

—which shows that the increase has all been under the head of 4 ft. 8½ inch gauge, and that 102 miles of broader gauge track has been taken up. Track has been laid, we are informed, on 6,254 miles of the 4 ft. 8½ in. gauge, and the increase in length of road in operation of that width is 739 miles over 1879.

The Shenandoah Valley Railroad Company have decided to build their own line all the way from Waynesboro' to Roanoke, not on account of any difficulty in securing the use of the Richmond and Alleghany's tracks from South river to Buchanan, but because of the iron fields which the Shenandoah Valley is anxious to traverse. The Richmond and Alleghany's roadbed is the towpath of the old James River and Kanawha Canal, and is on the north bank of the river for most of the way by the iron tracks, while the latter are on the south side. Accordingly the Shenandoah Valley will choose the latter route.

Tunnel Under the English Channel.

Work on the Tunnel between England and France is said to be progressing favorably at the rate of 25 feet per day, and has already been carried to a distance of above 300 yards. This is in the shape of a driftway of about seven feet in diameter, opening near the mouth of the tunnel on the west side of Abott's Cliff. Commencing here, it runs in a line parallel with the line of railway and follows the natural dip of the strata. The idea is to continue in this way until a depth some 200 feet below the bed of the Channel is reached. It is then confidently hoped by geologists that the character of the geological formations will admit of the engineering operations being advanced in a direct line or level, so as to allow of a corresponding rise on the other side of the Channel. The operations are carried on under the directions of Colonel Beaumont, the chalk being cut by a disc furnished with cutters, which is worked by one of that gentleman's compressed air engines. It is a most ingenious mechanical contrivance, and for more reasons than one is peculiarly adapted to the work which it is performing here. The disc makes two revolutions per minute, slicing off the chalk to the thickness of a quarter of an inch at each revolution. There is no change in the soil, which is still gray chalk, and there is a remarkable freedom from the percolation of water.

Since July 1, 1880, 6,130 miles of new railroad mail service has been established by the post office department. As the department avails itself of the increased facilities for mail transportation afforded by every mile of new railway constructed in the country, this 6,130 miles may be said to represent quite accurately the full extent of railroad extension of the past eleven months.

The New York, Pennsylvania and Ohio Railroad Company opened its new branch from Sharon, Pa., to Middlesex, Pa., on the 22d inst. Work was commenced on this line last September and the entire cost has been $100,000. The object of building this line to Middlesex is to secure the business of the very extensive rolling mill located there.

A charter has been granted by the Governor of Pennsylvania to the Ohio and Baltimore Short Line Railway Company to construct a railroad from a point near the borough of Washington, in that State, to a point near the borough of Connellsville, in Fayette county, the length of said road to be forty-six miles, and the capital stock $1,000,000.

In the United States Circuit Court Philadelphia on the 20th inst., Judge Butler appointed Charles R. McConkey Receiver of the Middle Division of the Peach Bottom railroad. The required security is $20,000. Sussex D. Davis of Philadelphia was appointed Special Master under the Receivership.

The engineers of the Baltimore and Drum Point Railroad are engaged in making additional surveys with a view to the location of the road between Baltimore and the Annapolis and Elkridge Railroad. Work was commenced at Brooklyn, near the Anne Arundel terminus of Light-

street bridge, and the surveys are proceeding in the direction of Curtis creek. Nicholas Goldsborough is Chief Engineer of the road.

Southern Pacific Railroad.

The San Francisco Daily Stock Exchange announces, on the authority of President Crocker, that in a couple of months the Southern Pacific Railroad Company will begin an extension of their road from Soledad southward, to connect with the main line at or near Bakersfield; again, from a point at or near Mohave a new line will be built eastward, through Cajon Pass, to strike the present line near Colton, straightening up the present route and shortening the line a matter of 100 miles or so. The new line from Soledad will be built straight to Paso Robles Springs, in San Luis Obispo county. It will then strike eastward through Estrella valley, coming out south of Tulare Lake to Bakersfield. The section, from Mohave to Colton, will cut off the present detour through San Fernando valley to Los Angeles, a road which, when the new one is completed, will be used simply for the running of local trains. Indeed, it is not impossible that it may be torn up, as the San Fernando tunnel is a constant expense to the company.

Iron Excursion Boats.

The iron steamboat Cetus, which recently arrived from Philadelphia, has had her saloons fitted up, and is now in readiness to take her place in the Iron Steamboat Line, which is advertised to begin regular trips on Saturday the 28th inst. Two other boats of similar build are expected to join her on that day. One of these has been built at Cramp's yard, where the Cetus was launched; the other comes from Roach's yard. The company have contracted for four more iron steam-boats. A trial trip was made by the Cetus around the Bay on Monday, when she was saluted by the whistles of the numerous steam vessels which were passed. She promises to be a very swift boat, and will doubtless be capable of making 20 miles per hour. Her dimensions are: Length, 212 feet; breadth of beam, 32 feet, and depth of hold, 7½ feet. The hull has been powerfully braced, and is divided into 15 water-tight compartments. All of the latest contrivances for the avoidance of disasters have been used in her construction. The whole interior is lined with iron, and it would be impossible for a fire to make any serious headway even if one should originate. Her cabins are furnished in the most luxurious manner. The Cetus will accommodate 2,000 passengers with ease. At a distance she looks very much like one of the old wooden excursion steamers. Her cost is about $200,000.

Grand Junction (Canada) Railway.

The Belleville Intelligencer, on the authority of Mr. Bickford, says that the Grand Junction Railway will cost the Grand Trunk Railway Co. nearly $1,000,000 to acquire, and then adds:

The Grand Trunk will buy bonds of the Grand Junction to the amount of $860,000, paying 92½ cents on the dollar. The rolling stock will come to about $100,000 more. On the completion of the transaction, work on the elevator, at Belleville, will cease; it being the intention of the Grand Trunk to use the elevator built by Mr. Rathbun. It is strange that some people regard an arrangement which will ensure the efficient working of the Grand Junction as an injury to Belleville; and yet the bonuses given by that municipality could only have contemplated the active working of the road.

Ohio Refunding its Debt.

For the purpose of refunding the debt of the State of Ohio at a lower rate of interest, the Commissioners of the Sinking Fund will receive proposals at their office in the city of Columbus until noon of June 2, 1881, for a loan of $2,800,000, for which registered bonds of the denomination of $100 or some multiple thereof will be issued at a rate of interest not to exceed 4 per cent per annum, payable on the first day of January and July of each year, at the Agency of the State of Ohio in the City of New York; $300,000 of said loan to be redeemable at the pleasure of the State of Ohio, at the same place, on the first day of July 1882; $325,000 on the 1st day of July 1883; $350,000 on the 1st day of July, 1884, and the same amount on the first day of July, 1885; $375,000 on the first day of July, 1886; $500,000 on the first day of July, 1887, and $600,000 on the first day of July, 1888.

The papers in the case of the United States against the Nashville and Chattanooga Railroad Co. have been forwarded by the Solicitor of the Treasury to the United States District Attorney at Nashville, with directions to bring suit at the present term of the court. The amount involved aggregates $300,000, being the principal and interest of certain unpaid bonds of the railroad, purchased by the government for the Indian trust fund.

The contract for the grading of the Napanee, Tamworth & Quebec Railway from Napanee to Tamworth, via Yarker to Colbrook, has been awarded to W. H. Stevenson, of Ottawa, who has been connected with the building of a number of roads, including the Intercolonial Railway. A large number of men will be engaged, and work commenced at once. The contract is to be completed by the 15th November.

The Washington and Chesapeake Railroad, which is to be put under contract at once, will cross the Baltimore and Potomac Railroad at Mariboro', and connect with the Washington City and Point Lookout Railroad at Forrestville, seven miles east of Washington. Its terminus will be at or near Fair Haven, on the Chesapeake bay. The office of the company is at Suitland, Md.

The Chicago, Milwaukee and St. Paul Railway Company filed, on the 16th inst., in the office of the Register of Deeds at St. Peter, Minn., a mortgage in favor of the Farmers' Loan and Trust Company, of New York, for $9,000,000. The money borrowed is to be used on the Mankato and Minneapolis Extension.

Arrangements have been completed for transferring freight cars by ferryboat across the Ohio river between the Chesapeake and Ohio Railway at Ashland, Ky, on the south side of the river, and the Scioto Valley Railroad, on the north side.

The Erie Canal, which was opened for business on the 17th inst., had been closed 166 days, which is longer than for any year since 1846, and it is not known how long before that. The opening day, May 17, is later than for any one of these years except 1875, when it was May 18.

New Ferry Boats.

The Harlan & Hollingsworth Company, Wilmington, Delaware, are building two new ferry boats for the Camden and Philadelphia Ferry Company. They are to be of similar build and eight feet longer than any now on the line, i. e., 145 feet between perpendiculars and 158 feet over all. The breadth of beam is to be 30 feet; from guard to guard, 54 feet; depth of hold, 10 feet 9 inches. The entire hull will be of iron, except the deck plank. There will be bulkheads in case of collision. The main engine will have a 44-inch cylinder, with 10 feet stroke. The water wheels are to be 18½ feet in diameter, 7½ feet face of buckets. There will be one return-tubular, wagon-top boiler, with three furnaces and arches, to have a working pressure of 45 pounds to the inch, and also a donkey vertical boiler, 30 inches in diameter. The outfit is to be two metallic life boats, 18 feet long, a steam pump and hand fire-pump. The boats are to be ready for service by October, and are to cost about $75,000 each.

It has been decided to extend the Danville, Olney and Ohio Railroad (at present an unimportant road running from Kansas, Ill., to Westfield) northward from Kansas, to connect with Chicago and Eastern Illinois at Danville, and southward to intersect the Ohio and Mississippi at Noble, Ill. The road was originally a narrow gauge, but is now being widened, and when completed will furnish another Illinois outlet from Chicago.

Russell Elliott, auditor of the Indianapolis and St. Louis road, has filed his report of the earnings, &c., of the St. Louis, Alton and Terre Haute division in the United States Court at Indianapolis. It shows the freight earnings to have been $103,597 03; passenger, $25,786 60; mail, $1,695 34; miscellaneous, $5,000; total, $137,886 13.

The organization of the Arkansas division of the Texas and St. Louis Railway has been completed. The construction of this division, together with the company's completed road in Texas, will give it an independent through line from St. Louis to the heart of Texas. The system will be known as the Cotton Belt Route.

The contract for boring the tunnel through Boston Mountain, on the Arkansas division of the St. Louis and San Francisco Railroad, between Fayetteville and Fort Smith, has been awarded to Keegan & Scully. The tunnel is to be 1550 feet long, and to be finished by January 1, 1882.

The connection of the Chesapeake and Ohio Railway with the Scioto Valley Railroad at Ashland, Ky., is nearly completed, giving to the former its desired Western outlet and access to the Ohio coal fields, via the Ohio Central Railroad.

Ground was broken on the 23d inst., on the Black Hills and Custer City Railroad which will run from Deadwood, Dakota, to Custer City, with a branch to Rapid City—a total length of about seventy-five miles. It is building by the Homestake Mining Company.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1836	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,500	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,110,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	...
Construction Notes	78,000	7	Jan. & July.	"	1884	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'0	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	963,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) sk'g fd.	2,333,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to State of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	"	1885	....
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,600	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1893	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,874,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,534,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	...
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	..
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'95	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $7,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1890	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of N. J. (Flush., N.S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,885,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid Bds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,610,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.).	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530,000	6*	" "	" "	1890	....
Income bonds, Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1991	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	663,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund	89 ,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	858,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv..						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500.000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie du Chien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.).....	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division)..	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	...
1st Mort. (Wisconsin Valley)..	1,050,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879 ..	6, 40,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	...
1st Mortgage (Chic. & Mil.)....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	500,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mortgage, guar	1,610,000	7	May & Nov.	" "	1907	...
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	...
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	...
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $12,000,000....	3,468,000	7	May & Nov	New York.	1897	...
2d Mortgage for $6,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	...
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati,Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1908	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,645,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1820, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	" "	1888	....
1s. Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" " ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort .(Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York	1890	....
1st Mort. (San., Day. & Cin.) ..	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
2d Mortgage	651,000	7	Jan. and July.	" "	1902	...
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'76-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096 000	6	" "	" "	1892	....
Consol. sinking fund guar	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	$ 600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,602,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'93–'95	....
2d Mort. (" ")	25,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86–'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Loganspt & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	125,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,546,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,446	7	.....	.....	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	5	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1883	....
Detroit, Lansing and Northern:						
1st Mortgage	2 265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division	580,000	7	" "	" "	1894	....
Dubuque and Dakota:						
1st Mortgage, gold, guar	$ 550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80–'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	255,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,000	10	May & Nov.	" "	1883	....
1st Mort.(Bay C. & E. Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	300,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold.	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	800,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'89–'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90–'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed.	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	32,000	7	" "	" "	1892	....
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	....
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport	1883	....
Consolidated Mortgage, 1880.	300,000	5	April & Oct.	Boston.	1910	....
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund,gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.).	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.).	968,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,689,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indiannapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,090	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed.	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed.	600,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	800,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section).	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	....
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Bos on.	....	....
Mortgage on Branches	1,325,000	....	.....	.....	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-5	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.).	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct	Boston.	1907	....
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City,Top.&W.(A.,T.&S.Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income B nds	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1896	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (" ")gold	3 0,000	7*	March & Sept.	New York.	1896	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1886	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1890	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension).	600,000	....	.....	" "	....	....
1st Mort. (La., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd..	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon..		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1852	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1896	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000 000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd.	468,000	7	April & Oct.	Philadelphia.	1892	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	160,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,500,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1920	....
Consol. Mort. S. F. for $5,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	353,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,000	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	...
Maine Central:						
Consolidated 1st Mortgage	3 908,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 800	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1888	...
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	...
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Manh. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	...
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	...
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1909	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	...
1st Mortgage	2,482,200	6	March & Sept.	"	1908	..
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	...
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,800,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	5,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,000,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $1000,000	556,000	8	Apr. and Oct.	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (Northern Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	170,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	485,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	...
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,318,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	849,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,762,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownsville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1895	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $39,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	500,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		" "		....
Third Preferred Debentures	600,000	7		" "		....
Fourth Preferred Debentures	900,000	7		" "		....
Cairo Extension	600,000	6	Jan. & July.	" "	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1893	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	899,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (McM. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn. & Pacific K. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r'	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,500,000	5	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,600	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000.	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D. & H. C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B. & N. F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,432,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,226	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400 000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,496,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1875	2,508,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl M & O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	....	....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	238,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	....	....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	....	....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,475,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						....
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar.	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,960,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar.	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
2d Mortgage, Income, 1880	859,200	7	....	....	....	....
Panama:						
General Mort., stg. (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.	500,000	7	....	....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa. R.R.)	6,400,000	6	....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I. & P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6	....	Philadelphia	....	....
Loan of 1868, debenture	1,136,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510 500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort. $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499 900	7	Jan. & July		1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. stg. sinking fund	19,686,000	6*	Jan. & July.	" "	1906	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,975	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,852,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	5 6,000	3-6	May & Nov.	Philadelphia	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000	13,036,500	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg...	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100,0,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Se ies B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	...
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgag.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage.....	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,500,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)s&g f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds..... ...	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P.&R.)						
1st Mort., Coupon, guaranteed.	650,000	7	March & Sept	New York.	1883	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, s&g. fd....	508,000	6	Jan. & July	Richmond.	1880	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)..	500,000	8	.....	"	1888	...
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,227	6*	Jan. & July.	London.	'85-95	....
Dollar Loan.....	177,516	6	Various.	Richmond.	'80-90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July	Philadelphia.	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) S&g Fd.	422,500	7	March & Sept.	New York.	1910	...
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1893	....
General Mortgage	1,500,000	5	May & Nov	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	-	....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,000,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,000,000	7	" "	" "	1916	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage s&g f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage s&g f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Realestate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,338,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	419,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,084,382	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	.. ..
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	...
1st Mort., L. G., sinking fund...	7,459,809	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. (Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	484,000	7	May & Nov.	" "	1888	....
2d Mort. (" " ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)....	1,628,020	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	6*	Jan. & July	London.	'78-'88	...
1st Mortgage (L.) currency.....	1,051,800	6	" "	New York.	'78-'88	...
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	83,800	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	576,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	251,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	3,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	627,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1905 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	856,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	....
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,180,600	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	320,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	626,000	7	Jan. & July.	" "	'91-'92	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	....	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" " ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb.& Danv.)	1,810,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	550,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	123,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	B ston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1900	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1894	....
reg. { 3d series, Jan. 1, 1871	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1884	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	676,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg.)						
1st Mortgage, extended	1,709,380	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds	228,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1916	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,323,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,378,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1855	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
apt. 30, 1879	60.0	—	2.9	4-8.5	3	4	8	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,784	.....	60.0	48,604	23,302	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
ept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	653,353	1,218,236	559,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,936	Allegheny Valley¶..... Pennsylvania.	21,563,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
une 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)....Ohio.	3,168,633	———	32,247	.....	1,656,432	1,500,000	12,989	.....	62.6	241,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,300	*	5,711,649	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
June 30, 1880	269.0	—	18.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
Sept. 30, 1879	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point .....Georgia	1,192,499	*	52,650	97,766	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	659,699	184,023	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,229,845	4,135,296	6 8,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	———	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	543,931	824,789	38,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	392,393	.....	428.0	1,312,118	130,466	348,002	1,686,329	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)....Mass.	120,707	———	1,350	87	131,700	———	.....	414	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	466.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,543,315	12,203,063	46,223,039	835,939	19,792,566	29,386,876	1,421,260	88,204,657	547.1	3,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	———	.....	.....	1,650,000	———	20,000	149,110	31.0	757,757	.....	.....	285,907	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.. ....W. Virginia	8,343,715	———	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	184,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,954,271	*	.....	.....	102,000	8,060,000	3,422,444	.....	262.6	1,099,776	183,942	677,600	1,508,498	741,785	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 932,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	———	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6	50	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,968	d-ficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,056	Boston and Albany.... Mass. & N. York.	24,516,781	3,145,400	372,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5 440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.8	4-8.5	61	72	30	748	Boston and Lowell.....Mass.	5,247,682	441,834	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,383	2,876,531	1,066,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,102	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line....Conn.	4,454,338	*	49,311	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	284,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	———	665,043	220,751	4,000,000	500,000	607,266	391,311	67.7	552,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1880	56.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	———	1,451	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	34	30	17	593	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,687	1,800,000	2,555,800	15,849	585,094	165.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,593	5,665	415,430	———	1,633,957	45,080	39.0	632,307	49,400	.....	13,197	d-ficit.	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	468,681	94,219	159,303	26,588	350,000	300,000	45,150	50,615	8.8	124,965	923,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	42,660	1,861	———	———	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,960	.....	6,304	1,594	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	5	Brighthope.....Virginia	110,500	*	.....	.....	110,500	———	.....	.....	21.0	12,360	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Bath and Coney Is.....N. Y.	39,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,568	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	43.8	—	..	4-8.5	6	5	2	29	Brooklyn, Flatb. and Coney Island .N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	875,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	286	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,403	11,370	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buffalo and Southwestern....New York.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,329	10,999	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,300	1,401,765	248,391	120.5	617,728	207-239	1,083,256	954,683	380,355	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Lamoille.....Vermont.	1,413,962	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,482	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	4.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1880	146.5	—	54.2	5-0	24	7	7	611	Cairo and St. Louis.....Illinois & Ind.	12,677,208	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410 260	459,702	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.	7,103,035	*	In Receiver's hands. No returns.		4,595,000	2,500,000	35,036	.....	146.5	400,269	91,585	191,487	342,002	62,191	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,506	275,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	168,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	8	50	....
June 30, 1879	248.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... Canada.	3,861,235	*	.....	.....	935,400	2,433,335	200,000	.....	67.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	25	17	2,042	Canada Southern..... ...Canada.	23,737,145	*	6,088,639	485,484	15,000 000	13,741,420	1,348,341	280,507	167.0	.....	.....	.....	2,995,865	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	———	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	----
Mar. 31, 1880	242.0	—	1.2	4-8.5	22	15	5	325	Carolina Central.....N. C	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,512	189,270	—	100	....
Sept. 30. 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	———	18	13,210	34.6	75,090	21,672	73,578	57,929	2,659	6	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	———	713.5	1,079,243	103,705	.....	3,199,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa..... Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	180,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,583,200	32,766,60	6,341,209	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,161,793	54,275,500	85,192,285	306,605	16,382,538	1,213.1	7,203,591	6,342,307	1,875,343	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	2.3	37.0	4-8.5	109	57	44	1,955	Central Vermont..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	444,941	105,122	195.0	366,525	62,284	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,392	———	37,142	26,037	648,763	500,000	993	.....	22.8	67,517	199,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Ch raw and Darlington..... S. C	680.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	423.0	9.3	93.0	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	183,243	23,762,136	22,525,316	5,716,662	457,197	432.3	2,060,344	166,389	683,527	1,891,642	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	413	Cheshire..... N. H. & Mass.	2,795,239	322,266	.....	305,141	2,153,300	806,500	27,396	35,480	64.9	574,267	134,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	193.8	4-8.5	187	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,983	579,378	840.4	3,609 638	843.429	2,634,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,403	172,924	333,054	3,714,329	259,240	204,956	64.9	574,267	134,282	501,487	602,750	164,598	3	100	....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa.....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan..... ....Mich	6,238,201	429,640	38,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	218,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	467.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,866,795	*	8,818,765	2,811,506	36,513,610	37,688,000	11,448 446	5,983,060	1,627.5	12,769,566	3,964,798	.....	5,574,685	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.6	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,227,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	....
Sept. 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah .....Wisconsin.	211,342	*	.....	.....	13 400	88,000	109,942	.....	30.6	14,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11629	Chicago, Burlington & Quincy...Ill. & Ia.	68,112,329	16,526,547	3,722,945	1,834,371	31,004,466	27,270,225	16 526,547	4,492,866	1,857.3	8,600,517	2,076,184	4,686,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,230 193	238,825	730,016	115 027	5,151,440	953,000	253,620	45,100	208.1	330,734	71,007	101,562	491,075	135,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,653,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "*."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	540.4	484 3	696 7	4-8.5	495	134	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,133	50,000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,641,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & I a.	23,861,189	2,480,850	.....	.....	27,428,780	25,487,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....I a.	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,965,942	34,724	4 687,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶ .....Ark.	7,010,817	*	961,167	8,199	4,066,135	2,648,500	1,625,826	L. 298,278	165 2	233,829	54,516	.....	362,160	156,829	—	100	....
Sept 30, 1879	94.8	63.5	12.4	4-8.5	78	211	19	381	Long Island ¶ .....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,960	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48 403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.2	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville..Ill., T.,Ky. & Ala.	32,703,962	*	13,326,077	1,267,520	9,059,361	23,902,820	10,425,589	3,909,759	1,839 9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	82	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,352	*	86,083	307,982	1,860,608	3,764,700	622,498	241,567	232 3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	288.2	.....	169,236	416,998	696,621	99,974	—	100	....
Jun. 30, 1879	33.6	—	0.2	4-8.5	2	1	—	8	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,303,885	*	.....	3,937	379,100	.....	946,104	L. 1,882	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,185	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,238	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	84,223	328,309	354.9	917,353	553,364	398,107	1,508,377	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	.....	40,124	53,132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,859	100,745	—	100	....
Dec. 31, 1879	68.1	25.4	19 6	4-8.5	39	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	585	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	136.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	62,052	70,953	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,055	3,513,819	7,346,794	2,647,202	6½	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.6	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,564	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	286	Minneapolis and St. Louis.....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,406,000	384,096	.....	123.0	266,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,240	.....	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	22	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,893	1,782,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	83,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,469,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	248,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,475	232,738	800,000	300,000	207,738	142,732	53 6	328,530	546,963	329,031	435,285	144,911	7	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	.....	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,160	6,848 900	7,512,000	948,594	206,178	453.5	1,488,454	212.277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	513	Naugatuck.....Connecticut.	1,903,484	234,086	62,525	150,138	2,000,000	.....	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19 814	101,949	44,750	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,066	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,315	36,403	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,268,342	*	9,428	38,234	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.5	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	10,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	625,000	90,939	44,081	13.0	47,315	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84,223	160,749	2,460,000	2,689,000	271,386	214,323	144.6	460,007	340,940	360,234	703,206	298,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,064	391,500	47,538	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern.... Conn. & Mass.	2,760,372	246,720	100,000	136,523	1,500,000	1,499,500	99,066	156,108	121.0	517,233	365,098	469,500	591,347	188,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	82	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	15	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,558	N. York & N. England..M., R. I. & Conn.	27 087,935	1,616,300	322,785	685,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717.141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	429	167	—	New York Central & Hudson River.N.Y	137,757,152	*	4,050,034	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,543	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,866	29,875,912	.....	5,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western. N. Y. & Pa.	158,035,707	*	1,537,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,138	1,009.5	14,293,876	5,491,431	8,715 892	18,693,109	7,049,182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	1,545	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,154,455	768,623	2,104 052	15,500,000	.....	331,431	2,145,283	152.3	2,462,832	4,600,607	1,348,687	4,294,238	1,694 955	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Osw. go Midland.....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	3,524,436	.....	344.0	410,479	213,161	216,100	623,592	84,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645,027	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶ .....S. C.	2,146,131	*	58,610	21,289	985,350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,647	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	.....	.....	.....	81,550	160,000	140,119	.....	9.8	31,458	69,582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,705,179	1,580,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491,913	3,068,400	100	287,398	628,567	82.9	502,138	133,012	509,358	489,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn .Dak.,Wash.&c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,595	103,982	245,696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,888	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	539,488	7,133,800	5,787,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	169.1	—	13.7	4-8.5	14	11	4	259	Oregon and California .....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,723	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m os. ending May 31, '80			1,138,627	721,059	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,883,000	1,441,194	48,283	83,240	185.7	386,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada	12,000,000	*	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	255.915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-3	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶ .....Pennsylvania.	69,975,140	*	81,173,558	12,334,952	68,870,200	60,267,756	14,681,161	5,224,583	1,017.6	16,110,667	5,948,645	13,684,047	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville..... ..Ill.	3,229,700	*	.....	.....	1,229,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,416	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,943,345	.....	125,092	47,896	38,040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,598	29,554	67,782	202,986	54,767	—	100	....

Nov.	30,	1879	102.9	228.6	713.4	4-8.5	478	428	76	20948	Philadelphia & Reading	Penn	30,513,089	9,355,442	67,357,546	16,627,139	34,278,175	77,924,761	11,650,979	—	—	826.0	10,309,755	7,908,648	12,325,566	13,106,352	4,119,011	—	50	....
Oct.	31,	1880	96.3	15.8	149.0	4-8.5	78	130	50	1,313	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,213,690	*	3,076,773	534,868	11,585,750	3,740,500	543,073	955,908	—	212.7	1,874,822	....	....	3,268,110	1,366,223	8	50	....
Dec.	31,	1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	435,427	93,108	472,075	....	767,790	192,428	....	....	....	9.1	49,200	143,893	71,488	141,245	19,604	—	50	....
Dec.	31,	1879	68.0	2.3	13.3	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,165	—	70.3	309,515	....	371,461	336,649	157,923	—	50	....
Dec.	31,	1879	102.3	8.1	198.9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,834,910	1,679,297	1,429,976	8,437,200	12,497,000	2,128,367	—	—	1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,039	—	50	....
Dec.	31,	1879	468.4	—	2,9.3.8	4-9	275	155	59	6,655	Pittsb., Ft. W. & Chicago	Pa., O., I. & I.	38,619,721	*	200 000	—	26,043,586	13,510,000	—	—	—	468.4	8,319,823	2,254,341	3,679,382	8,452,383	3,951,254	7	100	....
Dec.	31,	1879	95.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buff	N. Y. & Pa.	8,473,622	587,500	34,188	111,768	4,969,450	4,125,955	62,585	59,088	—	120.0	441,927	236,554	625,669	467,126	190,331	—	50	....
Dec.	31,	1879	24.0	—	1.3	4-9	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	613,367	—	13,301	3,394	399,600	200,000	30,460	—	—	24.0	61,106	63,123	121,808	77,599	33,349	—	100	....
Sept.	30,	1879	23.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	....	....	724,277	—	16,000	—	—	23.7	24,080	19,211	13,782	25,807	1,616	—	100	....
Sept.	30,	1879	94.0	—	10.0	4-8.5	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	292,835	52,915	87,556	1,052,186	2,649,000	186,731	114,969	—	94.0	190,603	82,514	120,879	271,494	102,046	—	100	....
Sept.	30,	1879	52.5	—	7.0	4-8.5	7	9	3	187	Portland and Rochester	Me. & N. H.	1,966,211	*	....	....	636,011	1,500,000	527,274	....	—	52.5	171,068	109,004	106,829	145,702	19,252	—	100	....
Dec.	31,	1879	112.0	—	4.0	5-0	11	9	3	193	Port Royal and Aug	S. C. & Ga.	2,529,831	*	46,032	40,143	750,000	1,750,000	36,879	78,646	—	112.0	[15 mo	nths.	115,289	220,177	84,742	—	100	....
Sept.	30,	1879	3.5	—	1.9	3-0	2	1	1	30	Potomac, Fred. and Pied.	Va.	969,447	*	....	....	1,468,000	125,000	5,000	....	—	38.5	37,160	6,675	23,025	23,177	6,715	—	100	....
Sept.	30,	1879	42.7	—	2.2	4-8.5	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,449,920	*	....	....	850,000	535,000	38,216	....	—	42.7	61,402	45,000	20,202	51,844	8,516	—	100	....
Sept.	30,	1879	22.8	—	2.3	4-8.5	3	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	*	37,220	37,220	517,150	500,000	10,000	46,796	—	22.8	54,889	76,861	35,564	79,988	39,302	—	100	....
Sept.	30,	1880	43.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester	R. I. & Mass.	2,926,353	102,407	....	502,141	2,000,000	1,242,000	568,519	231,970	—	65.8	710,286	1,849,912	787 521	1,069,644	337,856	5	100	....
Sept.	30,	1879	13.6	—	3.0	4-8.5	5	10	—	25	Providence, Warren and Bristol	N. J.	744,287	644,025	....	....	437,917	20,000	....	....	—	13.6	....	213,105	49,419	89,364	15,421	6pf	100	....
Dec.	31,	1879	230.3	—	3.7	4-8.5	6	—	—	250	Pueblo, and Ark. Valley	Col.	6,809,000	*	2,036,947	110,260	6,084,200	2,591,000	173,490	107,518	—	230.3	[Includ	ed in Less	ees returns.]	....	....	....	—	100	....
Jan.	30,	1879	286.6	53.5	15.0	4-8.5	33	42	11	431	Que., Mon., Ottawa and Occid.	Ind.	10,500,000	*	....	....	....	—	7,811,246	....	—	340.0	480,763	179,767	87,463	341,098	69,280	—	100	....
July	31,	1879	97.0	—	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	1,252,293	132,676	1,500,000	820,000	22 416	542,553	—	97.0	[14 mos.	58,178	....	295,061	69,284	—	100	....
Sept.	30,	1879	22.5	2.3	2.5	4-8.5	7	7	5	113	Richmond and Petersburg	Va.	1,152,291	*	1,229,810	41,675	1,008,600	225,000	18,659	19,225	—	24.8	72,556	114,651	99,049	154,623	73 071	4	100	....
Sept.	30,	1879	80.0	—	7.2	4-8.5	13	14	10	121	Richmond, Fred'burg and Potomac	Va	2,509,718	67,553	439,309	101,009	1,530,500	847,764	77,176	595,597	—	80.0	167,937	119 575	68,005	314,840	152,864	—	100	....
Sept.	30,	1879	38.5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va	632,887	*	....	....	497,500	273,000	....	....	—	38.5	56,255	20,351	83,409	124,035	41,074	—	100	....
Sept.	30,	1879	107.6	—	10.7	4-8.5	11	10	5	246	Rochester and State Line	N. Y.	2,437,417	*	....	....	22,094	2,349,900	111,709	....	—	107.6	400,565	104,098	325,210	276,898	39,813	—	100	....
Jun.	30,	1879	91.0	—	4.5	4-8.5	5	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	....	....	1,500.000	150,000	24,366	....	—	91.0	219,205	95,936	206.737	365,892	102,028	5½	100	....
Sept.	30,	1879	141.1	48.5	54.9	4-8.5	52	50	25	1,176	Rome, Watertown and Ogdensburg	N. Y.	11,315,878	*	....	....	5,293,900	7,759,900	639,256	....	—	403.8	1,079,013	514.770	371,083	1,143,289	308,648	—	100	....
Sept.	30,	1879	22.0	—	3.1	4-8.5	4	4	2	104	St. Croix and Penobscot	Me	364,000	*	27,383	18,508	100,000	200,700	1,014	108,177	—	22.0	24,844	12,271	....	38,662	19,457	—	100	....
Mar.	31,	1880	10.5	—	0.5	4-8.5	2	5	3	16	St. Johns	Florida	218,000	*	....	....	110,000	108,000	....	....	—	10.5	22,750	....	....	26,852	16,656	5	100	....
Jun.	30,	1879	52.5	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont	1,589,229	*	....	....	789,909	730.000	....	....	—	59.0	127,202	48,038	43,305	129,517	37,865	—	100	....
Dec.	31,	1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,693	171,988	22,063,420	6,756,087	704,117	335,032	—	392.4	1,103,388	94,355	471,810	1,672,488	948,494	—	100	....
Dec.	31,	1879	193.2	71.0	....	4-8.5	14	13	4	655	St. L., Alton & T. H	Ill. & Ind.	11,768,400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	158,179	—	264.0	....	....	....	1,501,452	498,731	—	100	....
Dec.	31,	1879	459.6	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,624,905	*	4,455,463	893,522	21,468,961	30,068,667	1,692,341	—	—	684.9	2,483,149	662,757	981,139	5,292,611	2,372,592	—	100	....
Dec.	31,	1879	41.5	18.7	2.5	4-9	4	1	—	98	St. Louis, Salem and Little Rock	Me.	1,431,474	128,838	12,607	14,180	746,800	978,100	53,704	—	—	60.2	....	....	....	83,165	37,723	—	100	....
Dec.	31,	1879	158.3	—	29.8	4-8.5	32	14	10	792	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,880,209	*	1,550	2,069	3,928,016	4,499,000	227,546	—	—	158.3	1,142,765	204,730	900,294	1,317,287	362,897	—	100	....
Jun.	30	1880	156.0	—	22.0	4-8.5	24	10	4	485	*St. Paul and Duluth*	Minn.	9,097,866	*	....	....	9,097,866	—	—	—	—	169.0	373,425	61,525	252,922	469.416	113.713	—	100	....
Jun.	30,	1880	207.1	395.4	37.9	4-8.5	65	69	*	1,498	St. Paul, Minn. and Man	Minn. & Iowa.	31,686,882	—	570,990	1,582,102	15,000 000	16,324,900	1,522,707	992,367	—	656.0	....	....	....	2,933,108	1,632,595	—	100	....
Dec.	31,	1879	49.5	—	7.0	4-8.5	3	3	2	66	Sacramento and Placerville	Cal.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691	—	49.5	....	20,004	33,120	149.253	58,163	—	100	....
Jun.	30,	1879	60.0	—	2.0	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	....	....	2,321,080	2,137,000	418,297	31,467	—	60.0	42,621	11,200	11,000	53,244	11,557	—	100	....
Sept.	30,	1879	63.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N. Ala	Ga.	1,555.946	*	....	....	815,255	500,000	....	....	—	63.0	....	....	....	52 960	22,375	—	100	....
Sept.	30,	1879	80.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke.	Va. & N. Carolina.	2,140,813	*	....	....	1,299,600	215,004	100,500	1,218,427	—	80.0	269,388	32,450	226,337	477,365	179,124	7	100	....
Dec.	31,	1879	27.3	3.8	12.4	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,450	—	....	....	569,450	1,994,000	....	....	—	31.1	[Leased	to Northe	rn Central	. Rental	$264.671.	12	50	....
Nov.	30,	1879	95.0	—	8.5	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046,631	147,940	25,000	....	200,000	1,105,000	159,375	—	—	46.0	....	27,851	288,465	150,283	54,916	—	100	....
Sept.	30,	1879	32.3	—	1.5	4-8.5	3	2	2	28	Shepaug	Conn.	268,524	*	....	6,625	299,700	400.000	....	....	—	32.3	38,394	10,956	20.528	54,175	18,605	—	100	....
Jun.	30,	1879	61.5	51.7	5.5	4-8.5	6	3	4	92	Sioux City and Dakota	Iowa & Dak.	3,246.381	*	....	....	2,400,000	900,000	....	....	—	113.2	730.853	23,734	74,684	277,338	75,619	—	100	....
Jun.	30,	1880	107.4	—	8.9	4-8.5	14	8	6	134	*Sioux City and Pacific*	Neb. & Iowa.	6,365 551	*	....	....	2,068,400	3,256,320	329,757	89,980	—	80.5	222,288	59,525	211,117	259,490	109,666	7pf	100	....
Sept.	30,	1879	25.0	—	1.0	4-8.5	2	1	1	12	Somerset	Maine.	799,488	*	94,837	....	377,574	450,000	78,662	*	—	25.0	15,750	8,049	8,075	19,908	3,199	—	100	....
Sept.	30,	1879	183.0	6.3	26.0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	....	....	3,461,767	6,208,810	810 018	—	—	139.3	590,226	83,017	468,195	873,197	314,586	—	100	....
Aug.	31,	1879	144.0	166.6	21.5	5-0	36	28	9	892	Southwestern (C. of Ga.)	Ga.	4,291,300	*	....	....	3,892,300	399 000	....	....	—	310.5	471,550	....	....	751,576	307.624	7	100	....
Jun.	30,	1879	167.6	—	13.8	4-8.5	14	3	36	289	Southern Minnesota	Wis. & Minn.	6,468,934	*	59,682	102,594	1,784,200	4,739.900	103,621	113,519	—	167.5	251,455	52.028	148,394	534.426	262,004	—	100	....
Sept.	30,	1879	69.0	—	3.4	5-0	5	4	2	81	Spartanb. Union and Col	S. C.	1,340,882	*	....	....	751,296	548,370	125,000	—	—	69.0	....	7,632	....	75,616	20,884	—	100	....
Jun.	30,	1879	108.0	—	10.0	3-0	11	5	—	276	Springfield Southern	Ohio.	1,284,511	154,670	....	....	635,241	182,700	....	....	—	108.0	....	78,869	91,477	117,406	10,292	—	100	....
Dec.	31,	1879	24.0	—	1.0	4-8.5	1	2	1	—	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	....	1,000,000	400,000	41,678	....	—	24 0	32,790	8,154	....	63,088	16,070	—	100	....
Sept.	30,	1879	13.0	—	0.3	4-8.5	4	2	—	7	Staten Island	N. Y.	490,000	*	....	....	210,000	300,000	....	....	—	13.0	72,985	356,128	....	264,518	85,346	20	100	....
Dec.	31,	1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	....	....	1,638,600	236.500	....	....	—	34.0	104,230	....	....	123,168	32,091	—	100	....
Dec.	31,	1879	81.0	—	38.5	4-8.5	15	8	4	443	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,808	2,004,000	2,020,000	216,695	65,805	—	81.0	484,625	145,196	1,238,785	829,842	327.231	4½	100	....
Sept.	30,	1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	....	....	801,400	267,400	....	....	—	43.5	84,240	85,417	60,178	72,278	3,768	—	100	....
Oct.	31,	1879	79.7	34.1	39.0	4-8.5	44	22	17	1,465	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,160	1,600,000	793,627	1,262,660	—	113.8	1,018,962	282,586	1,287,601	1,082,374	404,371	8	50	....
May	31,	1880	179.7	264.1	42.7	4-8.5	52	21	12	928	Texas and Pacific	Texas.	27,418,108	*	2,439,838	338,408	7,902.500	21,220,633	618,886	454,436	—	443.8	1,546,829	194,788	525,093	2,589,222	1,045,704	—	100	....
Dec.	31,	1879	44.0	4.0	13.4	4-8.5	16	8	3	942	Tioga and Elmira State Line	Pa.	1,529.836	606,099	....	....	580,900	629,500	....	1,417,559	—	54.5	287,829	73,186	691,137	387,225	171,571	—	50	....
Jun.	30,	1879	79.0	—	11.7	3-6	12	16	3	273	Toronto and Nipissing	Ca.	1,600,000	*	....	....	193,350	1,276,915	290,382	....	—	106.5	194,303	89,613	81,694	172,155	45,551	—	50	....
Jun.	30,	1879	191.0	—	16.0	3-6	20	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,888	*	....	....	783,234	3,365,665	16,349	....	—	191.0	310,025	118,652	92,855	284,947	80,512	—	100	....
Sept.	30,	1879	34.7	—	16.7	4-8.5	15	15	7	461	Troy and Boston	New York.	1,981,912	—	1,103,588	—	1,609,016	2,199,500	408,149	—	—	46.0	425,505	278,257	812,139	593,896	288,519	—	100	....
Sept.	30,	1879	74.0	—	6.3	4-8.5	7	8	2	134	Ulster and Delaware	New York.	1,073.359	*	1,751,912	16,846	1,139,500	1,532,000	170,017	—	—	74.0	129,008	84,694	128,894	178,283	18,673	—	100	....
Dec.	31,	1879	1,087	5.0	20.0	4-8.5	176	121	41	3,115	*Union Pacific*	Nebr. Wy. & Utah.	114,493,819	*	....	....	36,762,300	77,731,512	....	....	—	1,042.4	7,001,569	....	992,886	13,201,077	7,725,574	—	100	....
Dec.	31,	1879	404.3	—	34.7	4-9	242	3.1	49	3,655	United New Jersey (Pa.)	N. Jer.	35,330,487	*	....	....	20,490,400	19,976,000	....	....	—	404.3	5,588,128	7,204,654	5,052,995	9,088,884	2,914,947	—	100	....
Apr.	30,	1880	36.5	—	1.5	4-8.5	6	7	5	29	Utah Central	Utah.	2,500,000	*	....	....	1,500,000	1,000,000	....	....	—	36.5	....	....	....	447,034	291,972	11	100	....
Dec.	31,	1879	106.0	—	7.5	4-8.5	9	5	3	91	Utah Southern	Utah.	3,450,000	*	....	....	1,500,000	1,950.000	....	....	—	105.0	....	....	....	327,558	177,042	—	100	....
Sept	30,	1879	87.0	—	13.3	4-8.5	18	20	14	212	Utica and Black River	New York.	2,378,734	418,847	183,100	238,519	1,771,720	1,112,000	54,736	180,751	—	180.1	432,840	213.019	108,380	475,508	184,977	2	100	....
Sept.	30,	1879	71.0	—	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	....	....	2,000,000	—	207 337	—	—	98.0	174,364	100,026	88,008	166,961	def.4,106	—	100	....
Dec.	31,	1879	75.7	21.7	10.8	4-8.5	15	12	5	4	Utica, Chenango and Susq. Valley	N. Y.	4,148,103	*	....	....	4,000,000	—	148,103	—	—	97.4	406,078	217,658	325,600	521,756	def. 258	6	100	....
Feb.	28,	1879	140.0	2.0	10.0	5-0	17	10	1	91	Vicksburg and Meridian	Miss.	3,046,444	—	134,110	81,077	1,397,603	3,166,973	88,474	....	—	142.0	144,330	45,666	45,597	329,176	70,315	—	100	....
Dec.	31,	1879	52.2	1.5	37.0	4-8.5	24	10	4	369	Virginia and Truckee	Nevada.	3,715,350	712,279	....	....	6,000,000	1,000,000	....	....	—	53.7	468,810	....	395,854	1,388,281	552,752	5½	100	....
Dec.	31,	1879	40.8	1.4	2.8	4-8.5	2	2	1	35	Wabash, Chester and West	Ill.	468,212	*	....	....	250,000	200,000	26,278	—	—	42.3	....	15,103	38,782	39 424	def.3,996	—	100	....
Dec.	31,	1879	716.5	628.4	210.5	4-8.5	331	125	77	7,995	Wab., St. L. & Pacific	O., Ind. & Ill.	....	—	....	....	40,000,000	35,267,250	....	....	—	1,201.7	....	....	....	8,224,556	2,624,777	—	100	....
Sept.	30,	1879	38.4	—	5.0	4-8.5	21	2	3	16	Wallkill Valley	N. Y.	298,799	*	660,000	11,893	350,000	532,000	108,691	—	—	33.5	80,828	69,830	60,738	85,012	14,423	—	100	....
Sept	30,	1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	199,162	*	....	....	225,000	286,000	....	....	—	10.2	14,500	23,761	22,185	37,008	16,041	3½	100	....
Sept.	30,	1879	51.7	—	2.1	4-8.5	5	7	6	66	Washington and Ohio	Virginia	1,944,790	*	....	....	1,777,927	387.300	128,400	....	—	51.7	99.745	28,889	27,839	97,470	22,281	—	100	....
Sept.	30,	1879	238.5	121.0	18.0	4-8.5	31	29	14	522	Wash. City, Va. Mid. & Gt. So.	Va & N C.	10,100,949	*	....	....	4,265,297	8,095,949	1,816,004	....	—	389.5	825.137	131.911	514,018	954,758	347 082	—	50	....
Oct.	31,	1879	26.3	—	5.0	4-8.5	11	23	5	70	West Chester and Philadelphia	Pa.	1,547,105	163,012	349,717	143,209	821,300	1,100,000	53,146	228,598	—	26.3	256,190	738,127	95,439	304,462	128,535	7	50	....
Dec.	31,	1879	81.5	47.0	18.4	4-9	20	50	18	222	West Jersey	New Jersey.	2,395,749	459,297	1,082,971	158,450	1,359 750	2,523,000	102,846	90,372	—	128.4	471,745	659,562	162,467	544,151	248,885	2	100	....
Aug	31,	1879	116.6	51.0	8.3	5-0	16	13	8	260	Western of Alabama	Alabama.	3,275,012	*	177,000	43,042	—	2,553,000	722,011	220,082	—	167.0	322.840	....	....	679,493	254,968	—	100	....
Sept.	30,	1879	152.0	20.7	26.2	4-8.5	39	12	12	612	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,886	4,000.000	3,500,000	354,352	306.207	—	212.7	584,993	160,254	348,422	773,551	234,716	—	100	....
Sept.	30,	1880	168.5	17.0	13.0	4-8½	28	22	11	370	Wilmington and Weldon	N.C.	3,240,224	*	12.900	154,752	1,456,200	1,619,100	49,792	383,784	—	180.5	464,494	....	....	603,175	188,926	3	100	....
Sept.	30	1880	189.0	—	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta.	N. C. & S. C.	2,556,582	*	26,195	243 999	950,000	1,600,000	112,316	154,411	189.0	396,551	....	....	....	547,446	145,422	—	100	....
Dec.	31,	1879	249.9	70.0	17.9	4-8.5	25	28	6	627	Wisconsin Central	Wis.	19 823.023	*	....	....	11 435.500	8,168,000	....	191.091	—	455.7	708,741	167,085	325,078	851,091	383,952	—	100	....
Dec.	31	1879	108.0	—	11.5	4-8.5	5	4	2	548	Wisconsin Valley	Wisconsin.	2,853,739	306,132	104,728	28,767	2,026,256	1,149,745	78,278	39,087	—	90.0	....	58,197	124,152	225,983	92,386	—	100	....
Sept.	30,	1880	46 1	—	31.0	4-8.5	19	22	8	367	Worcester and Nashua	N.H.& Mass.	2,121,982	390,686	....	1454,504	1,789,800	1,000,000	3,894	172.878	—	94.5	462.662	371,019	467.479	575,860	189,301	—	100	....
Jun.	30,	1879	95.0	—	2.0	3-0	3	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	....	....	1,000,000	....	....	....	—	25.5	22,765	3,972	16,147	4,446	1,369	—	100	....

Fitchburg Railroad.

A new time table as follows went into effect on the Fitchburg Railroad on the 16th inst., among the changes being important additions of new trains:

Westward—Leave Boston for Waltham via main road at 7.05 A. M. Train heretofore leaving Boston for Waltham via Watertown Branch at 8.35 A. M., will leave at 8 33 A. M. A train will leave Boston for Concord at 9.05 A. M., in place of train which before left Boston at 9.00 A. M. for Waltham. Another new train leaves Boston for Waltham via Watertown Branch at 1.20 P. M. The Cincinnati express, which has been leaving Boston at 2.15 P. M., is to leave at 3.20 P. M. A train will leave Boston for Marlboro' at 5.30 P. M., stopping at Waltham, Concord and Concord Junction on the main road. A train will leave Boston at 5.35 P. M., run to Concord Junction ahead of express train leaving Boston at 6 P. M., and follow it from Concord Junction to Fitchburg. The Pacific express leaving Boston at 6 P. M. has been quickened up in order to make important connection with the New York Central Railroad. It will also hereafter make close connection with the New London Northern Railroad at Miller's Falls for Brattleboro'. The putting on of new trains has enabled the management to rearrange the trains so as to give the Watertown Branch a train to leave Boston at 6 10 P. M. The place of the 5 30 P. M. train for Concord being filled by a Fitchburg train, the Concord special train will hereafter leave Boston at 6.20 P. M.

Eastward—Leave Waltham for Boston via Watertown Branch at 6.50 A. M. and arrive at Boston at 7.30 A. M. Leave Waltham for Boston via main road at 7.55 A. M. This, between Brick Yard and Boston, takes the place of the train run from Brick Yard to Boston. Train now leaving Fitchburg at 6.40 A. M. will leave at 6.35 A. M. in order to be sure and make connection with train leaving Waltham at 10 A. M. via Watertown Branch. A train from the Marlboro' Branch will arrive at Boston at 8.55 A. M., stopping only at Concord Junction, Concord and Waltham. The Atlantic express now due at Boston at 9.30 A. M. will be run express from Fitchburg, arriving at Boston at 9.05 A. M. The train leaving Fitchburg for Boston at 7.30 A M. will remain unchanged between Fitchburg and Boston. The train now leaving Waltham for Boston via Watertown Branch at 11.10 A. M. will start from Concord at 10.40 A. M. The Cincinnati express now due in Boston at 3.35 P. M. will hereafter arrive at 2.30 P. M. A freight train will be run each way on the Peterboro' and Shirley Branch, which will do away with the mixed train arrangement. A new passenger train will leave Ayer Junction for Greenville at 1 P. M., connecting with train leaving Boston at 11.15 A. M. and with trains from several roads centering at Ayer Junction. Returning, it will arrive at Ayer Junction at night in time to connect with other roads and with train due in Boston at 7.30 P. M. Several changes are also made in the Sunday trains, including a new one from Marlboro' to Boston and return.

The total value of property in the District of Columbia is $176,116,894, of which the United States owns about one-half. There are 230 miles of streets, of which 186 are paved. The shade trees cover 120 miles of streets, and number 53,050. There are 112 miles of lighted streets, with 4,826 street lamps. The water mains are 175 miles in extent; 826 fire plugs; 1,234 stop-boxes, and 317 hydrants located; there are 109 miles of pipe sewer and 45 miles of brick sewer laid; 1,266 telegraph poles set, with 436 miles of telegraph wire; there are 75 public school buildings, 35 of which are owned by the District, and 40 rented. There are also about 31 miles of street railroad in the District of Columbia.

Philadelphia Stock Exchange.

Closing Prices for the week ending May 24.

	W.18.	Th.19.	F.20	Sat.21.	M.23.	Tu.24.
Allegheny Val.7 3-10s	....	....	....	....	....	....
7s, Income	55	56	....	56	56	57
Camden & Am.6s, 1888	....	....	....	....	....	106
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	114	114	113	113¾	....	114
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	28	....	....	....	29¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	53	....	53¾	....	53¾	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	124½	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	12¾	13¾	14¼	13¾	....	14¼
Preferred	22	22¾	22	....	....	22¾
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	46¾	47¼	47¾	47	47¼	47¾
6s, 1884	....	....	....	....	....	....
Gold Loan	121	121	121	....	....	122
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	122	123¼	123¼	....	....	....
Lehigh Valley	62¾	62¾	62¾	62¼	62¾	62¾
1st mort. 6s, coupon	....	....	....	127	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	137	....
Consol. mort. 6s	125	....	....	....	....	....
Consol. mort. 6s, reg	....	125	125¼	....	....	....
Little Schuylkill	52¾	53	53	....	....	....
Mauch Chunk & Sch. Haven	59¾	....	....	59¾	....	....
North Pennsylvania	59	59¾	....	....	....	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	52¾	52¾	....	53	54¼	55
6s	102	102¾	....	....	....	102¾
Northern Pacific	43¾	46¾	47¾	45¾	44¾	45¾
Preferred	79¾	81¾	80¾	80¾	81	82¾
Pennsylvania R. R.	66¾	66¾	66¼	66¾	67	66¾
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	104¾	....	....	....	....	....
do. 5s, new	118¾	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	29¾	30¾	30	30	29¾	29¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	....	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	94chp	94	94¾	95	94¾	94¾
Philadelphia and Erie	28	27¾	27¾	27¾	27¾	27¾
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	119
Pittsb., Cin. & St. L. 7s	124¾	124¾	124¾	....	....	124¾
Pittsb., Titusv. & Buff.	21¾	21¾	21¾	21¾	21¾	21¾
7s	101	101	101	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	11	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	....	....	90	99
United Co. of N. Jersey	189¾	190	190	190	189¾	....
Hestonville, (Horse)	21¾	21	....	....	....	22
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending May 24.

	W. 18	Th 19	F.20.	Sat.21.	M.23.	Tu.24.
Baltimore and Ohio	205	....	210	....	202	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	103¾
Central Ohio ($50)	....	....	48	48	....	....
1st mortgage	114¾	114¾	....	114	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	122	122	....	122¾	124	....
2d mortgage, 7s	92	92	91¾	9-¾	94¾	94
3d mortgage, 8s	....	....	....	53¾	54	57¾
Northern Central ($50)	53	53	....	53¾	55¾	54¾
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1909	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	103¾	....	....
Pittsb. & Connellsv. 7s	126¾	....	....	125¾	....	....
Virginia 6s, Consol	84¾	83¾	85	85¾	85¾	85¾
Consol. Coupons	96¾	96¾	16¾	....	....	....
10-40 bonds	54	54	54¾	55¾	56¾	56¾
Deferred Certificates	18	....	....	....	....	....
Western Maryland	....	....	....	....	....	18
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	125	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	110	....	....	....	110	....
City Passenger R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 25.

	Th.19	F.20	Sat.21	M 23.	Tu.24	W.25.
Adams Express	....	....	130	132	....	....
Albany and Susq.	130	....	....	131	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	109	....	....	....
American Express	87	87¼	87¾	88¼	87	87
Atlantic & Pacific Tel.	....	....	54¼	....	....	....
Burl., C. R. & Nor.	79¼	....	....	80	80¾	82¾
1st mortgage 6s	103¾	....	....	....	103¾	....
Canada Southern	78¼	80¾	83¼	81¾	80¾	81
1st mortgage guar.	104¼	....	104¼	....	104¼	104¼
Central of N. Jersey	104	104¼	104¾	105¼	105¼	105¾
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	118¼	....	....	....	....	....
7s, convertible, ass.	116¾	117	....	....	....	....
7s, Income	....	....	104¾	106	....	....
Adjustment	110¾	110	110¾	110¾	110¾	112
Central Pacific	91¾	93¾	97¾	96¾	96¾	....
6s, gold	117	118	118¾	118	....	96¾
1st M. (San Joaquin)	110	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	106¾	106	....	....	106	....
Chesapeake and Ohio	32¾	....	32¾	32¾	32¾	32
Chicago and Alton	145	....	146	146¾	146¾	144¾
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	167	167	166¾	169	168¾	168
7s Consol, 1903	....	....	....	....	....	....
Chic., Mil. and St. Paul	121¾	122¾	124¾	127	127	128¾
Preferred	131¾	131¾	133¾	132¾	132¾	139¾
1st mortgage, 8s	....	....	....	136	136	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	130	....	....	129¾	130¾	....
1st M. (La Crosse div.	....	....	148¾	129	....	....
1st M. (I. and M. div.	....	127¾	....	....	....	....
1st M. (I. and D. ext	126	....	....	....	....	....
1st M. (H. & D. div.	122	122	122¾	....	....	122¾
1st M. (C. & M. div.	....	....	....	....	....	131
Consolidated S. F.	....	128¾	....	....	....	130
Chic. & Northwestern	128¾	133¾	132¾	133¾	133¾	133¾
Preferred	141¾	143¾	144¾	145¾	145¾	145¾
1st mortgage	110¾	112	....	....	....	....
Sinking Fund 6s	112	....	....	112	....	....
Consolidated 7s	....	....	....	133	....	....
Consol. Gold bonds	128	128¾	128¾	128¾	128¾	128¾
Do. reg	....	....	....	127¾	....	....
Chic., Rock Isl. & Pac.	143¾	144¾	147¾	147	147¾	147¾
6s, 1917, c.	....	....	....	....	....	....
Clev., Col., C. and Ind.	97¾	98¾	100¾	100¾	100¾	100¾
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	141¾	....	....	....	....	....
7s, Consolidated	128	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	31¾	31¾	31¾	29¾	31	31¾
1st mortgage	135	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	113¾	113¾	113¾	113¾	112¾	112¾
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	109	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	122¾	125¾	126¾	126¾	125¾	127¾
1d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	128¾	....	....	128¾	....	....
2d mort. 6s, ext	....	....	....	110	....	....
3d mortgage	....	....	109¾	109¾	109¾	....
4th mort. 5s, ext	109	....	....	....	....	104
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	132	132	132	132¾
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	....	110¾	....	....	110	....
Hannibal & St. Joseph	77¾	80¾	81	82	82	84
Preferred	112¾	113¾	115	115	115¾	116
8s, Convertible	111	....	....	....	111	....
Houston & Tex. Cent.	82¾	83¾	87¾	91	91¾	93
1st Mortgage	....	115¾	116	....	....	....
Illinois Central	141¾	142¾	145	145	145¾	146
Lake Shore & Mich So.	132¾	133¾	133¾	133¾	134	134¾
Consol. 7s	....	....	....	....	130¾	....
Consol, 7s, reg	....	....	....	....	....	....
2d Consolidated	....	....	128	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	127	....
Louisville & Nashville	108¾	107¾	108	108¾	108¾	108¾
7s Consolidated	121¾	....	121	....	122	122¾
Manhattan	24¾	24¾	25¾	25	26¾	27¾
Metropolitan Elevated	90¾	89¾	89	89	91	91¾
1st Mortgage	103	103¾	103	104	103¾	104
Michigan Central	113¾	115	115	115¾	115¾	116¾
7s, 1902	128¾	128	129	....	129	129
M. S. and N. I. 1st, S. F.	....	....	....	....	111¾	....
Morris and Essex	129¾	129¾	....	129¾	129¾	129¾
1st mortgage	....	....	....	....	....	....
1d mortgage	....	....	....	....	....	118¾
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	150¾	150¾	151¾	152	151¾	151¾
6s, Sinking fund, 1883	....	104¾	105¾	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	137¾	....
1st mortgage, reg	....	....	....	....	....	....
N. Y. Elevated	107¾	107¾	107¾	107	107	108¾
1st mortgage	116¾	116¾	116¾	116¾	117	117
N. York and Harlem	120	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	138
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25.
N.Y., Lake Erie & W..	49¾	50¼	50¼	51	50¼	50¼
Preferred	91	91¾	92	92¼	91¾	92
2d Consolidated	108¾	108¾	108¾	108¾	108¾	108¾
New 2d 5s fund	104	....	104	104¾	104¼	....
N.Y., N.Haven & Hart	....	....	....	181	183	184
North Missouri 1st M	....	125	....	....	....	110
Northern Pacific	46¾	44¾	45¾	45	44¾	45
Preferred	81¾	80¼	80¼	80¾	81¼	84¾
Ohio and Mississippi	47¼	47¼	47	47	46¼	46¾
Preferred	120	122¼	126	....	....	....
2d mortgage	....	126	....	126	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	122	121¾	....	....	122¼
Pacific Mail S. S. Co.	55¾	57¾	57¾	57¾	56¾	57¾
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	110	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	260	265	....
Philadelphia & Reading	60¼	59¾	60¼	59¼	59	59¾
Pitts., Ft. W. & Chi. gtd	140	....	....	138	140	....
1st mortgage	....	....	....	....	....	....
2d mortgage	129	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	134	....	....	....	135	....
Quicksilver Mining Co.	19¼	19¼	19¼	19	19¼	19
Preferred	....	....	....	66¼	....	....
St. Louis & San Fran.	47	47¼	48	48	46¾	48¼
Preferred	72	73	74¼	74¼	74¼	75
1st Preferred	108	108¼	109	110	109¾	109¾
St. L., Alton and T. H.	70¾	69¾	70	70¼	70¾	....
Preferred	139	141	142	142¼	143	143
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	80¼	81¼	81¾	81¼	81¾	81¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	114	....	....
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	123¾	124	124¾	125¼	124¾	127
1st mortgage	118	....	118¾	....	118	....
Land Grant 7s	115¼	....	....	....	....	....
Sinking Fund 8s	124	....	124	....	....	125
United States Express	....	68	68¾	71	72	71
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	110	....	110¼	111	....
7s, Consolidated	....	....	....	114	114	....
St. Louis Division	....	111	....	....	....	....
Wabash, St. L. & Pac.	55¾	55¾	55¾	55¾	55	55¾
Preferred	....	95	95¾	95¾	95¼	95¾
New Mort. 7s	....	111	....	....	....	....
Wells-Fargo Express	118¾	119	119	119¾	119¾	120¼
Western Pacific bonds	....	....	....	....	113¾	....
Western Union Tel	121	121¾	123	126¾	126	126¾
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending May 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25.
Atch., Top. and San. Fe.	142¾	143¾	143¾	143¾	144	145¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	172¾	....	170¾	....	173	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	106	105	....	107	....	....
Boston and Maine	156¾	157¼	160	160	162	162
Boston and Providence	....	....	....	....	163	162
Boston, Hart. & Erie 7s	64	65	65¾	66	69	81
Burl. & Mo. R. L. G. 7s	....	....	....	....	119	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	115	....	....	....	....	116
4s	....	....	92	92¼	....	93
Chi., Burl. and Quincy	166¾	....	163¾	168	168	169
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	33¾	33	....	33¾	33	33¾
Concord ($50)	....	....	100	....	100	....
Connecticut River	....	....	163	....	....	....
Eastern	44	44¾	44¾	45¾	46¼	47
New 4½ Bonds	109¾	110	....	109¾	....	109¾
Fitchburg	151¾	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	62¾	62¾	65¾	65¾	68¾	75
7s	119¾	....	....	119¾	119	119¾
Northern, N. H.	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	54¾	....	54¾	54¾	....	53
Preferred	....	....	....	....	....	....
Old Colony	132¾	133¾	133	....	....	....
Ph., Wil. & Balt. ($50)	....	67	....	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val	....	....	....	....	....	....
7s	....	....	....	119¾	120	....
Pullman Palace Car	133¾	133	134¼	134¾	135	134
Union Pacific	124	124¼	124	125	125	125
8s	115¾	....	....	....	....	115¾
Land Grant 7s	114	....	....	....	....	....
Sinking Fund 8s	121¾	....	122¼	121¾	121¾	122
Vermont and Canada	....	....	....	....	29	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	64
Cambridge (Horse)	....	....	....	124	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	239	239	239	235	....	239
Quincy	32¾	....	32¾	....	....	34

New York Stock Exchange.

Closing Prices for the week ending May 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25.
Federal Stocks:—						
U. S. 4s, 1907, reg.	117¾	117¾	117¾	117¾	117¾	117¾
U. S. 4s, 1907, coup.	....	....	117¾	....	....	117¾
U. S. 4½s, 1891, reg.	115	....	....	....	....	....
U. S. 4½s, 1891, coup.	116¼	....	....	....	....	....
U. S. 5s, 1881, reg.	104¾	104¾	....	....	....	....
U. S. 5s, 1881, coup.	104¾	104¾	....	104¾	104¾	104¾
U. S. 6s, 1881, reg.	106¾	....	....	....	....	....
U. S. 6s, 1881, coup.	106¾	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	108	....	....	....

London Stock Exchange.

	Closing Prices.— May 13.	May 6
Baltimore and Ohio (sterling)	115 —117	115 —117
Central of New Jersey $100 shares	100 —105	100 —105
Do. Cons. Mort. Oct. '79 coupon	119 —121	119 —121
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	101 —104	101 —104
Det., Gd. Haven & Mil. Equip. bds.	116 —118	115 —117
Do. Con. M. 5 p.c. till '84 after 6 p.c.	111¾—112¼	110¼—111¼
Illinois Central $100 shares	143 —145	142 —144
Lehigh Valley Consol. mortgage	115 —118	115 —117
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —138
Do. $100 shares	151 —153	151 —153
Do. Mort. bonds (sterling)	122 —124	122 —124
N. Y., Lake Erie & West., $100 shs.	51¾— 52	49¼— 50
Do. 6 p. c. pref. $100 shares	94 — 96	90 — 92
Do. 1st Con. Mort. Bonds (Erie)	133 —135	132 —134
Mort. Funded Coupon bonds	130 —132	129 —131
Do. do. 2d do.	106 —108	108 —109
Do. 2d Consol. Mort. bonds	102 —104	103 —105
Do. Geld Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	68 — 69	66¼— 67¼
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	67¼— 68¼	70¼— 71¼
Do. Con. Sink. Fund Mort.	120 —122	119 —121
Philadelphia & Reading $50 shares.	28¾— 29¼	27¼— 29¼
General Consol. Mortgage	117 —119	116 —118
Do. Improvement Mortgage	102 —103	104 —106
Do. Gen. Mort. '74, ex-deferd. con.	93 — 95	92 — 94
Do. Scrip for the 6 def. ¼ conpons.	90 — 95	90 — 95
Pittsbg, Ft. W. & Chic. Equip bds.	109 —111	109 —111
St. Louis Bridge 1st mort. gold bonds	125 —127	125 —127
Do 1st pref. stock	93 — 95	92 — 94
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, May 26, 1881.

In the early hours the money market was extremely easy at 2@3½ per cent for call and time loans, and at 3½@4½ per cent for prime mercantile paper; but in the last hour some of the stock brokers paid as high 4 per cent; the closing quotation was 3@3½ per cent on stocks and 2@2½ per cent on United States bonds.

The posted rates for prime bankers' sterling were 4.85@4.87. The actual rates were 4.84@½ and 4.86@½. Cable transfers were 4.86¼@4.86¾. Prime commercial bills were 4.82¼@¼.

The Secretary of the Treasury has directed that the interest on the Pacific Railroad bonds shall hereafter be paid by checks from the department, instead of on schedules at the Sub-Treasury offices, as heretofore. All registered interest paid by the Treasury will, therefore, hereafter be paid by check.

The Treasurer of the Pennsylvania Railroad Company is prepared to receive from the stockholders payment on their subscriptions to the new stock of the company, to which they are entitled under the allotment made May 26. All subscriptions must be paid by June 15th, proximo.

The 7 per cent bonds of the Chicago, Clinton, Dubuque and Minnesota Railroad Company, dated February 1, 1879, will be redeemed August 1 at the office of the New England Trust Company, Boston, Mass., and interest will cease on that day.

The Governing Committee of the Stock Exchange has formally recognized the recent issue of $18,000,000 Northern Pacific Railroad stock as a good delivery.

The stockholders of the Syracuse, Binghamton and New York Railroad Company, voted on the 23d inst., to increase the capital stock to $2,500,000.

The interest on the 6 per cent bonds which have been continued at the lower rate of interest begins July 1, and on the continued 5s on Aug. 12.

Messrs. John J. Cisco & Son will pay par and interest for the income and indemnity bonds of the Houston and Texas Central Railway Company if presented on or before June 1.

The total values of the exports of domestic provisions, tallow and dairy products during April, 1881, were $8,133,164, during four months ending April 30, $52,405,350, and during the six months ending April 30, $73,360,712; and during April, 1880, the total values were $12,965 672, during the four months ending April 30, $44,286,762, and during the six months ending April 30, $58,484,014. The total values of dairy products for the twelve months ended April 30, 1881, were $23,485,781, and during the same period in 1880, $16,607,950.

The chief of the bureau of statistics reports that the total values of the exports of domestic breadstuffs from the United States during the month of April, 1881, were $20,426,014, and during April 1880, $22,705,074. For the four months ended April 30, 1881, $71,575,627, and for the four months ended April 30, 1880, $74,068,454. For the ten months ended April 1881, $225,155,801, and for the same period in 1880, $233,844,387.

The "Iron Steamboat" subscriptions are in demand by reason of the near approach of the steamboat season. The bulk of the shares is now held by gentlemen of undoubted ability, who are now managing the greatest railroad interests of the country. They bought the stock of the original subscribers.

The closing quotations on Thursday were: Adams Express, 132½@133; American Express, 86½@87; American District Telegraph, 55¼@56½; Chicago, Burlington and Quincy, 172@173; Canada Southern, 80½@80⅝; Chicago and Northwestern, 132¾@133; do. pref., 145@145¼; Central Pacific, 96¼@96⅜; Chicago, Milwaukee and St. Paul, 128⅞@129; do. pref., 138½@139; Chicago, Rock Island and Pacific, 147¼@147½; Cleveland, Columbus, Cincinnati and Indianapolis, 99¼@99¾; Columbus, Chicago and Indiana Central, 80⅜@80⅝; Delaware and Hudson Canal, 112½@112¾; Delaware, Lackawanna and Western, 127½@127⅝; Hannibal and St. Joseph, 84½@84¾; do. pref., 115½@115¾; Lake Erie and Western, 63@63⅛; Lake Shore and Michigan Southern, 134½@134⅜; Metropolitan Elevated, 93¾@94; Manhattan Elevated, 29@29⅜; Michigan Central, 115½@115¾; New York Elevated, 110⅝@110⅞; New York, Lake Erie and Western, 50¼@50⅜; do. pref., 91¼@91½; New York Central and Hudson River, 151⅛@151⅜; Ohio and Mississippi 46⅞@47; Ohio Central, 86@86¼; Pacific Mail, 56½@56¾; Panama, 270@280; St. Louis, Alton and Terre Haute, —@71; do. pref., 98@100; Texas and Pacific, 68@68¼; Union Pacific, 127¼@127⅜; United States Express,

71½@71½; Wells Fargo Express, 124@—; Western Union Telegraph, 128⅛@128¼; do. ex. div., 91@91¼; Wabash, St. Louis and Pacific, 55⅜@55⅝; do. pref., 95½@95¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Colorado and Pacific 1st, 106; Albany and Susq. 1st consol., 109; Am. Dock and Imp. bonds ass., 130¾; Boston and New York Air Line, 48; Boston, Hartford and Erie 1st, 83; do, guar., 65½; Buffalo and Erie 7s, new, 123; Chicago, St. Paul and Minneapolis 1st, 110½; Chicago, St. Louis and New Orleans, 85; Chesapeake and Ohio 1st pref., 48; do. 2d pref., 34½; do. cur. int., 66⅝; do. 1st, Series B, 90¾; Chicago, St. Paul, Minneapolis and Omaha, 46½; do. pref., 107; do. consol., 109¼; Cincinnati, Sandusky and Cleveland, 66; Central Iowa 45; do. 1st, 117½; Cedar Falls and Minnesota, 38; Col., Chi. and Ind. Cent. Inc., 78; do. 1st, Trust Co. certif. ass. sup., 125; Clev., Col., Cin. and Ind. consol., 126½; Chicago and Eastern Illinois 1st, 111¾; Cairo and Fulton 1st, 116¼; Chicago and Alton Inc., 105; Chicago, Burlington and Quincy 8s, 109; Dubuque and Sioux City, 82; Denver and Rio Grande, 108½; do. 1st, 120; do. 1st consol., 118⅞; Danbury and Norwalk, 76; Denver, South Park and Pacific 1st, 111; Evansville, Henderson and Nashville 1st, 109½; Galena and Chicago 1st, 103¼; Gulf, Colorado and Santa Fe 1st, 122; Galveston, Harrisburg and San Antonio 1st 105; Houston and Texas Central 1st Inc. and Ind., 100; do. Western div, 113⅝; do. 2d, M. L., 134½; Ind., Bloom. and Western, 56⅛; do. 1st, 92; do. 2d, 83; International and Gt. Northern 1st, 112; do. 2d Inc., 99¾; Indianapolis, Decatur and Springfield 2d Inc., 79; Kalamazoo and White Pigeon 1st, 112; Keokuk and Des Moines, 30; do. pref., 54; do. 1st, 104; Kansas Pacific 1st consol., 109; do. Denver Div. 6s, ass., 113¾; do. Inc. No. 11, 106½; do. 6s, J. and D. 1896, 115⅞; Laf., Bloom. and Muncie Inc., 80; Lehigh and Wilkesbarre consol. ass., 112½; Lake Erie and Western, 61½; do. Inc., 81; do. 1st, 114; Louisville, New Albany and Chicago, 102½; do. 1st, 109; Louisiana and Missouri River, 34; do. 1st, 118; Louisville and Nashville Gen'l mort., 6s, 111¼; do. 2d, 106; Metropolitan 2d, 90¼; Marietta and Cincinnati 1st pref., 20; do. 2d pref., 14; Manhattan Beach, 58⅞; Mobile and Ohio, 36¾; do. 1st deben., 98; do. 2d deben., 66¾; do. 3d deben., 59; do. 4th deben., 48; do. new mort., 117½; Missouri, Kansas and Texas, 52; do. consol. ass., 112; do. 2d, 89¼; do. 6s, 99¼; Memphis and Charleston, 87½; Missouri Pacific, 108½; do. 1st, consol., 107; Milwaukee, Lake Shore and Western, 63¼; Minneapolis and St. Louis 1st, Southern Minn. div., 110⅜; Nashville, Chattanooga and St. Louis, 90½; New York, Ontario and Western, 39½; Northern Pacific bond certif., 105⅝; New York City and Northern Gen'l mort., 97; New York, Penn. and Ohio inc. 67¾; Ohio Central, 35¾; do. 1st, 107; do. Inc., 67; do. Terminal Trust, 104; Oregon Railway and Nav., 169⅝; do. 1st, 111; Ohio and Mississippi 1st, Springfield div., 117½; Peoria, Decatur and Evansville, 46½; do. 1st, 109; do. Inc., 90; Rochester and Pittsburg, 36; do. inc., 57⅛; Rome, Watertown and Ogdensburg 1st consol., 95; St. Louis, Kansas City and Northern, Omaha div. 1st, 119; do. 1st St. Charles Bridge 1st, 102½; do. R. E. 7s, 1895, 113¾; St. Louis and San Francisco 2d, class B, 97¼; do. C, 97¼; Southern Pacific of California 1st, 106¼; St. Paul, Minn. and Man., 97¾; do. 1st, 105½; St. Paul and Duluth, 88⅛; do. pref., 89½; St. Louis and Iron Mt. 1st pref. Inc., 100; do. 2d pref. Inc., 91¾; do. Ark. Branch 1st, 118; do. Cairo, Ark. and Texas 1st, 115; St. Paul, and Sioux City 1st, 111; Toledo, Delphos and Burlington, 34½; do. 1st, 100; do. inc., 62; Texas and Pacific, 68⅛; do. Inc., L. G., 39⅝; do. Rio Grande div. 1st, 103¼; Texas and St. Louis, 46¾; do. inc., 69; Toledo, Peoria and Western, 1st, 118; Toledo and Wabash Equip., 105; Union Pacific Col. Trust 6s, 111½; Wabash, St. Louis and Pacific, Gen'l mort., 6s, 105½; do. Chicago div., 100; Arkansas 7s, L. R. & F. S., 19½; do. M., O. & R. R., 16¼; do. 6s, fund., 34; Alabama Class A, 73; Louisiana 7s, consol., 62; Missouri 6s, 1886, 112; do. 1887, 113; do. H. & St. J. issue, 111; North Carolina 6s, S. T., 2d class, 8½; Tennessee 6s, old, 71; do. new, 71; do. new series, 70¾; Virginia 6s, def., 19½; Am. Dist. Tel., 56¼; Canton Co, 72; Sutro Tunnel, 2¼; Colorado Coal and Iron, 62¾; do. 6s, 101½; Consolidation Coal, 40½; Maryland Coal, 30½; New Central Coal, 31; Central Mining, 4½; Caribou, 3¼; Deadwood, 8½; Excelsior, 5; Homestake, 25; Little Pittsburg, 4⅜; Mariposa pref., 8; Silver Cliff, 6¼; Standard, 22½; Stormont, 3½.

Philadelphia.—Allegheny City 6s, 104½; Am. S. S. Co. 6s, 108; Belvidere Delaware 3d mort., 106; Buffalo, Pittsburg and Western pref., 27; Central Transp., 44⅞; Empire Car Trust, 101½; Huntingdon and Broad Top Mt. consol. 5s, 92½; do. 1st mort., 122; do. consol. 7s, 111½; Nesquehoning Valley, 58½; Norfolk and Western pref., 70; Oil Creek 1st, 101¾; Philadelphia and Reading gold 6s, reg., 118; do. scrip, 66¼; do. income 7s, 83; Pennsylvania Allotment, 16½; People's Pass. 7s, 111; Pittsburg 7s, 107½; Philadelphia, Germantown and Norristown, 110; Shamokin, Hazleton and Wilkesbarre 2d, 40; St Paul and Duluth pref., 88; Steubenville and Indiana 6s, 105; Texas and Pacific consol. mort. 6s, 109; do. 1st mort., 110; Western Pennsylvania 6s, A. & O., 109. The latest quotations are: City 6s, 115@116; do. free of tax, 130@—; do. 4s, new, 106@118; Pennsylvania State 6s, 3d series, 104¾@105; do. 5s, new, loan, 118@119; do. 4s, new, 111@—; Philadelphia and Reading R. R., 29½@29⅝; do. consol. mort. 7s, coup. 129½—@; do. reg., 130@131; do. mort. 6s, 121@—; do. 7s, 1893, 121@—; United New Jersey R. R. and Canal, 189½@190; Buffalo, Pittsburg and Western, 21⅜@21½; Pittsburg, Titusville and Buffalo 7s, 100¾@101¼; Camden and Amboy mort. 6s, 1889, 114@114¼; Pennsylvania R. R., 66⅞@67; do. gen'l mort., coupon, 127¼@—; do. reg., 125@125¼; do. consol. mort. 6s, reg., 120@—; Little Schuylkill R. R., 52⅞@53½; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 13½@14⅞; do. 6s, 1882, 89½@90½; do. 1872, 105@109; Elmira and Williamsport pref., 54@—; do. 6s, 117@—; do. 5s, 99@100¼; Lehigh Coal and Navigation, 47⅝@47¾; do. 6s, 1884, 106¾@—; do. R. R. loan, 117@—; do. Gold Loan, 121¾@122¼; do. consol. 7s, 123¼@123¾; Northern Pacific, 43¾@45; do. pref. 82¼@82⅜; North Pennsylvania, 59¼@60; do. 6s, 108½@110; do. 7s, 117@—; do. Gen'l mort. 7s, reg., 124@—; Philadelphia and Erie, 27½@27⅞; do. 7s, 118¾@119¼; Minehill, 59⅛@59⅜; Catawissa, 23@23⅛; do. pref., 53⅝@53⅞; do. new pref., 51@51½; do. 7s, 1900, 127@—; Lehigh Valley 62½@62¾; do. 6s, coupon, 126½@129½; do. reg., 125@127; do. 2d mort. 7s, 137@140; do. consol. mort., 125@125¼; Fifth and Sixth streets (horse), 136@137; Second and Third, 112@—; Thirteenth and Fifteenth, 75@—; Spruce and Pine, 50½@52; Green and Coates, 80@—; Chestnut and Walnut, 95@96; Hestonville, 20½@22; Germantown, 75@—; Union, 119@125; Lombard and South, 25⅞@26⅛; West Philadelphia, 90@91; People's, 25⅞@26⅛; Continental, 106@108.

Boston.—Atlantic and Pacific Block, 122; Atchison, Topeka and Santa Fe 1st 5s, 104; do. plain, 5s, 99; Atchison 4½s, 96; Boston Land, 10⅝; Boston Water Power, 12; Boston and Maine 7s, 127½; Boston, Revere Beach and Lynn, 124; Boston, Clinton, Fitchburg and New Bedford, 43; do. 2d pref., 127; Central of Iowa, 46; do. 1st pref., 85 do, 2d pref., 70; Central Atchison, 45; Chicago and West Michigan, 94½; Chicago and Eastern Illinois, 112; Cincinnati, Sandusky and Cleveland 7s, 106; Chicago, Iowa and Nebraska, 155; Chicago, Burlington and Quincy 5s, 96; Chicago, Milwaukee and St. Paul, Wisconsin Valley div. 6s, 105; Flint and Pere Marquette, 38; do. pref., 97¼; Iowa Falls and Sioux City, 81; Kansas City, St. Joseph and Council Bluffs 7s, 123; Kansas City, Lawrence and Southern 5s, 108; Kansas City, Fort Scott and Gulf, 95½; do. 7s, 112; Little Rock and Ft. Smith, 90; do. 7s, 118; Louisiana and Missouri River, 33¼; do. pref., 55; Marquette, Houghton and Ontonagon, 78½; do. pref., 126; do. 6s, 100; Massachusetts Central 1st, 98; Mexican Central Blocks, new series, 100¼; do. old, 111; Maine Central, 40; New Mexico and Southern Pacific 7s, 119; New York and New England 6s, 109¾; Ogdensburg and Lake Champlain Income, 68½; do. 6s, consol. 102; Rutland, 7⅜; do. pref., 32⅝; do. 5s, 80; Sonora Block No. 4, 40; Summit Branch, 27⅛; Toledo, Delphos and Burlington, 17; do. 6s, Income, 62; do. 6s, M. L., 61; Wisconsin Central, 33⅞; do. pref., 58⅛; do. 2d Series, 64; Allouez Mining Co., 2⅛; Blue Hill, 2⅞; Brunswick Antimony, 21; Catalpa, 2⅛; Crescent, 1⅛; Copper Falls, 8½; Duncan, 2¾; Douglas, 2⅝; Franklin, 12; Huron, 1; Harshaw, 9; Mesnard, 1; National, 50c; Osceola, 35; Pewabic, 15; Phœnix, 2; Ridge, 8¾; Silver Islet, 45; Star, 1; Sullivan, 3¾.

Baltimore.—Atlantic Coal, 1.20; Atlanta and Charlotte, 88; do. 1st 116; do. Income, 98; Baltimore City 6s, 1902, new, 126⅛; do. 6s, 1900, 125⅝; do. 6s, 1890, 119; do. 5s, 1916, 123½; do. 4s, 1920, 110⅛; Baltimore and Ohio 2d pref., 123; Columbia and Greenville 1st, 109; Canton Company 6s, 109; Chesapeake and Ohio Canal 80; Consolidation Coal, 43; Charlotte, Columbia and Augusta, 60; Marietta and Cincinnati 1st Sterling, 120; Norfolk and Western pref., 69; Richmond and Danville, 115; do. bonds, 1885,

103½ ; do. 1890, 108 ; Richmond and Alleghany, 75 ; Union Railroad bonds endorsed by Canton Co., 120 ; Virginia and Tennessee 2d, 105 ; Virginia Peelers, 43¾ ; Virginia Black Scrip, 14 ; Wilmington, Columbia and Augusta, 6s, 115. The latest quotations are : Atlanta and Charlotte, 84½@87½ ; do. 1st, 115@116 ; do. Income, 98@—; Baltimore and Ohio, —@217 ; do. 6s, 1885, 109¾@— ; Baltimore City 6s, 1890, 118@119 ; do. 6s, 1900, 125½@— ; do. 5s, 1894, 117@118 ; do. 4s, 1920, 110¾@— ; Charlotte, Columbia and Augusta, 55@62 ; Cincinnati and Baltimore 7s, 115@— ; Canton Co. 6s, gold, 107¼@109⅛ ; Columbia and Greenville 2d, 95@96 ; Chesapeake and Ohio Canal 6s, 78@80 ; Marietta and Cincinnati 1st, 123½@124⅛ ; do. 2d, 93½@94 ; do. 3d, 53⅝@54 ; Norfolk and Western pref., 68⅜@69¾ ; Northern Central, 54¾@54⅞ ; do. 6s, 1885, 110¾@— ; do. 6s, 1990, gold, 117@118¼ ; do. 1904, gold, 117½@120 ; do. 5s, 1926, 102¼@103 ; Orange and Alex. 4th, 65@— ; Pittsburg and Connellsville 7s, 126@128 ; Richmond and Danville, —@116 ; do. bonds 1890, 108@109 ; Richmond and Alleghany, 74@76 ; Union Canal indorsed, 119@121 ; Virginia Consols, 85½@85⅝ ; Virginia 10-40, 56½@56⅝ ; Virginia Black Scrip, 14@— ; Wilmington and Weldon 7s, 120@— ; Wilmington, Columbia and Augusta 6s, 114½@116.

Pennsylvania Railroad.

The statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for April, 1881, as compared with the same month in 1880, shows:

An increase in gross earnings of.....	$272,006
An increase in expenses of.....	111,778
An increase in net earnings of.....	$160,228

The four months of 1881, as compared with the same period in 1880, show:

An increase in gross earnings of..... ..	$1,094,827
An increase in expenses of	880,134
An increase in net earnings of	$214,693
All lines west of Pittsburg and Erie for the four months of 1881 show a surplus over liabilities of $1,463,701, being a gain as compared with the same period in 1880 of.....	146,524
Total increase	$361,217

The Dayton and Southeastern Narrow gauge Railroad was released from the Receiver, on the 21st inst., by order of the court, and transferred to the Toledo, Delphos and Burlington Railroad Company. Both roads are narrow gauge, and the latter acquires possession of the former by paying all of the Receiver's and other indebtedness, amounting to $486,000. Gen. Corse, President of the Toledo, Delphos and Burlington Railroad Company, and George W. Ballou, of New York, acted for the transfer company.

The New York, Lake Erie and Western Railroad Building corner of Duane and West streets, in this city, has been entirely vacated by that company, with the exception of the General Ticket office. President Jewett, with his staff of aids and the Treasury, Accounting, and Freight Executive departments, removed to the Coal and Iron Exchange, No. 21 Cortlandt street, some weeks ago, and General Passenger Agent John N. Abbott has just removed with his department to quarters on the third floor of the same building. The General Ticket office will remain in the old building in West street.

☞ PENNSYLVANIA RAILROAD COMPANY,
TREASURER'S DEPARTMENT.

PHILADELPHIA, May 2, 1881.

The Board of Directors have this day declared a Semi-Annual Dividend of FOUR PER CENT. on the Capital Stock of the Company, clear of all taxes, payable in cash on and after May 28 to stockholders as registered on the books at 3 P. M., April 30, 1881.

On May 28, dividends will be paid to women only; after that date, they must await their turn with other stockholders.

The Board have also instructed the Treasurer to give public notice that the stockholders will have the privilege of subscribing at par to the stock of the Company in the proportion of TWELVE AND ONE-HALF PER CENT. of the number of shares registered in their names April 30, 1881, and those entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full prior to June 15, 1881, and no subscriptions will be received after that date. The privilege of taking new stock may be sold by any stockholder, and blank forms of allotment will be furnished upon application.

JOHN D. TAYLOR,
Treasurer.

Paine, Webber & Co.,

BANKERS AND BROKERS,
(Members of the Boston Stock Exchange.)

53 Devonshire St., Boston.

Devote special attention to the purchase and sale of Stocks and Bonds in the Boston market, the careful selection of securities for investment, and the negotiations of commercial paper.

WM. A. PAINE. WALLACE G. WEBBER. C. H. PAINE.

John H. Davis & Co.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth,

BANKERS,

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH
GEO. R. SHELDON.

CARPETS,

GREAT REDUCTION IN PRICES.

300 PIECES OF TAPESTRY BRUSSELS 75c. to 90c. Also 350 PIECES OF VELVETS, from $1 50 to $1 75. CHURCH AND OFFICE CARPETS, 50c. to 80c. LINOLEUMS, LIGNUMS, and MATTINGS at low prices.

STEPHEN A. SPENCER,

No. 701 Broadway, near Fourth st., N. Y.

Two Locomotives for Sale.

Both standard gauge and in good running order. No. 1—cylinders 15×22; 4 drivers 54 in. diam: weight 28 tons; but little worn; made at the Baldwin Works, Phila. No. 2—cylinders 13½×22; four drivers 60 in. diam.; weight 24 tons; patent air-brake. Address Box 87 Bordentown, N. J.

ELIZABETHTOWN, LEXINGTON,

AND

BIG SANDY RAILROAD

(EASTERN DIVISION).

First Mortgage 6-per-Cent.

SINKING FUND GOLD BONDS.

Mortgage, $3,500,000.

Principal due 1902.

Sinking Fund, $25,000 Yearly.

INTEREST 6 PER CENT.

PAYABLE SEMI-ANNUALLY,

MARCH 1st and SEPTEMBER 1st.

Denominations, $1,000, Coupon or Registered.

Registered Bonds have Coupons attached, payable to bearer, or with coupons detached, interest payable to owner or attorney, at Company's office, in New York City.

Price, 102½ and Accrued Interest.

Subject to advance without notice.

ROUTE AND RESOURCES.

The route of the road is from Lexington, Ky., to Huntington, West Va., through the rich blue grass region of Kentucky, being the neck of the Chesapeake and Ohio route, and thus the most important link in that whole vast system which is to day extending itself to the Far West, Northwest, and particularly the Southwest, via the Paducah and Elizabethtown and the Paducah and Memphis Railroads.

The necessary funds for the completion of this road are assured, and work is rapidly progressing from Mount Sterling eastward and from Ashland westward. From Mount Sterling to Lexington and from Huntington to Ashland the road is in active operation; trains running daily. All the steel rails, fastenings, and ties are bought and on the ground. Fifteen new locomotives have been ordered and four hundred new cars, preparatory to the opening of the entire road.

We recommend these bonds as a safe investment security.

FISK & HATCH,

5 Nassau Steet,
New York.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,549,578	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	Mar.'81 2
Bos., Clin., F. & N. Bed.100	1,247,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June'78 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M. & N.	May 81 4
Boston and Providence.100	4,000,000	M. & N.	May 81 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 5½
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.....50	377,400	quarterly	Apl.'80 3.s
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*.....50	1,159,500	Oct.'80	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref.....50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,350,400	F.M.A.N	May '81 1
" " pref.100	769,600	F. & A	Feb. 81 3½
Central of Georgia.....100	7,500,000	J. & D.	June '80 3
Central of New Jersey.100	18,663,200	quarterly	Apl. 79 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. 81 3½
" pref.....50	400,000	J. & J	an. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb.'81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,100	M. & S.	Mar. 81 4
" " pref.100	2,425,400	M. & S.	Mar '81 4
Chicago, Burl. & Quincy.100	31,004,456	quarterly	June '81 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12,279,483	A. & O.	A.. '81 3½
Chicago & N. Western.100	14,988,257	J. & D	Dec.'80 3
" " pref.100	21,525,353	quarterly	Mar.'81 1½
Chicago, R. I. & Pacific.100	50,000,000	quarterly	May '81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'78 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	June'81 1½
Columbus and Xenia*... 50	1,755,200	M. J. S. D	Mar. '81 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '81 4
Concord.....50	1,500,000	M. & N.	May 81 5
Concord and Ports.*.....100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Feb. '81 2
Connecticut River.....100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref..50	241,900	A. & O.	Oct. '80 4
" 2d pref...50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk .50	600,000	quarterly	June 81 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*.....2	1,330,950	J. & J.	Jan. 81 3
Del. & Bound Brook*....100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. .50	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80 2½
" " pref.100	2,603,380	F. & A.	Feb. '81 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania* 50	1,309,200	J. & J.	Jan 81 3
East Mahanoy *.....50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga...100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 2½
Kel River.....100	3,000,000	— & —	Mar. '81 2½
Elmira, Jef. & Canand*..00	500,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'80 1½
" " pref. 50	500,000	J. & J.	Jan. '81 3
Erie and Pittsburg*.... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '81 3
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia.....100	4,200,000	J. and J.	July '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,184,800	J. & J.	Jan. '81 3½
Housatonic, pref.....100	1,180,000	quarterly	Apl. '81 2
Illinois Central.....100	32,000,000	M. & S	Mar. '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May,'81 1½
Ia. So. & Mo. Northern. 25	600,000	quarterly	May,'81 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May,'81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May,'80 1½
Kentucky Central.....1 0	2,500,000	J. & D.	Dec. '80 1
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. S...100	48,466,500	quarterly	May,'81 2
" " (guar.).100	633,500	F. & A.	Feb. '81 5
Lawrence*.....50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,382,566	quarterly	Apl.'81 1½
" pref. 50	106,300	quarterly	Apl. '81 1½
Little Miami*.....50	6,871,450	quarterly	Mar. '81 2
Little Schuylkill*.....50	$2,640,100	J & J.	Jan. 81 2½
Louisville & Nashville..100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	May '81 1½
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....100	42,416,000	quarterly	Apl. '81 1½
Mobile & Montgomery...100	2,794,809	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800,000	M. & N.	May '81 3½
Nashua and Rochester .100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	... .	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2
New York Elevated....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref.100	8,145,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '81 2
Nieg. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '81 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,068,400	J. & D.	June'81 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	May 81 2
Oswego and Syracuse*.100	482,400	F. & A.	Aug. 80 4½
Panama.....100	7 000,000	quarterly	May '81 5
Paterson and Hudson*.100	632,000	J. & J.	Jan. '81 4
Paterson and Newark*.100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Apl. '81 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,269,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*...100	12,714,285	quarterly	Apr. '81 1½
" Special Imp..100	5,504,300	quarterly	Apl. '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....	858,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 5
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½s
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,600,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Apl. '81 1½
United Cos. of N. J*....100	22,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,030,000	... .	.....
" pref.100	20 000,000	quarterly	May 81 1
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley 100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180.000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. '80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '84 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 10	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500.000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '81 3
South Boston 50	400,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)...100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	Jan. '81 5
23d street (N. Y.).....100	600.000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson...100	20,000,000	.....	June'81 1½
Delaware and Raritan*.100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania.....100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co 100	3,000 000	J. & D.	Dec. '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May '81 $5
Central Mining Co.....100	... .	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C & I..100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '81 5
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Apl. 81 3
Pacific Mail Steamsh p.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal.....50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	5,990,200	F.M.A.N	May '81 2
Quicksilver, common ...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge....100	1,760,000	J. & J	Jan. '81 5
Sioux C. & I.F. L. & L. Co.100	600,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June 81 3½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	80,000,000	quarterly	Apl '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167 750	124,510	148,551	184,680	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,704	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,654	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,328	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,341,890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	392,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,093	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,883	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,063	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	189,125	177,861	163,484	212,896	209,068	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,032	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	906,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	846,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	162,027	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,457	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,337
1881	386,157	382,657	452,906	457,173	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	285,573	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,469,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,293	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490.195	451,560	408,241	372.290	395,300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,449
1881	570,957	560,791	692,023	535,042	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,482	320,963	425,685	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	926,603	933.143	1,189,268	1,028,791	946,186	952,049	1,065,980	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,153
1881	811,617	815,922	1,119,591	1,023,482	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge.(Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65.

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20.'65.

		Bank No.	Treasury No
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,826

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863,dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

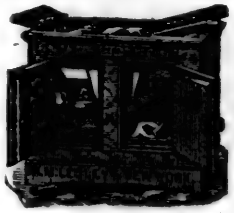
1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

The De Lesseps Canal.

Ex-Secretary Thompson says the De Lesseps canal scheme is progressing faster than was expected with the preliminiary work of clearing off trees and laying out the course of the canal. He expects to be able to have excavation started by midsummer. He is having 700 portable houses constructed, to be taken down there and put up. They will also take a large stock of all kinds of tools, including heavy steam shovels for excavation. A narrow-gauge railroad will be run along the side of the canal to carry out earth from the excavations to where it is needed for grading. He is going to try an experiment with American labor, and will test the adaptability of negroes to the climate by taking out a colony of some 500 blacks from the Gulf States. If those men do not stand it he may employ Cuban coolies.

LELAND HOTEL, CHICAGO, ILL., FINEST location in the city, corner Michigan avenue and Jackson street; fronting on the beautiful lake and park; two blocks from the Custom House and Post-office. Newly furnished and reconstructed. American plan. Popular prices, $3 and $3 50 per day. WARREN F. LELAND, Proprietor, late of Delavan House, Albany.



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380 Sixth Ave., N. Y.

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DETROIT MUNICIPAL BONDS.
DETROIT AND BAY CITY R. R. BONDS.

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SCIOTO VALLEY R. R. CONSOL. 7s, DUE 1910.
CAR TRUST CERTIFICATES.
CINCINNATI GOLD 6s, DUE 1906.
COLUMBUS AND TOLEDO FIRST 7s, DUE 1910.
COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

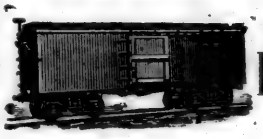
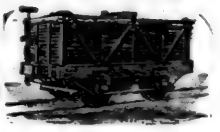
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Brown, Brothers & Co.,
NO. 59 WALL ST., N. Y.,
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BILLS OF EXCHANGE
ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.
Issue Commercial and Travelers' Credits *IN STERLING,*
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And in France, in Martinique and Guadaloupe.
MAKE TELEGRAPHIC TRANSFERS OF MONEY
Between this and other countries, through London and Paris.
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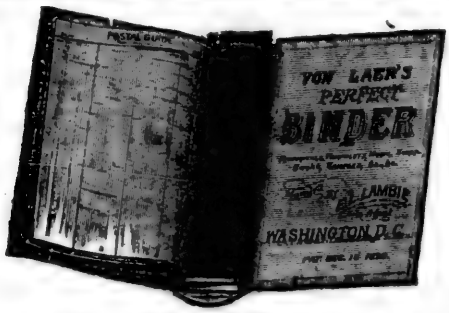
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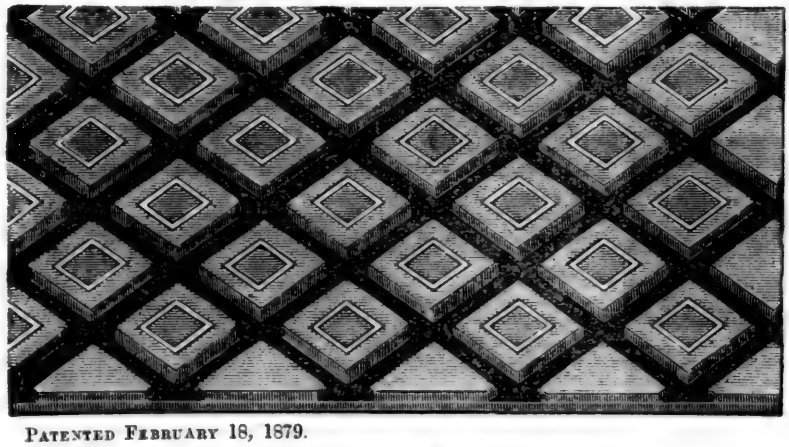
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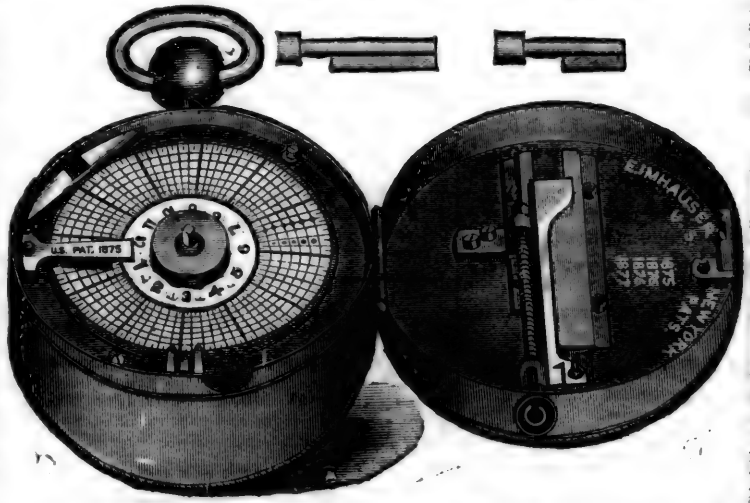
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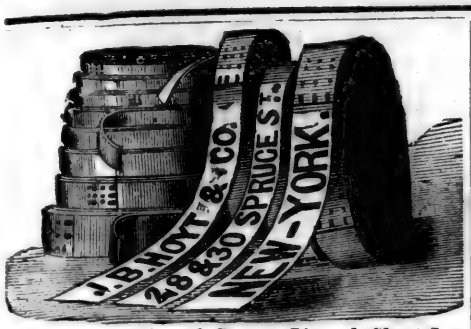
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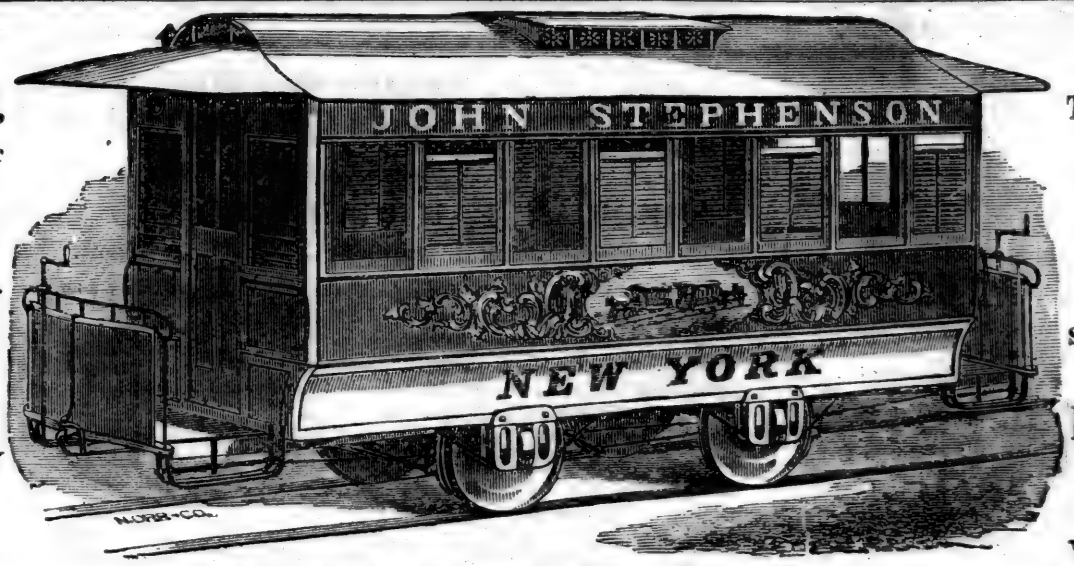
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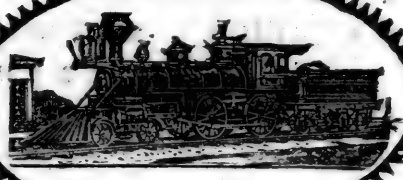
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SECOND QUARTO SERIES, VOL. XXXVII., No. 23.] NEW YORK, JUNE 4, 1881. [WHOLE No 2,354, VOL. LIV.

MANITOBA AND THE NORTHWEST.

A pamphlet recently published furnishes the following particulars of this vast district:

The province of Manitoba, in Canada, extends from eastward of the Red River to a line about 200 miles west of that river, and beyond that is the North West Territory, reaching to the base of the Rocky Mountains, a further distance of nearly 800 miles. The Red River runs through Manitoba, for upwards of 100 miles to its outlet into Lake Winnipeg. The valley of the Red River contains some of the richest alluvial soil on the continent of North America, and the Assiniboine river, several hundred miles in length, which falls into the Red River at Winnipeg, runs through another valley, having a great depth of rich soil. The Little Saskatchewan River falls into the Assiniboine about 150 miles from its mouth, and runs parallel to the Assiniboine about 100 miles to the east of it. These three rivers in Canadian territory with their tributaries comprise an area of wheat and grazing lands estimated at 300 miles long by 150 broad, which produces wheat of the finest quality. It is now being settled upon by farmers from Canada and the United States, and by emigrants from Great Britain and Ireland.

The productiveness of the soil along the Red River, Assiniboine, and Little Saskatchewan Valleys, is greater than in Minnesota or Dakota, and the yield of wheat per acre is larger. This is also the fact throughout the whole Province of Manitoba. The exhibit of the growth of cereals and vegetables from Manitoba at the agricultural shows last year at Ottawa, Toronto, Hamilton, and London is the strongest testimony of the fertility and productiveness of the prairie soil of that province. If further evidence is needed, it may be found in the speech made by the Consul General of the United States for Manitoba, who, on the 3rd October, 1879, made the following statement in regard to the flow of emigration westward. He said that one of the great tides of emigration now was to the northern zone, "specially adapted to wheat growing and cattle raising. That included Canada, Wisconsin, Michigan partially, and Minnesota, but three-fourths of the great wheat producing belt of the continent lay north of the boundary. There the future bread supply of America, and of the old world too, would be raised." He went on to say "that he wished to allude to that which was also of very great moment, the meat supply. In his opinion, the beef raised in this northern district to which he had referred would be found to be superior in quality and superior in quantity to any that could be raised even on the plains of Texas and the adjoining States." The land requires no clearing of timber. It simply needs to be ploughed, and in the same season produces productive crops, thus enabling settlers to avoid all the hardships known to backwoods-men in clearing up heavily timbered lands.

In addition to the great productiveness of the soil for wheat, it is also admirably adapted for the growth of oats, barley, and all other kinds of grain, the yield per acre being very large. Roots and vegetables of all descriptions grow in the greatest profusion. The yield, as exhibited at the agricultural shows throughout Canada, compares most favorably with similar articles grown in other parts of the Dominion.

The country is well adapted for raising cattle, the prairie grass being peculiarly nourishing and in large quantities. It also makes excellent hay, the only expense being the cost of cutting and drawing to the farm-yard. So excellent is the prairie grass that cattle driven for hundreds of miles across the plains, show no falling off in weight and condition as they proceed on their journey. The abundance of grass and hay, and the excellent root crops which are grown, render the raising of large herds of cattle extremely profitable. Horses remain out during the winter, the depth of snow being light, and when brought in, in spring, are not in much worse condition than when turned out at the beginning of winter. They are frequently herded in bands of from one to two hundred, in charge of one man, to prevent them from roaming too far.

The climate of Manitoba and the North West is extremely healthy. Fever and ague, which exist in so many parts of the Western States, are here unknown. In summer the heat is by no means oppressive, and though amply sufficient for the thorough maturity of the crops, is no greater than in Ontario, or throughout the northwestern portion of the continent. In winter the cold is steady, and no greater, as a rule, than is met with in all parts of the continent north of Chicago. The fall of snow is lighter than in most parts of Canada, seldom reaching two feet in depth. On the whole, the climate is an excellent one, both as regards the health of the inhabitants and the maturing of the crops.

The Government of Canada have under contract and partially completed about 600 miles of railway, 250 of which are now in actual operation from a point about 120 miles east of the Red River to 80 miles west of it, with a branch to the American boundary at Emerson, where connection is made with a continuous railway system reaching all parts of Canada and the United States. The Government expect to have the whole 600 miles in operation by the summer of 1882, and when this line is constructed, communication during the season of navigation, from May till the middle of November, will be made between the wheat-growing districts and the great inland lakes. The Government have also entered into contracts with the Canadian Pacific Railway Company for the completion of the entire Pacific Railway, making a continuous railway connection in British territory, from the Atlantic to the Pacific. It is the intention of the Railway Company to proceed vigorously with the construction of the line through the Prairie country, with the view of securing the completion of a main arterial line to the base of the Rocky Mountains, within the next four or five years. Branch lines will also be constructed when the necessity for them becomes apparent. The Assiniboine River is navigable from its mouth to Fort Ellice, and during the summer months steamers run regularly carrying large numbers of passengers and freight between Winnipeg and Fort Ellice and intermediate places. A line of steamers also runs from

the railway near the mouth of the Red River, to the mouth of the Main Saskatchewan River, where it falls into Lake Winnipeg, thence up the Saskatchewan River to the Prince Albert settlement, Battleford, the capital of the North-West Territory, and on to Edmonton, which is near the base of the Rocky Mountains. These steamers carry passengers and freight, and arrangements are now in progress for adding to the number of boats, as the increasing traffic may render necessary.

George Stephenson and Oliver Evans.

Apropos to the centennial celebration of the birth of George Stephenson, to be held in England June 9th the New York Times says: "The inventor of the principal of the locomotive is clearly the man who first used steam alternately on each side of the piston, and, above all, who first availed himself of its elastic force. In a word, the inventor of the locomotive is the inventor of the high-pressure engine. The claim includes much more than the application of steam to land locomotion, but it does include the invention of the locomotive as surely as the greater includes the less. That inventor is not George Stephenson, of England, but is Oliver Evans of Philadelphia.

Evans' invention, like Watt's, sprang from a boyish trick. One day while they both were yet children, his brother told him of the astonishing result which followed the placing in a blacksmith's forge of a gun barrel half filled with water and stopped at the ends. The matter rested there until he came across an account of the low pressure condensing engine. He instantly associated the two things, and, as a mental conception, the invention was that moment complete. If he had done nothing more, he had then conceived of a high pressure engine. But, happily, his claims to fame rest on more and sufficiently substantial foundations. He announced his discovery and was called crazy for his pains. Then he sought for sympathy and financial help in England, and twice sent plans and specifications there. The fact is incontestible, for it is recorded in contemporaneous English publications. Finally, he resolved to devote the product of all his other inventions to his steam bobby, and in 1786-7 he patented his engine. Nor is this all. In 1801, to claim no earlier date, he put it into successful practical operation. It was designed for a stationary engine, and for years it furnished power to marble-saws and a plaster mill. The idea of locomotion was, however, not abandoned, and soon after he made another engine, which he called Eructor Amphibolis. This singular contrivance was driven by steam alone over the highway, a distance of a mile and a half."

The South Carolina Railroad Company have begun the extension of their tracks to the water side, and before the opening of the fall trade will be prepared to receive and deliver goods on the extensive piers specially constructed for the company's use. The road will be sold under decree of the United States Court in July, and the syndicate of Northern capitalists who hold the bulk of its debt, and who will probably become its purchasers, announce their purpose to equip the road throughout in the most complete and efficient manner and make it, with its connections, a great trunk line from the Northwest to Charleston.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$842 249	$449,122
" cotton .	1,474,852	1,159,676
" silk	1,616,252	1,482 682
" flax	851,994	737,302
Miscellaneous dry goods.	509,788	359,494
Total	$5,295,135	$4,188,276

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$240,478	$513,365
" cotton..	191,165	233,563
" silk.....	328,998	361,446
" flax.....	217,732	340,238
Miscellaneous dry goods.	140,836	201,567
Total	$1,119,209	$1,650,174
Add entered for consump.	5,295,135	4,188,276
Thrown upon market...	$6,414,344	$5,838,450

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool ..	$760,511	$240,336
" cotton .	412,394	209,556
" silk	389,779	258,845
" flax	510,438	196,526
Miscellaneous dry goods	102,532	112,539
Total	$2,175,654	$1,017,802
Add entered for consump,	5,295,135	4,188,276
Total entered at the port.	$7,470,789	$5,206,078

The Imports of foreign dry goods at New York for five months from January 1, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$8,540,826	$6,589,897
" cotton ..	11,529,861	10,294,341
" silk	13,221,652	10,927,401
" flax	7,577,484	5.819 683
Miscellaneous dry goods	4,285,459	3,814,856
Total	$45,155,282	$36,946,178

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$2,401,744	$3,518,915
" cotton ..	1,491,602	2,561,808
" silk	2,153,764	2,514 450
" flax	1,846,601	2.661,278
Miscellaneous dry goods.	986,365	1,252,125
Total withdrawn from warehouse	$8,879,966	$12,508,576
Add entered for consump.	45,155,282	36,946,178
Total thrown on the market	$54,035,248	$49,454,754

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	$3,166,287	$2,743,592
" cotton .	1,629.598	2,040.584
" silk	2 200,724	2,132 646
" flax....	3,000.938	1.909,817
Miscellaneous dry goods	1,039,052	1,333,052
Total entered warehouse	$11,036,599	$10,159,651
Add entered for consump	45,155,282	36,946,178
Total entered at port....	$56 191,881	$47,105,829

The first electric railway now working in the vicinity of Berlin is so satisfactory that a second is projected to run to another district of the suburbs. The cost of construction is only £7,500 per kilometre.

A Veritable Palace Car.

The following description of a Pullman Palace Car sleeper, recently placed on the Eastern Division of the St. Paul, Minneapolis and Omaha Railway, is from the St. Paul Pioneer Press:

There are twelve sections in the body of the car—twenty-eight double and two single berths. In the drawing room there are two double and two single berths, and the smoking room has a double berth. The ladies' drawing room is in one end of the car, and the gentlemen's in the other end. In the gentlemen's drawing room is a double washstand. The car is supplied with air and automatic brakes, with paper wheels forty-two inches in diameter. The machinery is so perfect and so complete in all its parts that the occupants do not experience the slightest jolting as the cars move along the rails. All the side, or panel work is solid mahogany, ingeniously and elaborately carved, while the carpets are of the heaviest and softest patterns of velvet. A striking feature is the metallic work, the cuspidors, knobs, etc., which are gilded instead of being silvered. It is lighted with five large patent lamps with double burners, which render all parts of the car so light that the finest print can be read as plainly as by daylight. This is the first of five cars of the same description, all of which will cost $80,000.

Duty on Car-Truck Channel Iron.

The Secretary of the Treasury of the United States at Washington has reversed his ruling of October, 1880, in relation to the duty on car-truck channel iron. This iron is imported in the form of rolled plates 7 feet long 10½ inches wide, with flanges on each side. The question was raised some months ago as to whether these plates should be subjected to a duty of 35 per cent as "manufactures of iron," or a specific duty of 1½ cents a pound as material to be used in manufactures. Last October the department ruled that the completed plate was a "manufacture," and consequently was subject to an ad valorem duty. At the present price of iron in Scotland the duty on these plates is about $21 a ton. The Pennsylvania iron manufacturers, however, were not satisfied with this ruling, and Assistant Secretary French gave them another hearing, which resulted in a reversal of the decision of last October, and instructions have been sent to the various custom houses to levy a duty of 1½ cents a pound, which increases the duty on a ton to $33 60.

The ten new locomotives now building by the Hinkley Locomotive Works for the Missouri Pacific Railroad are of an entirely new pattern, with four driving wheels on each side, and will be considerably heavier, as well as more powerful, than ordinary engines. Their style is almost perfectly plain, many parts usually polished in this case being painted black. They will weigh, when completed, about fifty tons each. A peculiarity of their construction is that the engineer's cab is practically over the boiler or fire-box, while the fireman is placed behind and beneath.

A profile map of the plans of the Delaware, Lackawanna and Western Railway Company for reaching Buffalo, Erie County, N. Y., has been filed in the County Clerk's Office and everything points to definite and speedy action.

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New York, Saturday, June 4, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

THERE is good ground for congratulation in the financial achievements which our Government is exhibiting to the world. It is not improbable that the close of the present fiscal year will show that in twelve months the public debt has been decreased $100,000,000. This will be so if the month of June makes as good a record as is shown in the statement for May; a reduction of $11,150,721.

A THROUGH LINE from New York to Chicago will be acquired by the New York, Lake Erie and Western Railroad Company through the control just obtained, of the franchise of the Chicago and Atlantic Railway Company, extending from Marion, Ohio, on the New York, Pennsylvania and Ohio Railroad to Chicago. It is intended to commence at once the work of completing the line and by an arrangement with the New York, Pennsylvania and Ohio Railroad Company the New York, Lake Erie and Western Railroad Company will control the entire line to Chicago, thus securing a through route between New York and that city entirely independent of existing lines. It is said that a syndicate composed of Kuhn, Loeb & Co., Winslow, Lanier & Co., L. Von Hoffman & Co., Woerishaeffer & Co., and others, have purchased of the New York, Lake Erie and Western Railroad Company the first mortgage bonds upon the Chicago line, interest on them being guaranteed by the New York, Lake Erie and Western Railroad Company, and additionally secured by a pledge of the latter's gross earnings and those of the New York, Pennsylvania and Ohio Railroad Company from all Chicago traffic.

Cooper Union.

Among all the public exercises given by schools and colleges at this season of commencements, there can be found no better example of a great philanthropic work conducted in a quiet and practical way than is furnished by the annual commencement exercises of Cooper Union and by the report made at that time of the previous years' work of the Institute. The Cooper Institute for the Advancement of Science and Art has been continually broadening its field since its first establishment until now its generous provisions extend into all departments of science and art and not only cover the requirements of a practical mechanical or scientific education but afford means for adding to the same the polish and ornament of a liberal culture. The twenty second annual commencement of the Institute was held in the hall of the Union on Saturday evening of last week, and an indication of the breadth of the educational privileges afforded by this grand institution is seen in the variety of topics taken by the graduates for the oratorical part of the exercises. Orations were delivered by Henry Mendelson, on "Metallurgy;" by James S. Erwin, on "Eloquence;" by E. J. Kaltenbosh, on "Political Education;" by Abraham Levy, on "Free Government;" by Henri D. Dickinson, "A Plea for the Alchymist," and by E. D. Bolsover, on "Technical Education," the last named gentlemen also delivering the valedictory.

The event was one of unusual interest as it closed a year of marked activity in the Institute, during which valuable additions have been made to the various departments and improvements adopted in the courses of free instruction. During the week receptions were held at which opportunities were afforded the public for seeing some of the work accomplished by the students and for looking through the spacious and convenient instruction, reception and reading rooms. The receptions were largely attended and the exhibitions drew forth many expressions of admiration from experts and critics as well as from friends, the exhibits made by the classes in mechanical drawings and by the students in the Woman's Art School attracting special attention. On Saturday evening the closing literary exercises were held and the large hall was filled to its crowded capacity. Peter Cooper, to whose liberality and practical wisdom New York is indebted for this magnificent institution, presided, and the hearty tributes of respect which greeted him evinced the esteem and veneration in which he is held by those receiving the direct benefits of his philanthropy and by the general public. Among others on the stage with him were Hon. Abram S. Hewitt, Edward Cooper and F. W. Plympton. The trustees' report, read by Mr. Hewitt, stated that last years' expenses were $45,450 which sum was derived from the rents of the building and from the income of a special endowment of $150,000 made by Mr. Cooper for the support and increase of the free reading room and library. The amount earned for themselves by the pupils in the different departments of the Woman's Art School during the year was $19,480. During 1880 the library and reading room was visited by 402,685 persons. Since the property was transferred to the trustees by Mr. Cooper, in 1857, at the cost of $630,226, they have expended over $868,000 in giving free instruction to the public.

There is a special value at this time in the work which is being done at Cooper Institute. Never was there a time when high mechanical skill, trained in theory and practice, has been in greater demand in this country than on these days of gigantic construction enterprises, The incentive which is given to inventors by the employment of new forces and means for the advancement of scientific work and progress in engineering and general construction was never stronger than to-day. The railroad enterprises under way and the many more contemplated offer most encouraging fields for the exercise of just those acquirements which this institution develops. Among the new and valuable features recently employed for utilizing the work produced under this free training is the establishment in the Cooper Union building of an Inventors Institute, where a permanent exhibition of inventions is maintained and one of the chief aims of which is to place inventors in connection with capitalists and others most interested in utilizing the products of inventive skill. But not alone in this department is the work which Mr. Cooper is doing particularly timely but also in the Woman's School of Art which is most flourishing now when the fine arts hold out more encouragement to their devotees than ever before in America. It must be a source of peculiar congratulation and happiness to the venerable founder of Cooper Union to see in his ripe and honored old age the work of his hands so fruitful of present good and so rich in promises of future utility and blessing to the men and women of his city and of his country.

Secretary Blaine on the Care of Live Stock in Transit.

Increasing interest is being manifested both in this country and in Europe in the subject of providing better and more economical measures for feeding and watering live stock in transit, and the question having been much agitated and

studied, has become one of the most important connected with improvements in transportation, while in its sanitary and economic relations it has assumed a character of international importance. Many devices have been placed before railroad managers in the way of parlor cattle cars, etc., but in the main they have not been at all favorably received on account of the undesirability for many reasons of having special cars for such purposes, and because it does not seem possible to fully meet the requirements practically and economically in that way. Mr. Tingley's device, consisting of a simple method for feeding and watering the stock at stations in ordinary cars without removal, as previously described in the JOURNAL, is receiving much attention here and abroad, and is gaining a deserved popularity with railroad men, shippers and consumers alike. We had occasion a short time since to publish the opinion of Sir Edward Thornton on the device and its bearing on the exportation of American beef, and we give below a letter on the subject from Hon James G. Blaine, Secretary of State:

WASHINGTON, D. C., May 18th, 1881.

A. D. TINGLEY, Esq.

DEAR SIR.—I have been very greatly interested in your invention for the feeding and watering of cattle while in transit by rail for Eastern and European markets. My attention has been called officially by reports from abroad to the very great importance of careful and humane transportation of cattle as affording a protection against disease and insuring always a better quality of beef.

I hope you will succeed in your enterprise and I cannot indeed doubt that you will. You are doing a most valuable work and I trust you will meet with just recompense.

Very truly yours,

(Signed) JAMES G. BLAINE.

Organization.

Jay Gould, Trenor W. Park, Sidney Dillon, Russell Sage, C. P. Huntington, Charles G. Francklyn, E. H. Perkins, Jr., Henry Hart and J. B. Houston have been elected directors for the ensuing year of the Pacific Mail Steamship Company.

Articles of incorporation were filed with the Secretary of State of Ohio on the 27th ult., of the New York, Ohio and Western Railroad Company, with a capital of $50,000. The road is to run from Medina to Trumbull Co.

The Kankakee and Southwestern Railroad Company have re-elected J. F. Tucker, E. T. Jeffery and W. J. Mauriac. W. K. Ackerman was re-elected president, J. C. Welling treasurer and W. J. Mauriac secretary.

The following gentlemen have been elected directors of the Santa Cruz Railroad Company: Geo. Crocker, E. C. Wright, F. G. Douty, A. C. Bassett, J. L. Willcutt, W. E. Brown, C. J. Robinson. George Crocker was elected President, J. L. Willcutt Secretary, and N. T. Smith Treasurer.

At the recent annual meeting of the Montreal and Vermont Junction Railway Company, held at Stanbridge, Quebec, the following Board of Directors was elected: J. Gregory Smith, A. H. Millmore, Jed. P. Clark, Jo D. Hatch, J. S. Brigham, G. Smith and E. C. Smith.

The directors of the Concord and Claremont Railroad Company, elected on the 25th ult., are; George E. Todd of Concord, Dexter Richards of Newport, Daniel W. Johnson of Claremont, Charles P. Sanborn of Concord, Mason W. Tappan of Bradford and Henry C. Sherburne of Concord.

At the annual meeting of the Chicago and Springfield Railroad Company the three retiring directors, W. K. Ackerman, B. F. Ayer and L. V. F. Randolph, were re-elected. W. K. Ackerman was re-elected president, J. C. Welling treasurer and J. Dunn secretary.

The Galveston and Pacific Narrow-Gauge Railroad Company was organized at Galveston, Texas, on the 28th ult., with a capital stock of $750,000. The route of the road will be from Galveston to Victoria, San Antonio and Camargo. The subscription books for the capital stock will be opened next week.

The directors of the Mont Alto Railroad Company, recently elected, are: I. S. Waterman, T. B. Kennedy, G. B. Wiestling, E. W. Wiestling, E. P. Dwight, John Stewart and D. O. Geho. The directors of the Mont Alto Iron Co. are: I. S. Waterman, G. B. Wiestling, E. P. Dwight, E. P. Wiestling and W. J. Barr.

The Milwaukee Grain Transportation Company, with $1,000,000 capital stock, and Thos. K. Ewing, Sam. McCord and W. H. Osborne as incorporators, filed articles of association in Madison, Wis., May 17. The purpose is to manufacture and sell cylinder cars under a patent held by the Prosser Twin Cylinder Car Company of Chicago.

The directors of the New York and Harlem Railroad Company, recently elected, are: Wm. H. Vanderbilt, Cornelius Vanderbilt, Wm. K. Vanderbilt, Augustus Schell, Abraham B. Bayles, James H. Banker, John B. Dutcher, Robert J. Nivin, Joseph Parker, Chauncey M. Depew, William H. Leonard, Samuel F. Barger and John E. Burrill.

The stockholders of the Wilton Railroad Company, at their annual meeting in Nashua, N. H., elected the following directors: Solomon Spalding, of Nashua; Clarke C. Boutwell, of Nashua; William Ramsdell, of Milford; John Reed, of Nashua; John A. Spalding of Nashua. Clerk, J. Thornton Greeley, of Nashua.

The directors of the Northern Railroad Company, elected at the annual meeting of the stockholders in Concord, N. H., on the 26th ult., are: Henry C. Sherburne of Concord, George W. Nesmith of Franklin, Uriel Crocker of Boston, Francis B. Hayes of Boston, Josiah H. Benton, Jr., of Boston, George E. Todd of Concord and Alvah W. Sulloway of Franklin, N. H.

Articles of consolidation of the Detroit, Butler and St. Louis and the Butler and Detroit Railroads were filed with the Secretary of State of Indiana, on the 25th ult. The capital stock of $1,200,000, and the directors are T. McMillan, C. H. Buhl, Allen Sheldon, R. A. Alger, George W. Balch, Rufus W. Allette and James F. Joy, all of Detroit.

At the annual meeting of the stockholders of the Swedesboro', Railroad Company, held at Swedesboro', N. J., on the 26th ult., T. Jones Yorke, Richard Ashhurst, J. S. Thompson, Samuel Black, David B. Gill J. H. Vanneman, Edwin Stokes, M. Gill and J. H. Bradway were elected directors, J. S. Thompson was re-elected President and D. B. Gill secretary and treasurer.

The Newcastle and Franklin Railroad, recently purchased by the Buffalo, Pittsburg and Western, has been renamed the Newcastle and Oil City Railroad. The election at Newcastle last week resulted in the choice of the following directors: J. W. Jones, C. H. Clark, George F. Tyler, of Philadelphia; Archer N. Martin, of New York City; F. W. Mitchel, of Oil City, and William Patterson, of Newcastle. President, J. W. Jones.

The stockholders of the Nashua and Lowell Railroad Co. have elected the following directors: Francis A. Brooks, Francis V. Parker, Gedney K. Richardson, Boston; Jeremiah W. White, Cornelius V. Dearborn, William W. Bailey, Nashua; A. M. Shaw, Lebanon. President, Francis A. Brooks; Treasurer, Charles B. Brooks, Boston; corporation clerk, Walter A. Lovering, Nashua.

At the annual meeting of the Peterborough Railroad Company, in Nashua, directors for the ensuing year were chosen as follows: James Scott, of Peterborough; George W. Gill of Worcester; George A. Ramsdell, of Nashua; S. A. B. Abbott, of Boston; John H. George, of Concord; Edward Spalding, of Nashua; Frank A. McKean, of Nashua. Corporation clerk, Gilman C. Shattuck, of Nashua.

At the annual meeting of the Concord Railroad Company, held in Concord, N. H., on the 14th inst, the following directors were elected: Frederick Smyth of Manchester, Samuel N. Bell of Manchester, J. Thomas Vose of Boston, Benjamin A. Kimball of Concord, Franklin B. Hayes of Boston, Henry C Sherborne of Concord, James W. Johnson of Enfield, and John H. Pearson of Concord.

The Atlanta and Alabama Railroad Company was organized at Atlanta, Ga., on the 28th ult., by the election of A. Haskell, of Columbia, S. C., president; G. J. Forencre, of Atlanta, vice-president, and W. H. Snowden, A. S. Buford, James Bryan, T. M. R. Talcott, L. J. Hill, S. M. Inman, A. Murphy, directors. This road extends from Atlanta, Ga., to Birmingham, Ala. It is claimed that the stock has all been taken and the road will be built.

A company to be known as the Continental Construction Improvement Co., with a capital of $10,000,000, was organized in New York on the 26th ult., to build the Boston, Hoosac Tunnel and Western Railroad, which is to extend from Boston to Buffalo, via Schenectady, Utica, Rochester and Syracuse, partly over the Syracuse and Chenango Railroad, recently purchased, with branches to Oswego, the soft-coal regions and New York city.

At the annual meeting of the stockholders of the Manchester and Lawrence Railroad Company, held at Manchester, N. H., on the 27th ult., the following named directors were unanimously elected: Benjamin F. Martin, Manchester; Edward A. Abbott, Concord; Joseph W. Smith, Andover, Mass.; Nathan Parker, Manchester; William A. Tower, Boston, Mass.; Asa Fowler, John A. White, Concord. President, B. F. Martin; clerk, S. N. Bell; treasurer, George B. Chandler.

The directors of the Ashtabula and Pittsburgh Railroad Company, recently elected, are: H. B. Perkins and Warren Packard, Warren; Caleb B. Wick and F. H. Matthews, Youngstown; F. Harrington, Rock Creek; Henry Hubbard and H. L. Morrison, Ashtabula, Ohio; John N. Hutchinson, Philadelphia; Wm. Thaw, Wm. P. Shinn, Thos. D. Messler, Wm. Mullins and W. H. Barnes, Pittsburgh. The officers are: President, John N. Hutchinson; secretary and treasurer, A. F. Hubbard.

Articles of association of the Rogers and Siloam Springs Railway to run from Rogers to the latter place, a distance of thirty-five miles, were filed in the office of the Secretary of State of Arkansas on the 26th ult. The capital stock is $1,000,000. The directors are C. W. Rogers, A. G. Thompson, of St. Louis; John O. Day, James Dunn, of Springfield, Mo.; Peter Van Winkle, of War Eagle, Ark.; James A. C. Blackburn, of Rogers, Ark.; E. P. Watson, of Bentonville, Ark.; P. H. Van House and D. R

Davidson, of Fayetteville, Ark. Work on the projected road will commence shortly.

Articles of incorporation were filed with the Secretary of State of Illinois on the 27th ult. of the Fulton County Extension Railroad Company running from Fairview, in Fulton County, east to Peoria. One branch will run via Monmouth to the Mississippi and another via Galesburg to the Mississippi. The capital stock is $1,000,000. The incorporators are S. H. Malloy, T. M. Stewart, S. S. King, Joseph Braden, of Chariton, Ia., and James C. Wilcoxsen, Henry Phelps, Moses Turner and John A. Gray, of Lewiston, Ill.

The Secretary of State of West Virginia has issued a certificate of incorporation to the Kanawha and Raleigh Railroad Company for the purpose of constructing a railroad from the mouth of Calvin creek, Kanawha county, to a point on Clear Fork of Big Coal run. The principal office shall be at Philadelphia, Pa., and the certificate perpetual. The capital stock is $150,000 divided into shares of $100 each. The corporators are James A. Wright, Edward M. Davis and Henry C. Davis, all of Philadelphia, and Wm. H. Dewes, of Carkin, Kanawha county, W. Va.

Articles incorporating the Austin Railway Company have been filed in the office of the Secretary of State of Minnesota. The proposed road is to start from some point in Mower County, on the line of the Southern Minnesota Division of the Chicago, Milwaukee and St. Paul Railway east of Ramsey, in said county, and thence to run so as to intersect the Iowa and Minnesota Division of the same road north of or at the city of Austin. The general offices of the company are to be at Austin, and the amount of capital stock is fixed at $50,000. Following are the names of the incorporators, all of Mower County; O. W. Shaw, W. T. Wilkins, Z. H. Sherwin, E. C. Dorr, H. H. Ball, R. O. Hall, G. Schleuder, Ira Jones, W. L. Hollister, C. A. Pooler and F. I. Crane.

At the annual meeting of the Suncook Valley Railroad Company held at Manchester, N. H., on the 26th ult., the following board of directors was elected: Samuel N. Bell of Manchester, Natt Head of Hooksett, Reuben L. French of Pittsfield, Frederick Smyth of Manchester, Charles H. Carpenter of Chichester, Lemuel B. Towle of Epsom, Martin V. B. Edgerly of Manchester. S. N. Bell, President, and Lewis G. Clark, Clerk. The road is operated by the Concord Railroad Co., under a contract or lease. The annual meeting of the Suncook Valley extension was then held and the following directors were elected: Samuel N. Bell, Frederick Smyth, Natt Head, William H. Berry, Daniel E. Tuttle, Thomas Cogswell, George W. Emerson. President, S. N. Bell, and Clerk, B. P. Cilley.

An agreement between the companies representing the following railroads, to wit: Minneapolis and St. Louis, capital, $3,200,000; Minneapolis and Duluth (White Bear Branch), capital $200,000; Minnesota and Iowa Southern, capital $3,000,000, and Fort Dodge and Fort Ridgely, capital $9,000,000, has been filed in the office of the Secretary of State of Minnesota, its purport being the consolidation of the capital stock, franchises and property of the parties of the second, third and fourth part with those of the party of the first part, viz.: the Minneapolis and St. Louis Railway Co., which operates the several lines enumerated. The agreement is dated May 13, 1881, and the consolidation goes into effect on the 1st of June. It is further stated that the new company shall have a capital stock of $20,000,000, divided into 200,000 shares of which not more than 80,000 may be issued as "preferred," the rest to be "common." The directorate of the consolidated company up to the first Tuesday in October, 1881, is named in the instrument as follows: W. D. Washburn, H. T. Welles, J. K. Sidle, W. D. Hale, C. H. Pettit, A. H. Bode, W. W. McNair, R. J. Baldwin and M. P. Hawkins, all of Minneapolis, with W. D. Washburn president, A. H. Bode treasurer, and M. P. Hawkins secretary. The instrument is signed by W. D. Washburn and W. D. Hall, of the M. and St. L.; Isaac Atwater and W. D. Hall, of the M. and D.; John Martin and David Secor, of the M. and I. S., and John Martin and Isaac Garmol, of the Ft. D. and Ft. R.

Personal.

Percy Echols, a civil engineer, son of Gen. John Echols, of Staunton, Va., died in Ashland, Ky., last week, of typhoid fever.

Mr. Evarts has gone from Paris to London, where he will remain until the reassembling of the International Monetary Conference on June 30th.

F. C. Keefer has been elected president and Mr. Macklin, vice president of the Montreal and Vandreuil Railway Co., Canada.

William L. Burt has been elected President of the Boston, Hoosac Tunnel and Western Railway Company, vice Fred L. Ames, resigned.

M. Romero, formerly minister to the United States is to represent the Mexican Southern Railway Company in Mexico.

John W. Garrett, president of the Baltimore and Ohio Railroad Company, and Wm. H. Vanderbilt arrived in this city from Europe on the steamer Germanic last Saturday.

Joseph P. Brinton, of Philadelphia, has been elected President of the Richmond, Fredericksburg and Potomac Railroad Company in the place of Judge Robert Ould, resigned.

Henry W. Fuller, leaves the position of general Eastern passenger agent of the New York, Lake Erie and Western Railroad to assume charge of the passenger department of the Chesapeake and Ohio Railway, at Richmond, Va.

Col. Francis De Grey, president, and Frederick Broughton, general manager of the Great Western Railway of Canada were registered at the St. James Hotel, this city, Monday. Col. De Grey arrived on Monday from London by the steamer Gallia.

At the meeting of the board of directors of the Pacific Mail Steamship Company held last week J. B. Houston was elected president. The other officers hold over. It is expected that there will be no change in the management.

James Buckley has been appointed general Eastern passenger agent of the New York, Lake Erie and Western Railroad, with headquarters at 401 Broadway. Mr. Buckley has been ticket agent at the principal Erie ticket office in this city for the past sixteen years.

Colonel Thomas M. King, superintendent of the Allegheny Valley Railroad, has resigned to take charge of the Pittsburg Division of the Baltimore and Ohio Railroad, with headquarters in Pittsburg, the resignation taking effect June 1st. He is succeeded by C. B. Price, formerly private secretary to general superintendent McCargo.

E. H. Mott has been appointed to the management of the press department of the New York, Lake Erie and Western Railroad Company, succeeding John W. Romaine, recently appointed assistant emigrant agent of that company. Mr. Mott is well known in newspaper circles of this city and elsewhere, having been connected with prominent New York dailies, and has also had experience in the duties of his present position, previously in the office with Mr. Romaine.

Col. B. W. Spencer, treasurer of the New York, Lake Erie and Western Railroad Company, has been appointed Brigadier General and Inspector General of Rifle Practice on the military staff of Governor Ludlow, of New Jersey. J. W. Romaine, assistant emigrant agent of the same company has also been appointed an aide on Governor Ludlow's staff, with rank of Colonel.

Mr. N. F. Whiting, prominent amoung the financial writers of New York and who for several years has ably conducted the financial department of the Evening Post, tendered his resignation when the paper passed into new hands, thinking the new management might desire to make a change. He received in reply from Carl Schurz, the editor in chief, a cordial invitation to retain the position, and he is likely to remain on the paper to the general satisfaction of its financial readers.

Benjamin Thomas, for several years superintendent of the Delaware Division of the New York, Lake Erie and Western Railroad, has been promoted to the position of assistant general superintendent of that line, succeeding O. Chanute, who retires from the management. Mr. Thomas began his railroad career as telegraph operator at Narrowsburgh, N. Y., on the division of which he afterwards became superintendent, and has won his present position through his fine executive ability and close application. Charles Neilson, late fuel purchaser for the road, takes the position vacated by Mr. Thomas.

The Chicago Tribune says that J. D. Layng, who recently resigned as general manager of the Pennsylvania Company's line, is to take the position of general superintendent of the Chicago and Northwestern Railway, after July 1st, and adds: The office of general superintendent of this company has been vacant for some time. When Mr. Hughitt, now vice president and general manager, succeeded Mr. Porter as general manager, no successor was appointed, and the duties appertaining to the position were shared by the general manager and Mr. C. C. Wheeler, at that time the assistant general superintendent. About a year ago, however, Mr. Oliver, who had earned the esteem and confidence of the management by his superintendency of the Iowa lines, was promoted to the vacancy, but filled the office only a few months, when failing health forced him to a reluctant resignation. Mr. Layng has the ability, experience and judgment fitting him for the office."

Southern Pacific Railroad.

The Daily Stock Exchange, of San Francisco, learns from an official of the Southern Pacific Railroad Company, who is authorized by President Crocker to make it public, that Chief Engineer Montague with a party of surveyors will soon leave for Yuma to survey the line of road from that point to Point Isabel, at the head of the Gulf of California. The terminus of the road will be at Deepwater, on the Gulf, where wharves and warehouses are to be built and other shipping facilities established. When the road is ready for business, a line of fast steamers will be placed on the Gulf to run to Guaymas, Mazatlan and other Mexican ports. The road is expected to be in complete running order by the 1st of October.

Gen'l Rosser, Chief Engineer of the Canadian Pacific Railway, who has recently returned from the West, reports the location of the line to the 101st meridian beyond Grand Valley, and that trains will be running to the latter place by the 1st of August.

Northern Pacific Railroad.

Grading will commence on the Wisconsin Division of the Northern Pacific Railroad on June 5. Work is in progress on the branch from Fargo in a southwesterly direction, and the Casselton Branch is being extended. The grading of the eastern approach to the Bismarck bridge will begin next week; the masonry and superstructure work is proceeding vigorously. The Missouri Division was completed last fall to about forty two miles from the Yellowstone—track-laying is going on 1½ miles per day, and the Yellowstone will be reached at Glendine by the middle of June. Large forces of men and teams are at work on the Yellowstone Division, and Miles City, about eighty miles up the Yellowstone, will be reached by July 31. Four surveying parties are at work in the Rocky Mountains Division. Engineers are locating the line of the Clark's Fork Division, and grading has been commenced on the eastern end. The line around Lake Pend d'Oreille has been economically improved, and the graders are at work. The track has been laid 134 miles from Wallula on the Pend d'Oreille Division. On the Cascade Division in Washington Territory a more favorable line than heretofore reported has been found, and surveys are in progress between Kalenna and Portland on both sides of the river.

Railroad Law.

THE GERMANTOWN PASSENGER RAILWAY CO. VS. WALLING et al.

A street railway company has the right to carry passengers on the platforms, and if a passenger be injured while standing there, without objections by the company's agents, whether the injury was with his contributory negligence is for the jury to decide under all the facts and circumstances detailed in evidence.

Error to the Court of Common Pleas No. 2 of Philadelphia county.

Case, by Jane R. Walling and Joshua Clendenon, guardian of Grace May Walling, against The Germantown Passenger Railway Company, to recover damages for the loss sustained by the plaintiffs by the death of the husband and father, Bernard Walling, caused by being thrown from a car of defendants, by their alleged negligence, run over and killed. The facts were as follows:

Bernard Walling, a man in the prime of life, thirty-three years of age, who had been a fruit-grower in Kansas, but came to Philadelphia and obtained a concession to carry on the business of a restaurant on the Centennial grounds, was on his way to his business, and hailed the defendant's street car. The car stopped and accepted him as a passenger. He tried to get on the rear platform, but it was so crowded that he was unable to do so. He went to the front platform and took the only available place open to him, viz., on the step. He grasped firm hold of the iron guards upon each side of the step, and, thus supported, stood in a place perfectly safe under ordinary circumstances. The car then proceeded without incident until opposite the Foster Home on Girard avenue, when, being driven round a curve with great rapidity, and, at the same time, striking a defect in the track where the stones had worked out from under the rails, the passengers packed on the platform, by the sudden jolt and rapid motion round the curve, were thrown with great violence against Walling, breaking his right hand-hold, and themselves falling headlong into the street, one of them reaching the curb, which he struck with his head. Walling still held on with his left hand, but by the shock was thrown in front of the dasher, and, after being carried some distance, fell in front of the wheels, which passed over his chest and killed him instantly.

Verdict and judgment for plaintiffs for $5,000. Defendant took this writ.

Opinion by Turnkey, J. January 24, 1881.

At the outset the defendant (plaintiff in error) claims but two questions are presented in the assignments. 1. "Was Bernard Walling guilty of contributory negligence per se, so as to make it the duty of the court below to instruct the jury that he could not recover? and 2. Was the evidence of damage too vague under the requirements of the Act of April 4th, 1868, to justify a verdict for the plaintiff below?"

In fact, the second question is not raised in the record. As a general rule, where specific instructions were not requested by a proper point, and no exception to such as were given, there is no error for correction. Complaint is not now made of the charge respecting damages; the only errors alleged are the refusal of the defendant's points, and they were upon another branch of the case. Surely if the decedent's death, without fault in him, was caused by the defendant's default, the plaintiffs were entitled to recover.

In a charge of marked accuracy and fairness, the question of defendant's negligence and of the decedent's concurrent negligence were submitted to the jury. It is not pretended that the court could have refused to submit to them to decide whether the defendant was negligent, and, it is conceded, that fact is settled by the verdict. If it was the duty of the court to determine there was contributory negligence by the decedent, all the defendant's points should have been affirmed. This is the sole question now for consideration, the one first stated by the defendant.

The facts claimed to reveal want of due care in the decedent are not in dispute. "He voluntarily got upon a car so crowded that he was obliged to take a position on the step of the front platform of the car, occupied at the time by two other men, between whom he squeezed into a position, where, for the purpose of retaining his place, he was obliged to hold fast with one hand to the dasher and the other to the iron bar under the window of the car." So says the defendant. In addition, the car stopped and received him as a passenger. The driver testifies, he knew the car was so full a man could not go through to the back platform. Crowded as it was, the conductor says, there was room for more, both inside and on the rear platform. But Walling first tried to get on the rear platform, and falling, went to the front.

Conductor, driver and passengers acted as if there was room so long as a man could find a rest for his feet and a place to hold on with his hands. Nor was that action exceptionable. Notoriously, it was very common in 1876, and, perhaps, is not infrequent at this day. The companies do not consider such practice dangerous, for they knowingly suffer it, and are parties to it. Their cars stop for passengers when none but experienced conductors could see a footing inside or out. The risk in travelling at the rate of six miles an hour is not that when the rate is sixty, or even thirty. An act which would strike all minds as gross carelessness in a passenger on a train drawn by steam power might be prudent if done on a horse car. Rules prescribed for observance of passengers on steam railroads, which run their trains at great speed, are very different from those on street railways. In the absence of express rules, every passenger knows that what might be consistent, with safety on one would be extremely hazardous on the other. Street railway companies have all along considered their platforms a place of safety, and so have the public. Shall the court say, that riding on a platform is so dangerous, that one who pays for standing there can recover nothing for an injury arising from the company's default?

Musel vs. Lynn & Boston R. Co., 8 Allen (Mass.), 234, was a case like this in its facts. The court said: "It is well known that the highest speed of a railroad car is very moderate, and the driver easily controls it, and stops the car by means of his voice, his reins, and his brake. In turning around an angle from one street to another, passengers are not required to expect that he will drive at a rapid rate, but, on the contrary, might reasonably expect a careful driver to slacken his speed. The seats inside are not the only places where the managers expect passengers to remain; but it is notorious that they stop habitually to receive passengers to stand inside till the car is full, and then to stand on the platforms till they are full, and continue to stop and receive them even after there is no place to stand except on the steps of the platforms. Neither the officers of these corporations, nor the managers of the cars, nor the travelling public, seem to regard this practice as hazardous, nor does experience thus far seem to require that it should be restrained on account of its danger. There is, therefore, no basis upon which the court can decide upon the evidence reported that the plaintiff did not use ordinary care. It was a proper case to be submitted to the jury upon the special circumstances which appeared in evidence." These remarks are quite applicable to the case in hand.

Standing on the front platform of a horse car, when there is room inside, is not conclusive evidence that the person injured by the driver's default was not exercising due care: Maguire v. Middlesex R. Co., 115 Mass. 239. A street railway company has the right to carry passengers on the platforms, and if a passenger be injured while standing there, without objections by the company's agent, whether the injury was with his contributory negligence is for the jury to decide under all the facts and circumstances detailed in evidence: Bunn v. Bellefontaine & St. L. R. Co., 50 Mo. 139.

It has also been decided in other States, that if a passenger be injured while standing on the platform of a street or horse car, the question of his contributing negligence is one of fact for the jury.

So little danger exists in riding on the platforms, accidents to passengers while thus riding are so rare, that this is the first time the question

raised has been presented in Pennsylvania. We think the decisions in other States above referred to are sound. They accord with well settled principles. What is and what is not negligence in a particular case is generally a question for the jury, and not for the court. It is always a question for the jury when the measure of duty is ordinary and reasonable care. When the standard shifts with the circumstances of the case, it is in its very nature incapable of being determined as a matter of law. When both the duty and the measure of its performance are to be ascertained as facts, a jury alone can determine what is negligence, and whether it has been proved: West Chester & Phila. R. Co. v. McElwee, 17 P. F. S. 311.

It is the duty of courts in cases of clear negligence, arising from an obvious disregard of duty and safety, to determine it as a question of law. This principle was applied in the numerous cases cited by defendant. It should always be where the admitted facts, or the proofs adduced by a party, conclusively show his negligence.

The undisputed facts in this case show that the measure of duty on the part of the deceased was ordinary and reasonable care: and what that was, and whether he complied with it, could only be determined by the jury.

Judgment affirmed.

C. H. Gross and T. J. Barger, Esqs., for plaintiff in error.

Richard P. White, Esq., for defendant in error.

The Poughkeepsie Bridge.

In view of the approaching completion of the New York and New England Railroad through to the Hudson River, information as to the present status of the Poughkeepsie Bridge will be of interest. Efforts are being made in the New York Legislature to secure a charter for another bridge across the Hudson, some distance below Fishkill. In the course of the debate upon the bridge question in the Assembly, General Sharpe of Ulster, N. Y., gave the following information concerning the Poughkeepsie Bridge:

"The progress with the bridge at Poughkeepsie has been retarded by several adverse occurrences which it was impossible to foresee or to control. Finally the embarrassment of the constructing company, after the work had been begun and some $600,000 had been expended, caused an entire stoppage; and the difficulties arising out of it are not yet entirely cleared away. Nevertheless, important progress has been made. All the engineering difficulties have been met and overcome, not by calculation but by actual construction. The foundations of one pier have been carried down through fifty feet of water and fifty more of silt at the bottom of the river, to a solid resting place; and from thence the pier has been built up to a hight of twenty feet above the surface. The caisson for the second pier is in place and has been sunk nearly to the required depth; while a third pier is already in the course of construction. Since the stoppage of the work parties of financial strength have become interested in the enterprise and the arrangements necessary to a resumption of the work on such basis as to secure its certain and rapid progress until the end is reached are almost complete. Assurances are given by men of the highest character that the construction will be again begun early in the present season. It is expected to finish the piers during the summer and the superstructure next year, so that the whole will be ready for the cars within the time required by the charter of the Poughkeepsie company unless unforseen accidents in hostile legislation interfere."

In describing the connections for the bridge, Gen. Sharpe stated that—

"The Poughkeepsie, Hartford and Boston Railroad is now in operation from Poughkeepsie eastward to Hartford, and reaching all New England. The New York and New England Road is being finished to Hopewell Junction, in Dutchess county, and a company is also being formed, with a very strong financial backing, to construct a line connecting with the Boston and Albany and Massachusetts Central Roads at or near Westfield, Mass. On the West there are but ten miles to build to reach the Walkill Valley Road, connecting with the Erie at Goshen, and which has been for years in successful operation. Two separate companies have been organized to build not only these ten miles but further on directly to the coal field by different roads leading westward and south. One of these has expended a million and a half in construction; the other has the money and its contracts are made, ready to begin work as soon as that on the bridge is resumed. Neither of these routes presents any serious or unusual difficulty or obstacle; the grades will be easy and the cost will be light."

The "Inventor" of the Locomotive.

The saying that a prophet has no honor in his own country does not apply to George Stephenson; for Northumberland is foremost in making arrangements for celebrating, a couple of months hence, the centenary of the birth of the great engineer, who first saw the light in a humble dwelling in Street-house, in the Tyneside district. The county is very proud to have been the birthplace of the inventor of the locomotive, and it intends to commemorate the centenary in a way that will invest the proceedings with much interest. A chain of locomotives, representing the various stages of development of that wonderful machine, is to be linked together at the Central Station in Newcastle on-Tyne, and journey thence to Street-house. There is also to be a procession of all the trade societies and public bodies in the Tyneside district, including the miners' associations of Northumberland and Durham, and a great public demonstration on the Town Moor. The inevitable banquet will be held at Newcastle in the evening, when, we may venture to anticipate, ample justice will be done to the memory of the man who rose from the humblest position in a colliery to be a very prince among engineers.—[Liverpool Mercury.

A company has been organized to build a branch of the Brooklyn Underground Railroad (the main route of which is under Washington st., Fulton st., and Flatbush ave.) under Myrtle ave. from Fulton st. to Broadway. The capital is fixed at $1,000,000 and is held mainly by Myrtle ave. property owners. Dr. Fearn is president of the new enterprise, George Wilson secretary and and John Weidermier treasurer.

The Chicago, Milwaukee and St. Paul Railway Company have commenced operations for the construction of a railroad from Rockford, Ills., to Kankakee, via Mendota, Seneca and Braidwood, where the company recently purchased 4,000 acres of coal lands.

The contract for grading the Peoria and Farmington Railroad between Monmouth, Ill., and Keithsburg has just been let to Gen. F. C. Smith and John McFarland, of Galesburg. Work is to be begun by the 20th of June, and completed by October 1. The grading of the road between Peoria and Spoon River is being rapidly pushed to completion, and the iron will soon be laid.

Northern Central Railway.

The following is a comparative statement of the gross earnings, operating expenses and net earnings of the Northern Central Railway Company for the month of April—

	1881.	1880.
Gross earnings.....	$487,272 85	$386,130 40
Operating expenses...	269,441 09	272,561 98
Net earnings.....	$217,831 76	$113,568 42

—showing an increase in earnings of $101,142 45, with a decrease in expenses of $3,120 89, making the increase in net earnings $104,263 34.

For the four months ending April 30, the gross earnings, operating expenses and net earnings were:

	1881.	1880.
Gross earnings.....	$1,708,992 55	$1,466,809 87
Operating expenses.	1,020,456 13	974,987 37
Net earnings...	$688,536 42	$491,822 50

—showing an increase in earnings of $242,182 68, with an increase in expenses of $45,468 76, making the increase in net earnings $196,713 92.

From the report of the receiver of the Ohio and Mississippi Railroad, filed in the Circuit Court in Cincinnati on the 18th of May, we learn that the receipts for the month of April (including $158,769 78 on hand at the commencement of the month) were $720,815 45, and the disbursements $641,692 20, leaving cash on hand May 1, 1881, $79,123 25. The disbursements were for: vouchers subsequent to November 17, 1876, $491,532 83; pay rolls, $148,765 27; arrearages, $1,394 10.

Passenger trains are now running on the Cincinnati Northern Railroad between Norwood and Lebanon, a distance of twenty-four miles. From Norwood to Cincinnati passengers use the Marietta and Cincinnati Railroad. It is expected that the portion from Norwood to Cincinnati will be completed in three months. Auxiliary engines specially built for the purpose will be used on the steep grade at the Cincinnati end of the road.

The Miners' Journal says that surveyors have arrived at Tamaqua, Schuylkill county, to survey the line between that point and Stroudsburg proposed by the New York, Lackawanna and Western's extension from the New Jersey Midland road, that the line will ultimately be extended to Pottsville, and tap other points of the Schuylkill region.

In the suit of Robert Law vs. the Chicago and Pacific Railroad Company and its Directors at Chicago, Judge Jameson, on the 28th ult. overruled the demurrer, holding that the lease of the road to the Chicago, Milwaukee and St. Paul Company was not valid—there being no authority for a domestic corporation to lease its road to foreign corporate bodies.

Twenty-five miles of the track of the International and Great Northern Railroad, south of San Antonio, Texas, were accepted by the railroad company on the 27th ult., and will be operated by them.

It is thought that trains will be running upon the new railroad between Haddonfield and Marlton, N. J., by the middle of June.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1866	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1865	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar	16,000pm	6	F.M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,110,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,580	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1884	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar	1,942,200	7*	" "	"	1905	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	800,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	468,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'81-'90	....
2d preferred bonds	621,000	6	" "	" "	'81-'90	....
3d preferred bonds	452,500	6	" "	" "	'91-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	961,000	6	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	228,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) sktg fd.	2,334,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) sktg fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds (f Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	13 8,000	7	Jan. & July.	Boston.	1885	....
Boston, Clin., Fitchb. & N. Red:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,600	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,874,600	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'93	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $7,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,520,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,610,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	5*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okid & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 630 000	6*	" "	" "	1890	....
Income bonds.'Sinking Fund ..	3,286.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000.000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76–'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,907,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,900	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon.	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,368,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	858,476	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Miz'n:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)	714,329	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000.	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,900,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,316,000	7-3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1910	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1910	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division).	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,540,000	5-6	Apr. and Oct	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug	" "	1882	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mortgage guar.	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000.	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $5,000,000.	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80–'84	....
2d Mortgage	1,998,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.	5,200,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	460,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6,	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.&Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,545,800	7	Jan. and July.	" "	'82–'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.)'58	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1902	....
2d Mort. (" ")guar.	1,545,800	7	Jan. & July.	" "	'82–'92	....
1st Mort.(Cin., Laf. and Chi.)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	500,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.& I.):						
1st Mortgage gold, guar.	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	286,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)....	750.000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7,	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75–'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, exterded	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	600,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar.	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1883	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1908	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Colebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1903	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	6,996,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'92-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	3,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Loganap't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,645	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'60-'04	....
Coming, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	...
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,067,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	5,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1908	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.).	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1885	....
Detroit, Lansing and Northern:						
1st Mortgage	2,285,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division	580,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'86	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	18,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	253,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	225,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & L.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.&Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	" "	" "	1908	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	6	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	...
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	317,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	"	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	...
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	2,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car....	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed....	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage.....	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage.....	3 ,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage.....	500,000	7	June & Dec.	New York.	1909	.. ..
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan.....	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1855	...
General Land Mortgage	442 000	7	Jan. & July.	" "	1883	....
1st Mort. (Quincy & Palmyra)..	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.).	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage.....	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	260,000	6-7	April & Oct.	New Haven.	'91-'98	...
Housatonic:						
1st Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	.. ..
2d Mortgage of 1869.....	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873.....	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880....	300,000	5	April & Oct.	Boston.	1910	.. ..
Houston, East and West Texas:						
1st Mortgage, gold.....	180,000	7*	May and Nov.	New York.	1898	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,282,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.).	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.).	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds..	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	...
2d Mortgage, gold.....	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage.....	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000.....	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000.....	1,00 ,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund..	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds...	1,000,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed.....	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold.....	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred.....	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred....	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage.....	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds.....	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage.....	1,700,000	7	April & Oct.	New York.	1906	.. ..
2d Mortgage, Income.....	2,6 9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series....	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R..	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage.....	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.....	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage.....	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.....	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed.....	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)..	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.....	2,382,000	7	April & Oct.	New York.	1906	
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage.....	400,000	6	Jan. & July.	New York.	1890	
2d Mortgage.....	250,000	6	Feb. & Aug	" "	1896	....
						....
Jersey City and Bergen:	$					
1st Mortgage.....	335,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent..	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1868	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees...	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " " ...	70,000	6	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000.....	504,000	7	April & Oct.	New York.	1900	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage.....	600,000	8	.....	.....	....	...
New Mortgage.....	1,500,000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund..	4,000,000	7	Jan. & July.	Bos on.	....	...
Mortgage on Branches.....	1,325,000	...	.....	"	....	...
Kansas City, Lawrence & So.:						
1st Mortgage.....	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.).	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)...	300,000	7	.....	"	1910	..
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage.....	4,496,522	7	" "	" "	1907	....
Income Bonds.....	2,488,174	6	April & Oct	Boston.	1907	.. ..
Kansas City,St. Louis & Chicago:						
1st Mortgage.....	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City,Top.&W.(A., T.&S.Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income B nds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	New York.	1896	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold..	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (" ")gold...	3 0,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P..	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage.....	2,595,000	6	Various.	Boston.	'90-'92	....
Knoxville and Ohio:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold.....	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)..	327.000	6	Jan. & July.	" "	....	.. ..
Income (Sandusky Extension).	600,000	...	.....	" "	....	....
1st Mort. (Lal., Bl. & Muncie)...	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")...	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold.....	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd..	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,706,000	7	April & Oct.	" "	1882	.. ..
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)..	920,000	7	" "	" "	1892	....
1st Mort. (Mich. B . & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1891	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1896	....
Mort. Bonds (" Erie)	2,334,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	540,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	600,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages.....	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)...	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered.....	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage.....	1,497,000	6	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds.....	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage.....	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Sktg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1908	....
Atlantic Ave. Improve. Certif.	114,900	7		" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb. & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:	$					
1st Mortgage	3,000,000	6				
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	...
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756,800	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,360	6	April & Oct.	Portland	1888	...
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O.	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" " ")	300,000	..		" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1895	...
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	...
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	..
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,241,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan E.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7				
Income Bonds conv., non-cum.	2,000,000	3				
Mexican National:						
1st Mortgage, gold	7,500,000	6*			1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	6	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (North'n Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam)	June. 455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000 pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	...
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000						
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000		6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000					....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct.	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000					....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.		1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000					....
1st Mort. (Lexington & Southern)	1,050,000					....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	8	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	5,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7				....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1893	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mo. M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn. & Pacific K. R.)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1908	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,958,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...				....
Newburg and New York:						
1st Mortgage	250,000	7		New York.		....
New Haven and Derby:						
1st Mortgage	300,000	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r*	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,000,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	512,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,891,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	...
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	...
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	...
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	...
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	...
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	—
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	...
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,286	7*	" "	"	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	6,000,000	6*	March & Sept.	New York.	1895	...
1st Mort., gold. Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1875	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1890	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl M & O:						
North Carolina:						
1st Mortgage	210,000	5	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881 secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,625,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3 000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1889	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
Nist Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	871,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	189	...
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100.000	6	March & Sept.	Boston.	1896	....
Plain Bonds	22,000	5	" "	"	1884	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1896	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar.	1,034,000	8	June & Dec.	Boston.	1896	...
Oregon and California:						
1st Mortgage, gold	10,950,600	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	202,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.&W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar.	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	839,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1s. Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1898	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.&P.):						
1st Mortgage guaranteed	800,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	853,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,800	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan & July.	New York.	'76-'95	....
2d Mortgage	390,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
General Mort. for $20,000,000	8,680,600	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6	.....	Philadelphia	....	....
Loan of 1868, debenture	1,185,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1883	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelph a.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lo d	1911	....
Consol. M. gold $ or £ coup. & reg.	968,000	6*	" "	Philadelph a.	1911	....
Debenture Loan, convertibl	10,499,900	7	Jan. & July		1893	....
Improvement Mo.t. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. s g. sinking fund	19.686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & De.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c.cur.scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg.scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	5-6,000	3-6	May & Nov.	Philadelphia.	1898	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	18,036,000	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg...	7.0,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,00[illegible]	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	486,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0 .0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek, Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800 000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equa lien).....	300,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds..... ..	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,212,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed..	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelph a.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage..... ...	1,706,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,257	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.	177,316	6-	Various.	Richmond.	'80-,90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelph a.	'81- 90	....
Richmond and Petersburg:						
1st Mortgage, coupons.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1 021,000	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1892	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,[illegible]00,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mo t. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,998,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,300	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	414,306	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064, 32	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute.						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1899	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,458,500	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.) for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,200,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage.....	1,623,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsidy)....	1,623,040	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency.....	1,061,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,020,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,600	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,600,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	44,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,800,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.						
1st Mortgage	231,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1905 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	856,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,883,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	....
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	800,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	....	" "	....	....
2d Pref. Income (do.)	1,000,000	....	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	233,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. " ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb.& Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	672,949	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	294,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1868	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	200,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	530,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	8	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	128,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	B ston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	6	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,995,750	6	Jan. and July.	Philadelphia.	1888	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	....
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. { 3d series, Jan. 1, 1871	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg.	4,856.000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,881,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	676,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	105,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg.						
1st Mortgage, extended	1,709,390	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	2,990,892	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1896	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,282,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	847	Alabama and Gt. Southern, Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	24.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. (D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	653,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	76	37	8	1,930	Allegheny Valley† ..... Pennsylvania.	21,563,350	2,413,862	.....	.....	2,166,500	23,974,000	2,780,245	.....	259.5	1,314,406	786,550	2,335,320	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,656,432	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,869	*Atchison, Topeka and Santa Fe*.... Kansas.	25,065,800	*	5,711,049	662,734	12,684,400	14,136,500	2,577,490	2,080,693	998.9	2,794,120	814,801	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L..... N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point ..... Georgia.	1,192,499	*	52,550	97,766	1,232,200	65,000	5,998	39,719	80.7	.....	.....	99,604	868,130	163,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,378,414	963,491	2,259,843	4,135,296	698,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	June 30	185,755	543,931	824,789	89,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio†.. Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	180,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)..... Mass.	120,707	—	1,350	87	131,700	—	—	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	63.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio † .... Md. & W. Va.	29,543,315	12,203,068	46,223,089	835,939	19,792,566	29,386,675	1,421,260	88,204,657	547.1	3,679,346	.....	.....	5,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch † ..... Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	286,007	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch..... W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago O., I. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,788	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac..... Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	182,002	L. 992,718	90.2	565,121	895,966	347,456	660,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6½	50	....
Sept. 30, 1879	9.6	—	0.5	5-0	2	3	1	6	Bath and Hammondsport..... N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	.....	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap..... Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe..... Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland..... Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany..... Mass. & N. York.	24,816,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,810,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	743	Boston and Lowell..... Mass.	5,247,682	441,534	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.8	1,225,383	2,876,531	1,068,230	1,399,816	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine..... Mass., N. H. & Me.	3,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,852	934,434	6	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line..... Conn.	4,454,338	*	49,211	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	284,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence..... Mass. & R. I.	4,612,774	—	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,674,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1880	86.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner..... Mass.	1,383,397	—	1,451	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	39	30	17	593	Boston, Concord and Montreal ..... N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	124,307	119,015	178,235	188,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,060	39.0	632,307	49,400	....	13,197	deficit.	—	100	....
Sept. 30, 1880	8 8	—	3.4	3-0	5	23	—	—	Boston, Revere Beach & Lynn..... Mass.	466,681	94,219	158,803	26,558	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,841	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley..... Mass.	42,260	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	4	Brighthoe..... Virginia	110,000	*	.....	.....	110,500	—	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	—	Brooklyn, Bath and Coney Is..... N. Y.	389,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,869	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	—	Brooklyn, Flatb. and Coney Island . N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	123,060	87,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	96	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630.000	*	29,408	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	386	Buffalo and Southwestern.... New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,576	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120 5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila.. N. Y. & Penn.	6,784,454	*	443,919	22,632	2,904,350	3,546,800	1,401,765	248,391	120.5	617,728	207 239	1,063,256	954,683	380,355	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille..... Vermont.	1,413,962	—	.....	.....	540,700	850,000	.....	.....	35.0	44,692	24,291	32,994	39 775	4,482	—	100	....
May 31, 1880	46.4	—	2.7	5-0	3	2	1	56	Burlington and Northwestern..... Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	.....	.....	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	241.6	192.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor.. Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,850,000	165,921	1,700,280	424.6	911,305	253.107	764,183	1,410 260	459,702	—	100	....
June 30, 1880	146.5	—	54.2	5-0	24	7	7	611	Cairo and St Louis..... Ill.	7,103,035	*	.....	.....	4,515,000	2,500,000	35,036	.....	146.5	400,269	91,585	191,497	342,002	62,491	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes ..... Illinois & Ind.	.....	.....	.....	.....	In Receiver's hands. No returns.				157.0	291,275	68,959	199,232	366,648	.....	—	100	....
Dec. 31, 1879	61.2	64.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.)..... California	18,965,058	395,014	138,406	276,094	12,000,000	6,850,000	1,536,688	L. 606,715	116.4	.....	.....	.....	560,600	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic..... New Jersey.	1,997,886	568,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	496,473	202,127	3pc	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... Canada.	3,461,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... Canada.	23,777,145	*	6,086,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,366	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,206,668	—	.....	.....	4,364,500	1,802,350	.....	.....	125.8	.....	.....	.....	.....	.....	7pf	50	....
Mar. 31, 1880	142.0	—	1.3	4-8.5	22	15	5	325	Carolina Central..... N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,510	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq..... New York.	612.135	79,541	.....	2,339	589,110	—	18	13,21†	34.6	75,090	21,672	73,578	57,929	2,559	6†	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia..... Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,705	.....	3,199,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa..... Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18568	Central of New Jersey..... New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,600	6,541,209	.....	180.2	4,324,938	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*†..... Cal. Nev. & Utah	135,021,029	8,080,469	10,234,033	1,461,793	54,275,500	85,192,285	806,606	16,382,538	1,213.1	7,208,591	6,842,307	1,875,343	17,158,168	6,945,300	—	100	....
Dec. 31, 1879	168.0	218.4	37.0	4-8.5	109	67	44	1,955	Central Vermont..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	444,941	105,122	431.4	2,311,811	648,184	1,204,687	2,464,264	755,506	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.) ..... Penn.	1,084,893	—	37,442	26,037	648,763	500,000	996	.....	195.0	866,525	62,384	96,476	458,167	228,105	—	100	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Ch raw and Darlington..... S. C	660.000	*	.....	.....	392 100	271,000	.....	.....	22.5	67,547	180,743	167,571	84.660	30,596	—	100	....
Sept. 30, 1879	423.0	9.3	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio ..... Va. & W. Va.	54,238,716	*	534,267	133,243	23,762,136	22,525,215	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire..... N. H. & Mass.	2,295,229	322,266	.....	.....	305,141	2,153,300	806,300	27,396	35,480	64.9	574,267	184,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	192.8	4-8.5	187	80	27	4,218	Chicago and Alton ..... Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,983	579,373	840.4	3,609 638	843,429	2,634,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois..... Illinois.	4,136,348	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,600,088	146,213	749,340	1,020,794	389,446	—	100	....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa..... Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	101.0	.....	.....	.....	568,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	23.6	4-8.5	29	15	12	715	Chicago & West Michigan..... Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	664.283	112,827	—	100	....
May 31, 1880	1,627	—	67.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,865,795	*	8,318,765	2,811,506	36,518,610	37,685,000	11,449 446	5,989,060	1,627.5	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah ..... Illinois.	7,727,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	156.5	.....	.....	.....	146,571	270,585	45,477	—	100	....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chi ago and Tomah ..... Wisconsin.	211,342	—	.....	.....	13 400	28,000	109.942	.....	30.6	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	1102	Chicago, Burlington & Quincy... Ill. & Ia.	58,112,329	16,526,547	3,722,848	1,834,371	31,004,456	27,270,225	16 526,547	4,492,856	1,857.3	8,600,517	2,076,184	4,686,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	363.6	44 5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,2 0 193	233,925	730,016	115 027	5,151,440	953,000	255,520	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,658,744	41,349,500	1,591,292	3,531,638	2,231.0	7,655,701	1,556,446	2,569,734	10,012,820	4,539,025	7pf	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Transported. Passengers.	Operations. Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	440.4	484 3	696 7	4-8.5	495	134	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70.740,479	14,378,000	4,807,829	2,477,153	50 000,000	37,439,000	2,845,881	3,078,562	1,176.8	12,966,875	2,822,121	7,841,294	15,271,402	6,236,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....		10.5	12,875	13,176	12,642	18,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,965,942	34,724	4 637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,832,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶ .....Ark.	7,010,617	*	961,167	8,199	4,066.136	2,648,500	1,528,826	L. 293,278	165 2	233,829	64,516	.....	366,160	166,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶ ..... N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,960	388,369	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48.403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.	809.7	—	5-0	186	67	35	3,112	Louisville & Nashville.Ill., T.,Ky. & Ala.	32.703,962	*	13,326,077	1,267,520	9,059,361	2',902,820	10,425,589	3,909,759	1,889 9	5,627,177	.....	.....	7,435.843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,352	*	86,083	307,[illegible]	1,860,603	3,764,700	522,498	241,567	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 592	3,000,000	—	57,366	.....	288.2	.....	169,236	415,998	696 621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	8	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,803,865	*	.....	3,937	379,100	—	946,104	L. 1,282	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,135	.....	387,600	398,000	48,114	.....	22.1	40,058	28,802	100,249	50.236	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	116,052	3,603,200	3,721,018	34,223	328,309	284.9	917,358	553,364	396,107	1,508,577	638,297	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53.132	1,000,000	—	21,964	103,292	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	30	6	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,812,938	1,050,376	20,667	83,609	4,566,627	4,186,200	122,559	94,247	85.6	203,841	65,880	644,587	852,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	663	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,378,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,486	.....	148,277	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	109,475	52,052	70,253	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	12,091,000	.....	3,116,801	803.7	7,697,061	1,445,555	3,513,819	7,346,794	2,647,202	6½	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192.511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17.732	14,880	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	19.[illegible]	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946.666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	0.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158.8	261,793	76,983	158,950	287,506	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	288	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,560	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	168	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2.147,500	2,365,000	41,340	.....	118.0	115,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,559	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621	296,652	676,785	3,344,292	1,388,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	33	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564.245	800.000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,898	1,783,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	58,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,489.244	*	796,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	392,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,336	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	249,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	10	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,016	218,243	333,476	232,738	500,000	300,000	207,739	142,732	53 6	328,530	546,963	829,031	435,286	146,911	7	100	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	.....	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanoogs & St.L..T.Ala. & Ky.	14,380,900	*	178,593	976,150	6.843 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	418	Naugatuck.....Connecticut.	1,903,494	284,086	62,525	150,138	2,000,000	—	38.563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	62,037	22.6	76,196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-5 ¾	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	116,237	32,324	96,665	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	.....	9.428	33,224	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4.018	.....	164,050	99,878	.....	.....	8.3	15,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	8,896	18,500	447,100	525,000	90,989	44,081	18.0	47,818	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.8	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4 593,242	796,616	84,422	160,749	2,460,000	2,689,000	271,356	214,323	144.6	460,007	340,940	360,234	708,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,818	.....	36.0	157,664	391,500	47,638	156,108	40,760	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern.....Conn. & Mass.	2,760,372	246,720	100,000	136,553	1,500,000	1,493,500	99,006	158,106	121.0	517,233	365,008	469,500	591,347	188,547	6	100	....
Sept. 30, 1879	14.8	—	16.0	3-0	18	17	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,258	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 20, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,558	N. York & N. England..M., R. I. & Conn.	27 087,935	1,616,306	322,785	685,809	20,000,000	4,468,000	2,491,564	732,971	316.1	1,902,118	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	469	167	—	New York Central & Hudson River.N.Y	137,757,152	*	4,050,034	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,543	9,441,243	25,747,588	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	—	.....	.....	6,500,000	5,500,000	.....	.....	17.5	2,919,866	29,575,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western.N. Y. &Pa.	158,635,707	*	1,587,562	2,976,842	83,247,000	67,178,745	8,218,228	3,911,158	1,009.5	14,293,876	5,491,431	8.715 892	18,693,109	7,049 182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,164,455	768,623	2,104 042	15,500,000	—	331,491	2,145,288	162.5	2,462,832	4,600,607	1,348,687	4,294,284	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	70	28	24	1,373	N. Y. & Oaw. go Midland.....N. Y.	26,377,340	*	.....	.....	6,800 522	16,073 500	1,524,436	.....	344.0	410,479	213,161	216,100	523,592	84,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	26	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645.022	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	669,009	255,176	6½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,847	103,172	184,514	556 700	219,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,131	*	58,610	21,289	985.350	1,058.000	60,[illegible]44	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,647	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	.....	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412 019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,704,179	1,530,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068.400	*	424,147	491,913	5,068,400	100	287,393	628,567	82.9	502,138	133,012	509,368	489,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.,&c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,648	3,881,834	9,610,931	1,281,355	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	538,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245,696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	135,816	*	.....	.....	150,000	—	750	.....	10.4	46,324	151,886	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	218	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	539,433	7,138,800	5,737,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	149.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,678	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,183	64,723	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191.663	6,000,000	5,070,000	72,026	174,190	172.5	(Five m	os. ending	May 31, '80	1,138,627	721,069	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,864	2,868,000	1,441,194	48,283	83,240	165.7	388,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,967	15	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	78,040	36,000	.....	255.915	451,400	91,104	.....	55.0	.....	47,670	22,624	89,974	22,398	—	50	....
Dec 31, 1879	47.1	15.9	75.1	4-3	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,648,630	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.....Pennsylvania.	69,975,140	*	81,178,568	12,834,952	68,870,200	60,267,756	14,621,161	5,224,583	1,017.6	16,110,667	5,949,645	13,684,041	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,229,700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,186	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,943,346	—	125,092	47,896	38.040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64 0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va.& N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,228	.....	64.0	142,693	29,524	67,782	202,986	54,767	—	100	....

| | | |

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending May 21, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad, ..	125,319	3,202,956	3,058,728
Schuylkill Canal	11 052	84,524	141,499
Lehigh Valley	80 456	2,406,797	1,904,605
Del., Lack. & Western.	59,563	1,478,150	1,266,428
Shamokin Valley	16,185	381,782	306,122
Central New Jersey.	65,730	1,471,565	1,246,416
United R. R. of New Jersey	20,490	580,989	378,801
Pennsylvania Coal ..	22,226	412,540	347,067
Delaware and Hudson	47,496	1,265,497	1,157,866
Huntingdon & Broad Top Mt.....	7,208	166,028	198,136
Penn. and New York.	20,799	607,989	520,535
Clearfield, Pa.....	46,276	892,033	460,815

The total tonnage of anthracite coal from all the regions for the week ending May 21, as reported by the several carrying companies, amounted to 415,381 tons, against 395,975 tons in the corresponding week last year, an increase of 19,406 tons. The total amount of anthracite mined for the year is 9,448.814 tons, against 8,016.237 tons for the same period last year, an increase of 1,432,577 tons. The quantity of bituminous coal sent to market for the week amounted to 96,915 tons, against 94,138 tons in corresponding week last year, an increase of 2,777 tons. The total amount of bituminous mined for the year is 1,801,845 tons, against 1,455,770 tons for the corresponding period last year an increase of 346,075 tons. The total tonnage of all kinds of coal for the week is 512,296 tons, against 490,113 tons in corresponding week last year, an increase of 22,183 tons, and the total tonnage for the coal year is 11,250,659 tons, against 9,472,007 tons to same date last year, an increase of 1,778,652 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending May 21 was 154 034 tons, of which 106,356 tons were coal and 47 678 tons coke. The total tonnage for the year thus far has been 3,443,595 tons, of which 2,454,272 tons were coal and 989,323 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended May 21 were 46,561 tons, and for the year to that date 584.287 tons, a decrease of 67,222 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 26,044 tons; year, 529,077 tons; decrease as compared with 1880, 10,673 tons. Chesapeake and Ohio Canal—week, 16,757 tons; year, 91,737 tons; decrease as compared with 1880, 25,669 tons. Pennsylvania Railroad—week, 3,760 tons; year, 63.473 tons; decrease as compared with 1880, 30,880 tons. The Reading Railroad tonnage for last week, ending May 28, was 126,500 tons, of which 32,500 tons were sent to and 25,000 tons shipped from Port Richmond, and 12,000 tons sent to and 18,500 tons shipped from Elizabethport.—[Phila. Ledger, May 30.

The Pennsylvania Railroad Company have decided to issue a new four per cent loan amounting to $10,000,000, for the purpose of paying for the Philadelphia, Wilmington and Baltimore Railroad. The directors had been authorized to issue stock for the purchase money, amounting to $18,000,000, but thought it advisable to raise one-half that sum by loan. The form of the loan is a 4 per cent registered bond, running forty years from July 1, 1881. Every year $260,000 of the bonds will be drawn by lot, paid and cancelled. The Pennsylvania Railroad will deposit as collateral for the loan 200,000 shares of Philadelphia, Wilmington and Baltimore stock.

Ticket must be Demanded on the Train.

The Boston Herald says that a case of considerable interest to railroad conductors was recently tried in the Dorchester District Court, in which a man named Julian W. Bliss was complained of for evading fare on the Old Colony Railroad. The conductor asked him for his ticket twice after he had left the train and was on the platform of the depot. The facts of the case are as follows: Bliss, who represents himself to be a teacher of Greek and Latin, got upon the train leaving the Old Colony Depot, Boston, at 8 o'clock Wednesday evening, May 4, and, after riding a short distance, went into the saloon in the car, in which he remained until they arrived at Crescent avenue station, when he came out and got off the train and started to leave the premises, but was stopped by the conductor, who asked him for his ticket, and, after repeating his request for his ticket, informed Bliss that he should arrest him, at the same time placing his hand on Bliss's shoulder. Bliss jumped away and struck the conductor with a cane and then ran. In court Bliss said that he always paid his fare on the road. Associate Justice Fisher said that, as the conductor did not demand his ticket on the train, and as it was shown by the evidence that the man had purchased a ticket from Boston to Crescent avenue station, although he did not choose to show his certificate, or ticket, after leaving the train, he should find him not guilty and order him to be discharged.

The first regular train was run on the 26th ult. by the Quebec Central Railway from Levis to Sherbroke. Doubtless within a very short time connection will be made by this line at Sherbrooke or Lennoxville, which will very materially lessen the distance now traversed by rail between Quebec and New York.

The Galveston and Pacific Narrow-Gauge Railroad Company has been organized at Galveston, Texas, with a capital stock of $750,000. The route of the road will be from Galveston to Victoria, San Antonio and Camargo.

Forty miles additional track of the Texas and Pacific Railway were inspected and accepted on the 28th ult. The length of line now in operation extends 260 miles west of Fort Worth.

The Elizabeth City (N. C.) and Norfolk (Va.) Railroad was formally opened on the 26th ult. by an excursion of stockholders and guest from Norfolk.

William M. Wadley, President of the Central Railroad Company of Georgia, has leased the Port Royal Railroad, extending from Augusta, Ga., to Port Royal, S. C.

The Canadian Pacific Railway Syndicate have bought the line of steamers plying from Victoria to Puget Sound. The sum paid was $200,000.

It is stated that the gauge of the Northern (Canada) Railway will be changed over the whole line by the beginning of July.

It is stated that the Missouri Pacific Railroad will be built to the mouth of the Brazos river.

Philadelphia Stock Exchange.

Closing Prices for the week ending May 31.

	W.25	Th.26	F.27	Sat.28	M.30	Tu.31.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	58	57	....	....	....	....
Camden & Am. 6s, 1883	....	....	106	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	124½	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	14¼	....	13½	13¾	....	....
Preferred	22¾	22¾	22½	22¾	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	47¾	47½	46¾	47	....	....
6s, 1884	....	....	....	106	....	....
Gold Loan	....	....	122	120	....	....
Railroad Loan	117	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	63	63	62½	62¾	....	....
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	53	53	....	....	....	....
Minehill & Sch. Haven	59½	59½	....	....	....	....
North Pennsylvania	....	....	59½	59½	....	....
1st mortgage 6s	109½	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	55	54¾	54¾	55	....	....
6s	....	102½	102¾	....	....	....
Northern Pacific	45	44¾	43¾	44¾	....	....
Preferred	84¾	84½	83	84¼	....	....
Pennsylvania R. R.	66¼	66¼	66¾	66¾	....	....
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	128	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	104¾	....	....	104¾	....	....
do. 5s, new	....	....	....	119	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	30	29¾	29¾	29¾	....	....
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	....	....
Consol mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	95chp	95	94¾	95	....	....
Philadelphia and Erie	27¾	....	27½	27	....	....
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	....	....	119	....	....	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.	21¾	21½	20½	20¾	....	....
7s	101	101	102	102	....	....
Schuylkill Navigation	....	13¾	....	....	....	....
Preferred	....	14	13¾	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	90	90	....	....	....	....
United Co. of N. Jersey	190½	190	....	....	....	....
Westonville, (Horse)	21	21	21	....	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending May 31.

	W.25	Th 26	F.27	Sat.28	M.30	Tu.31.
Baltimore and Ohio	....	....	210	210	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	109½	109½	....	109½	1 9½	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	114	....	....	113½	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	124½	....	123¾	....	123½	123½
2d mortgage, 7s	93½	94½	91½	93	....	92½
3d mortgage, 8s	53½	54	53¾	53	....	51½
Northern Central ($50)	54½	54½	54½	55	55	55½
2d mortgage, 6s 1885	....	....	....	111	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	118	....	....
6s, 1904, gold	119	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	104½	104	....
Pittsb. & Connellsv. 7s	127½	....	....	....	....	....
Virginia 6s, Consol	55½	....	55½	....	55½	....
Consol. Coupons	96½	96¾	56½	96½	....	....
10-40 bonds	57	56¾	56¾	....	56¾	56
Deferred Certificates	....	18½	....	....	....	18½
Western Maryland	18	17½	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	....	110	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 1.

	Th.26	F.27	Sat.28	M.30	Tu.31	W.1.
Adams Express	133	133½	135	....	137	....
Albany and Susq	131	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	109	....	....	....	....
American Express	87	86½	86½	....	87	86
Atlantic & Pacific Tel	....	....	....	....	....	....
Burl., C.R.& Nor.	87	85	82	....	....	....
1st mortgage 5s	103½	....	....	....	....	101½x
Canada Southern	81	77½	78½	....	77½	79
1st mortgage guar	104	....	103½	....	103½	103½
Central of N. Jersey	104½	101½	102½	....	101½	102½
1st mortgage 1890	....	....	121½	....	121	....
7s, consolidated, ass	....	118½	118½	....	....	118½
7s, convertible, ass	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Adjustment	....	....	111	....	....	112½
Central Pacific	....	96½	94	95	95½	9 ½
6s, gold	....	118½	....	....	....	117
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	106½	....	....	....
Chesapeake and Ohio	31½	29½	30½	....	30½	31
Chicago and Alton	146	143½	144½	....	143½	143½
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	123
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	173	171½	171½	....	....	168½
7s Consol, 1903	....	130	....	....	....	....
Chic., Mil. and St. Paul	129	126½	126½	....	125½	126½
Preferred	139	137	136	....	135	134
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	130	....	131½	....	132	....
1st M. (La Crosse div.	129½	....	129	....	....	....
1st M. (I. and M. div.	....	....	....	....	....	....
1st M. (I. and D. ext	126	130	....	....	....	128
1st M. (H. & D. div.	....	....	....	....	....	....
1st M. (C. & M. div.	129	....	....	....	....	....
Consolidated S. F.	132	131½	130½	....	....	....
Chic. & Northwestern	133	131	130½	....	130	131½
Preferred	145	143½	143½	....	141½	....
1st mortgage	....	....	112½	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	133½	....	....	....	....	135
Consol. Gold bonds	129	129	....	....	....	....
Do. reg	....	130½	....	....	....	....
Chic., Rock Isl. & Pac.	147½	144½	144	....	144½	145½
6s, 1917, c	....	....	....	....	....	....
Clev., Col., C. and Ind.	99½	96½	97	....	98	98
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	30½	28½	29½	....	29	29½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	112½	111½	111½	....	111½	111½
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	127½	126	127½	....	126½	127
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	——	....	....	....
1st mortgage	128½	....	....	....	....	....
2d mort. 5s, ext	....	....	....	....	....	....
3d mortgage	....	——	....	....	....	....
4th mort. 5s, ext	....	....	....	....	....	109½
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	132½	132	132	....	132	....
Great Western 1st mort	111½	....	....	....	....	....
2d mortgage	109½	....	....	....	....	....
Hannibal & St. Joseph	84½	82½	84½	....	83½	83½
Preferred	115½	114	116	....	115	114½
8s, Convertible	111	....	....	....	112	....
Houston & Tex. Cent	93½	91	90	....	92	92
1st Mortgage	116½	....	117	....	....	117
Illinois Central	145½	143	143½	....	142½	144½
Lake Shore & Mich So.	134½	132	132½	....	131	132½
Consol. 7s	....	....	....	....	....	133
Consol, 7s, reg	....	....	——	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	108½	106½	106½	....	106½	107½
7s Consolidated	....	....	....	....	....	....
Manhattan	29½	27½	28	....	27½	29
Metropolitan Elevated	94	92½	93½	....	91	93½
1st Mortgage	104	103½	103½	....	....	103½
Michigan Central	115½	112½	113½	....	112½	113½
8s, 1902	....	....	....	....	....	129
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	129½	129½	129	....	129½	....
1st mortgage	....	....	....	....	....	....
2d mortgage	119	....	....	....	....	....
7s of 1871	....	....	137	....	....	121
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	129	....	129	....	....	....
N. Y. Cent. & Hud. Riv.	151½	149½	150	....	149½	151
6s, Sinking fund, 1883	106	....	106½	....	....	....
6s, Sinking fund, 1887	....	——	....	....	....	....
1st mortgage	136½	....	....	....	....	....
1st mortgage, reg	....	137½	....	....	....	....
N. Y. Elevated	111	110	110½	....	110	111
1st mortgage	117	118	....	....	117	118
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	132	....
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 1.

	Th.26	F.27	Sat.28	M.30	Tu.31	W.1.
N.Y., Lake Erie & W	50½	49½	49½	....	49	49½
Preferred	91½	90	90	....	88½	90½
2d Consolidated	108½	108	107½	....	107½	105½x
New 2d 5s fund	103½	103	....	....	....	100x
N.Y., N. Haven & Hart	185	185	188½	....	....	....
North Missouri 1st M	....	....	....	....	....	....
Northern Pacific	44½	43	44½	....	44½	44½
Preferred	84½	82½	84½	....	84½	84½
Ohio and Mississippi	44½	44½	....	....	44½	44½
Preferred	....	....	....	....	119	....
2d mortgage	126	126	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	57	53½	53½	....	53	52½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	110	....	....	....	....	110
2d mortgage	....	....	....	....	....	....
Panama	260	....	270	....	....	270
Philadelphia & Reading	60	59½	59½	....	58	59
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	135	135	135	....	134½	134½
Quicksilver Mining Co	....	19	18½	....	18	....
Preferred	....	65	....	....	....	66
St. Louis & San Fran	49	47½	48	....	48	48
Preferred	75	74	74	....	74½	74½
1st Preferred	109½	....	109½	....	110	110
St. L., Alton and T. H	....	....	....	....	69	....
Preferred	98	98	97	....	....	97
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	116	....	....	....	....
Income bonds	107	....	....	....	....	....
St. L., Iron Mt. & S. As.	80½	79½	80	....	79½	81
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	127½	125	126	....	125½	126½
1st mortgage	....	117½	117½	....	117½	117½
Land Grant 7s	....	116½	....	....	118	....
Sinking Fund 8s	....	....	....	....	127	....
United States Express	72	71½	72	....	73	....
Wabash	....	....	....	....	....	....
1st mortgage	113	113	....	....	....	113½
2d mortgage	....	....	....	....	....	112
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	109½	110½	....	....	....	....
Wabash, St. L. & Pac.	55½	53½	53½	....	53½	54
Preferred	95½	93½	94	....	93½	94
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	124	125½	126	....	125	125
Western Pacific bonds	112	....	113½	....	112	....
Western Union Tel	128½	127½	129	....	127½	127½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending June 1.

	Th.26	F.27	Sat.28	M.30	Tu.31	W.1.
Atch., Top. and San. Fe.	144½	144	145	....	145	145½
1st mortgage	....	124	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	128	....	....	....	....
Boston and Albany	174	176	....	....	175	174½
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	162	162½	162	....	162	162
Boston and Providence	164	....	....	....	....	164
Boston, Hart. & Erie 7s	64	81	82	....	81	81½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	118½
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	172½	172	172	....	168	168
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	....	32½	31½	....	32	31½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	165	165	....	....	....
Eastern	48½	52	52½	....	53½	54
New 4½ Bonds	....	110	109½	....	110	110
Fitchburg	153	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	77	74½	79	....	76½	....
7s	119½	119½	120	....	....	121½
Northern, N. H.	108½	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	....	50½	....	....	48	50
Preferred	....	....	....	....	....	....
Old Colony	134	....	134	....	134	....
Ph., Wil. & Balt. ($50)	....	66	....	....	....	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Ark. Val	....	....	....	....	....	....
7s	....	121	....	....	121	....
Pullman Palace Car	135	134½	....	....	....	134½
Union Pacific	127	....	126	....	126	125½
8s	....	115	....	....	116	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	122½	....	123½	....	....	123½
Vermont and Canada	....	20	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	66	64½	....	....	66	....
Cambridge (Horse)	126	....	125	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Reels Mining Co	238	....	....	238	237	....
Quincy	84	84	84	....	83½	84½

New York Stock Exchange.

Closing Prices for the week ending June 1.

	Th.26	F.27	Sat.28	M.30	Tu.31	W.1.
Federal Stocks:—						
U. S. 4s, 1907, reg	....	118½	....	118½	....	
U. S. 4s, 1907, coup	117	118½	....	....	....	
U. S. 4½s, 1891, reg	116½	....	....	....	....	
U. S. 4½s, 1891, coup	....	....	....	116½	....	
U. S. 5s, 1881, reg	....	....	....	....	....	
U. S. 6s, 1881, coup	106½	....	125½	....	104½	
U. S. 6s, 1881, reg	....	....	....	....	....	
U. S. 6s, continued at 3½	104½	....	104½	....	104	104
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	....	....
Dt. of Col. 3-65s, coup	108	....	....	108½	....	

London Stock Exchange.

	—Closing Prices.— May 18	May 20
Baltimore and Ohio (sterling)	115 —117	115 —117
Central of New Jersey $100 shares	100 —105	103 —106
Do. Cons. Mort. Oct. '79 coupon	119 —121	120 —122
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	101 —104	103 —106
Det., Gd. Haven & Mil. Equip. bds.	116 —118	117 —119
Do. Con. M. 5 p.c. till '84 after 6 p.c.	111½—112½	112 —113
Illinois Central $100 shares	143 —145	145 —147
Lehigh Valley Consol. mortgage	115 —118	118 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	137 —139
Do. $100 shares	151 —153	155 —157
Do. Mort. bonds (ex)	122 —124	123 —125
N.Y., Lake Erie & West., $100 shs	51½— 52	51½— 51½
Do. 6 p. c. pref. $100 shares	94 — 96	93 — 95
Do. 1st Con. Mor. Bonds (Erie)	133 —135	133 —135
Mort. Funded Coupon bonds	130 —132	130 —132
Do. do. 2d do.	106 —108	107 —109
Do. 7d Consol. Mort. bonds	102 —104	103 —105
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds	68 — 69	67½— 68½
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	67½— 68½	68 — 69
Do. Con. Sink. Fund Mort	120 —122	121 —123
Philadelphia & Reading $50 shares	29½	30 — 31
General Consol. Mortgage	117 —119	118 —120
Do. Improvement Mortgage	102 —103	104 —106
Do. Gen. Mort. '74, ex-deferd. con.	93 — 95	95 — 97
Do. Scrip for the 6 def. ¼ coupons	90 — 95	93 — 95
Pittsbg, Ft. W. & Chic. Equip bds.	109 —111	109 —111
St. Louis Bridge 1st mort. gold bonds	125 —127	125 —127
Do 1st pref. stock	93 — 95	94 — 96
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, June 2, 1881.

Money on call at the opening was 2@3 per cent; prime mercantile paper, 3@4 per cent. In the afternoon the quotation for call loans was 3 per cent; and at the close 2½@3 per cent on stocks, and 2@2½ per cent on Governments.

The posted rates for prime bankers' sterling were 4.84@4.86; the actual rates, 4.83@½ and 4.85@½. Cable transfers were 4.85½@4.86. Prime commercial bills were 4.81½@4.82.

A mortgage was recorded on the 25th inst. from the Harlem River and Portchester Railroad Company to the Farmers' Loan and Trust Company to secure second mortgage bonds amounting to $1,000,000, which are about to be issued by the company. The bonds are payable in 1911, and will bear interest at 4 per cent.

There was an excess of exports of merchandize from the United States during the month of April, 1881, of $11,727,546, against $3,805,917 during April, 1880. The excess for the twelve months ending April 30, 1881, was $259,013,961, against $178,480,218 for the twelve months ending April 30, 1880. The excess of imports of gold and silver and bullion during the twelve months ending April 30, 1881, was $92,281,837, against $73,951,944 during the twelve months ending April 30, 1880.

The Governing Committee of the New York Stock Exchange have adopted a resolution to commence business on Monday mornings from June 6 to September 26, inclusive, at 11 o'clock instead of 10 o'clock, as usual.

The following securities have been admitted to dealings at the Board:

Chicago, Milwaukee and St. Paul Railway Company—$4,200,000 Chicago and Pacific Western Division 5 per cent mortgage bonds.

Chicago, St. Paul, Minneapolis and Omaha Railway Company—$3,392,000 consolidated mortgage bonds, Nos. 15,301 to 18,692 inclusive, in addition to those already listed.

International and Great Northern Railroad Company—As many of the $5,524,000 second mortgage income bonds as may be stamped "assented," in accordance with the scheme to replace them with second mortgage 6 per cent bonds.

Minneapolis and St. Louis Railroad Company—$500,000 second mortgage income 7 per cent bonds.

Milwaukee, Lake Shore and Western Railway Company—$500,000 income bonds, Nos. 1 to 500, and $3,000,000 first mortgage consolidated bonds Nos. 1 to 3,000. Both bear 6 per cent interest.

Missouri Pacific Railroad Company—Third mortgage 7 per cent bonds, $4,500,000. $672,000 have been exchanged for consolidated bonds, leaving outstanding $3,828,000.

Northern Pacific Railroad Company- Land grant general first mortgage sinking fund 6 per cent bonds to the amount and in place of the bond certificates now extant.

Norfolk and Western Railroad Company—$15,000,000 preferred stock, $11,000,000 6 per cent general mortgage bonds, and, when the engraved certificates are ready for use, $3,000,000 common stock. This company was organized May 8, 1881 as the successor of the Atlantic, Mississippi and Ohio Railroad, sold under foreclosure February 10th. The road has a mileage of 428 miles.

Pennsylvania Company—$10,000,000 first mortgage 4½ per cent gold bonds, guaranteed, principal and interest, by the Pennsylvania Railroad Company.

St. Louis, Alton and Terre Haute Railroad Company—$1,357,000 six per cent "Dividend Bonds," issued in full payment of all arrears of dividends accrued upon the preferred stock of the company up to January 1, 1881.

St. Louis, Iron Mountain and Southern Railway Company—$32,086,000 general consolidated railway and land grant 5 per cent mortgage bonds. This issue increased the bonded debt of the company only $2,000,000, the remainder being reserved to retire dividend bonds as they mature.

The closing quotations on Thursday were: Adams Express, 138@140; American Express, 86⅛@87¼; American District Telegraph, 55@56¼; Chicago, Burlington and Quincy, 170¼@170½; Canada Southern, 77⅞@78; Chicago and Northwestern, 131¾@131⅞; do. pref., 143⅛@145; Central Pacific, 96⅛@96⅝; Chicago, Milwaukee and St. Paul, 128@128⅛; do. pref., 135⅛@—; Chicago, Rock Island and Pacific, 145¾@146⅜; Cleveland, Columbus, Cincinnati and Indianapolis, 99¼@99¾; Columbus, Chicago and Indiana Central, 80@80¼; Delaware and Hudson Canal, 112⅝@112¾; Delaware, Lackawanna and Western, 128@128⅛; Hannibal and St. Joseph, 88⅝@88⅞; do. pref., 114¼@114¾; Lake Erie and Western, 64¾@65¼; Lake Shore and Michigan Southern, 133⅞@134; Metropolitan Elevated, 93¾@94¼; Manhattan Elevated, 29⅛@29⅝; Michigan Central, 119⅛@113⅞; New York Elevated, 112⅛@118; New York, Lake Erie and Western, 50@50⅛; do. pref., 90⅛@91; New York Central and Hudson River, 151⅛@151¼; Ohio and Mississippi 45⅝@45⅞; Ohio Central, 36@36¼; Pacific Mail, 53⅛@53⅜; Panama, 266@270; St. Louis, Alton and Terre Haute, —@70; do. pref., 97⅛@98¾; Texas and Pacific, 67⅜@67¾; Union Pacific, 127⅛@127⅜; United States Express, 71⅛@78; Wells Fargo Express, 124⅛@126⅛; Western Union Telegraph, 128¼@128⅜; do. ex. div., 88⅛@88⅞; Wabash, St. Louis and Pacific, 54¼@54½; do. pref., 94⅝@94¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, 130; Atchison, Colorado and Pacific 1st, 106; Albany and Susq. 1st consol., 121½; Boston and New York Air Line, 48; Boston, Hartford and Erie 1st, 81⅛; Central Iowa, 1st 117⅛; Chesapeake and Ohio 1st pref., 45⅜; do. 2d pref., 34¼; do. 1st, Series B, 90½; do. cur. int., 65¾; Chicago, St. Paul, Minneapolis and Omaha, 45½; do. pref., 105; do. consol., 106½; Cedar Falls and Minnesota, 84; Chicago, St. Louis and New Orleans, 82½; Cincinnati, Sandusky and Cleveland, 63; Col., Chi. and Ind. Cent. 1st, 132; do., Inc., 76; do. 1st, Trust Co. certif. ass. sup., 125; Chicago, Milwaukee and St. Paul 1st, La C. & Dav. div., 100¼; do. Southern Minn. div. 1st, 110⅜; Chicago, St. Paul and Minneapolis 1st, 113; Central Ohio 1st, 117½; Cairo and Fulton 1st, 117; Chicago, Burlington and Quincy 8s, 110; Dubuque and Sioux City, 86; Denver and Rio Grande, 108½; do. 1st, 119½; do. 1st consol., 119¼; Danbury and Norwalk, 73¾; Denver, South Park and Pacific 1st, 110; Delaware and Hudson 1st, Penn. div., 126; Flint and Pere Marquette 1st, 111; Gulf, Colorado and Santa Fe 1st, 123; Indiana, Bloom. and Western, 54; do. 1st, 95; do. 2d 83¼; International and Gt. Northern 1st, 112½; do. 2d, 99¾; Indianapolis, Decatur and Springfield 1st, 107; do. 2d inc., 79; Keokuk and Des Moines, 26¼; do. pref., 53; do. 1st, 105½; Kansas Pacific 1st consol., 108⅜; do. 6s, Denver Div. ass., 114; do. J. and D. 1896, 117; Lake Erie and Western, 64½; do. 1st, 114¾; do. Inc., 82; do. 1st Sandusky div., 108¾; Louisiana and Missouri River, 80; Lehigh and Wilkesbarre consol. ass., 111¼; Louisville and Nashville Gen'l mort. 6s, 111; do. N. O. and M. div 1st, 108; do. St. Louis div. 1st, 112½; Laf., Bloom. and Muncie Inc., 81; do. 1st, 108⅛; Louisville, New Albany and Chicago 1st, 109⅛; Metropolitan Elevated 2d, 90; Marietta and Cincinnati 1st pref., 19; do. 2d pref., 12½; Mobile and Ohio, 84½; do. 1st deben., 97; do. 2d deben., 66½; do. 3d deben., 54; Missouri, Kansas and Texas, 51; do. consol. ass., 111⅜; do. 6s, 98; do. 2d, 88½; Memphis and Charleston, 81½; Missouri Pacific, 107¾; do. 1st, consol., 107⅛; Manhattan Beach, 57; do. 7s, 100; Milwaukee, Lake Shore and Western, 63; do. 1st, 108; Milwaukee and Northern 1st, 102½; Minneapolis and St. Louis 1st, 120; Nashville, Chattanooga and St. Louis, 90; do. 1st, 123; New York, Ontario and Western, 37½; Norfolk and Western pref., 64; Northern Pacific bond certif., 104¾; New York, Penn. and Ohio inc. 65¼; New York, Lake Erie and Western Income, 90; New York City and Northern Gen'l mort., 96⅛; New Jersey Southern 6s, guar., 105½; New Orleans Pacific 1st, 103; New Jersey Midland 1st, 99; Ohio Central, 35¼; do. 1st, 106½; do. Inc., 65; Oregon Railway and Nav., 166½; do. 1st, 111; Ohio and Mississippi 1st, Springfield div., 119½; Pennsylvania Co's 4½s, 105; Pittsburg, Titusville and Buffalo, 46⅞; Peoria, Decatur and Evansville, 45⅜; do. 1st, 109; do. Inc., 90; Rochester and Pittsburg, 37; do. 1st, 108; do. inc., 56; Rensselrer and Saratoga, 145; Rome, Watertown and Ogdensburg, 36; do. 1st consol., 93½; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 104; do. Clarinda Branch 1st, 100; do. Omaha div. 1st, 119⅝; St. Paul and Duluth pref., 89; St. Paul, Minn. and Man., 98; do. 1st, 113¼; do. Dakota Ext. 1st 107; St. Louis and San Francisco 2d, class B, 97¼; St. Paul, and Sioux City 1st, 112¼; Southern Pacific of California 1st, 106⅛; South Pacific 1st 109¾; St. Louis and Iron Mt. 1st pref. Inc., 100; do. 2d pref. Inc., 93; do. Cairo, Ark. and Texas 1st, 114¾; do. 5s, 94¼; Toledo, Delphos and Burlington, 32¾; do. inc., 62; do. 1st, 100; Texas and Pacific, 67; do. Inc., L. G., 38⅜; do. consol., 102; do. 1st, 110; do. Denver and Rio Grande div., 102¼; Texas and St. Louis inc., 89; Union Pacific reg. 7s, 127; Wabash, St. Louis and Pacific, Gen'l mort., 6s, 105⅛; do. Chicago div. 1st, 98½; do. Havana div. 1st, 105½; Alabama Class A, 75; Arkansas 7s, 16; do. 6s, fund., 35; Missouri 6s, 1886, 111; do. 1887, 112½; do. 1888, 114; do. 18899, 115½; North Carolina 6s, S. T., 2d class, 8½; do. 6s, old, J. & J., 35½; Tennessee 6s, old, 72; do. new, 72; Virginia 6s, def., 19; Am. Dist. Tel., 55½; Sutro Tunnel, 2⅜; Canton Co., 70; Colorado Coal and Iron, 63⅛; do. 6s, 101½; Cumberland Coal, 15; Consolidation Coal, 42; Maryland Coal, 32½; Central Mining, 4⅜; Caribou, 3; Little Pittsburg, 4; Mariposa, 6⅛; Silver Cliff, 7; Standard, 24.

Philadelphia.—Am. S. S. Co., 30¼; Catawissa new pref., 52⅛; Central Transp., 45; Elmira and Williamsport 5s, 100; Huntingdon and Broad Top Mt. consol. 5s, 92½; do. 1st, 122½; Junction 1st, 104; Norfolk and Western pref., 69; Pittsburg 7s, W. L., 126; Pennsylvania Allotments, 16⅛; Philadelphia and Reading scrip, 66; do. income 7s, 83; Shamokin Valley and Pottsville 7s, 120; Schuylkill Nav. 7s, B. L., 72; Shamokin, Hazleton and Wilkesbarre 1st, 99; Texas and Pacific consol. mort. 6s, 108⅛; do. 1st mort., 110; Union and Titusville 7s, 106. The latest quotations are: City 6s, 115@116; do. free of tax, 130@—; do. 4s, new, 106@118; Pennsylvania State 6s, 3d series, 104¾@105; do. 5s, new, loan, 118@119; do. 4s, new, 111@—; Philadelphia and Reading R. R., 29⅜@29⅝; do. consol. mort. 7s, coup. 129½@130; do. reg., 130½@131; do. mort. 6s, 121@—; do. 7s, 1893, 121@—; United New Jersey R. R. and Canal, 191⅞@192⅛; Buffalo, Pittsburg and Western, 21@21⅛; Pittsburg, Titusville and Buffalo 7s, 102@102¼; Camden and Amboy mort. 6s, 1889, 114@115; Pennsylvania R. R., 66⅜@66⅛; do,

gen'l mort., coupon, 127¼@—; do. reg., 126@128¼; do. consol. mort. 6s, reg., 120@—; Little Schuylkill R. R., 52⅞@53⅛; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 13⅜@13⅝; do. 6s, 1882, 90@90½; do. 1872, 105@109; Elmira and Williamsport pref., 54@—; do. 6s, 117@—; do. 5s, 99¾@100¼; Lehigh Coal and Navigation, 46¾@47; do. 6s, 1884, 107¾@108¼; do. R. R. loan, 117@—; do. Gold Loan, 120@121; do. consol. 7s, 123¼@123½; Northern Pacific, 44@44¼; do. pref. 83½@—; North Pennsylvania, 59⅛@59⅜; do. 6s, 109@109¼; do. 7s, 117@—; do. Gen'l mort. 7s, reg., 124@—; Philadelphia and Erie, 26@—; do. 7s, 118¾@119¼; Minehill, 59@59⅛; Catawissa, 28@28⅛; do. pref., 53⅝@53⅞; do. new pref., 52⅜@52⅝; do. 7s, 1900, 127@—; Lehigh Valley 62@62½; do. 6s, coupon, 127@129½; do. reg., 126@127; do. 2d mort. 7s, 137@140; do. consol. mort., 125@125¼; Fifth and Sixth streets (horse), 136@137; Second and Third, 114½@115½; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 50½@52; Green and Coates, 80@—; Chestnut and Walnut, 95@96; Hestonville, 21@22; Germantown, 76@85; Union, 119@125; Lombard and South, 25⅜@25⅞; West Philadelphia, —@90; People's, 25⅞@26⅛; Continental, 106@108.

Boston.—Atlantic and Pacific Block, 125; Atchison, Topeka and Santa Fe 5s, 1920, 99¼; do. 4½s, 1920, 99; Boston Water Power, 10⅝; Boston Land, 10⅜; Burlington and Missouri River in Nebraska 6s, non-exempt, 105½; Boston, Clinton, Fitchburg and New Bedford, 43½; Boston, Revere Beach and Lynn 6s, 1897, 117; do. 7s, 1887, 116¾; Central R. R. of Iowa, 40; Chicago, Iowa and Nebraska, 155; Chicago and West Michigan, 91½; Cincinnati, Sandusky and Cleveland 7s, 106¼; Cheshire pref., 60; do. 6s, 1896, 111½; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 109¼; Connotton Valley, 36; do. 7s, 1909, 104½; Connecticut and Passumpsic Rivers R. R., 86½; Chicago, Burlington and Quincy 5s, 1919, 106¼; Detroit, Lansing and Northern pref., 112; Flint and Pere Marquette, 34¼; do. pref., 98; Iowa Falls and Sioux City, 82; Kansas City, Fort Scott and Gulf, 95; do. 7s, 115; Kansas City, St. Joseph and Council Bluffs 7s, 128; Louisiana and Missouri River, 30; do. pref., 55; Little Rock and Ft. Smith, 87½; Marquette, Houghton and Ontonagon pref., 125; do. 6s, 100¼; Mexican Central Blocks, new series, 101; do. old, 110; Maine Central, 48; Massachusetts Central, 25; do. 6s, 98½; New York and New England 6s, 112; New Mexico and Southern Pacific 7s, 119½; Ogdensburg and Lake Champlain consol. 6s, 103; do. Income, 6s, 67; Old Colony Steamboat 6s, 1896, 105½; Old Colony 6s, 1896, 118; Oregon Improvement Co. 6s, 1910, 105; Portsmouth, Gt. Falls and Conway, 40; Rutland, 7; do. pref., 32⅝; Sonora Block No. 4, 40; do. 1st mort., 100; Summit Branch, 27¼; Sioux City and Pacific 6s, 1894, 104; Saginaw Valley and St. Louis 8s, guar., 125⅝; Toledo, Delphos and Burlington, 16⅜; Vermont Central 7s, 1886, consol., 14; Wisconsin Central, 35; do. do. 2d, 63; Massachusetts 5s, 1894, gold Bounty, 117; Boston 5s, 1882, 100¾; Allouez Mining Co., 2; Atlantic, 13; Blue Hill, 2⅞; Crescent, 1¼; Catalpa, 2¼; Copper Falls, 6; Duncan, 2½; Douglas, 8; Franklin, 11; Harshaw, 8¼; Huron, 1¼; National, ⅛; Osceola, 35; Pewabic, 14; Ridge, 8⅛; Sullivan, 3; Star, 1; Silver Islet, 42.

Baltimore.—Atlantic Coal, 1.40; Atlanta and Charlotte, 82½; do. 1st, 115⅞; Baltimore and Ohio scrip, 200; Baltimore City 5s, 1916, 124; do. 5s, 1894, 117¾; do. 5s, 1885, 105; do. 6s, 1890, 117; do. 6s, 1902, 127; do. 6s, 1902, new, 125¼; do. 6s, 1886, 111⅛; do. 4s, 1920, 111; Canton Company 6s, 109; Columbia and Greenville 1st, 108; do. 2d, 96; Chesapeake and Ohio Canal 6s, 70; Charlotte, Columbia and Augusta, 60; Maryland Defense 6s, 108½; Marietta and Cincinnati 1st Sterling, 122; North Carolina con. bonds, 99¾; Norfolk and Western pref., 67; Richmond and Danville, 113; do. bonds, 1885, 101; do. 1890, 108½; Richmond and Alleghany, 70; Union Railroad bonds endorsed by Canton Co., 120; Virginia Midland 2d, 111; Virginia and Tennessee 8s, 123; do. 6s, 104¾; Virginia Peelers, 42½; Wilmington, Columbia and Augusta, 100; Western Alabama 2d, guar., 120.

Public Debt of the United States.

The following is a recapitulation of the public debt statement issued on the 1st inst.:

INTEREST-BEARING DEBT.	
Bonds at 6 per cent	$196,378,600 00
Bonds at 5 per cent	439,841,350 00
Bonds at 4½ per cent	250,000,000 00
Bonds at 4 per cent	738,652,950 00
Refunding certificates	694,850 00
Navy pension fund	14,000,000 00
Principal	$1,639,567,750 00
Interest	17,109,666 28
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.	
Principal	$10,600,005 26
Interest	737,292 72
DEBT BEARING NO INTEREST.	
Old demand and legal-tender notes	$346,741,646 00
Certificates of deposit	10,860,000 00
Gold and silver certificates	56,865,850 00
Fractional currency, ($15,485,036 92, less amount estimated lost or destroyed, $8,375,934)	7,109,102 92
Principal	$421,396,598 92
Unclaimed Pacific Railroad int.	6,746 51
TOTAL DEBT.	
Principal	$2,071,564,354 18
Interest	17,853,705 51
Total	$2,089,418,059 69
Total cash in the Treasury	236,496,088 18
DEBT LESS CASH IN THE TREASURY.	
June 1, 1881	$1,852,921,971 51
May 2, 1881	1,864,072,693 38
Decrease of debt during month	$11,150,721 87
Decrease of debt since June 30, 1880	89,250,323 88
CURRENT LIABILITIES.	
Interest due and unpaid	$2,451,043 66
Debt on which interest has ceased	10,600,005 26
Interest thereon	737,292 72
Gold and silver certificates	56,685,850 00
United States notes held for redemption of certificates of deposit	10,860,000 00
Cash balance available June 1	155,161,896 54
Total	$236,496,088 18
AVAILABLE ASSETS	
Cash in the Treasury	$236,496,088 18

Bonds issued to the Pacific Railway Companies, interest payable in lawful money.

Principal outstanding	$64,623,512 00
Interest accrued and not yet paid	1,615,587 80
Interest paid by the United States	49,528,566 66
Interest repaid by companies—	
By transportation service	14,256,338 85
By cash payments, 5 per cent earnings	655,198 87
Balance of interest paid by the United States	34,617,028 94

In the Court of Claims at Washington, on the 31st ult., in the case of the Pacific Mail Steamship Company against the United States, in which the Court had given judgment for the company for $40,000, both parties appealing, and the Supreme Court having sent back the case with a mandate, judgment was given for the company for $291,117 30. The suit was for money due on account of carrying the United States mails.

The gross earnings of the Philadelphia and Erie Railroad for the month of April were $293,322 97, the expenses $188,538 18, and the net earnings $104,784 84.

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GREAT REDUCTION IN PRICES.

300 PIECES OF TAPESTRY BRUSSELS 75c. to 90c. Also 350 PIECES OF VELVETS, from $1 50 to $1 75. CHURCH AND OFFICE CARPETS, 50c. to 80c. LINOLEUMS, LIGNUMS, and MATTINGS at low prices.

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Two Locomotives for Sale.

Both standard gauge and in good running order. No. 1—cylinders 15×22; 4 drivers 54 in. diam; weight 28 tons; but little worn; made at the Baldwin Works, Phila. No. 2—cylinders 13½×22; four drivers 60 in. diam.; weight 24 tons; patent air-brake. Address Box 87 Bordentown, N. J.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,922,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,599,578	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany.....100	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,760,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M & N.	May 81 4
Boston and Providence..100	4,000,000	M & N.	May 81 4
Attleborough Branch..100	131,700	J. & J.	Jan. '81 3
Bost. Revere B & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'81 5
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3
" " pref. 50	333,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	331,925	J & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*.....50	1,169,600	October	Oct.'80 1½
" pref.....50	2,200,000	M. & N.	May '81 3½
" 2d pref.....50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '81 1
" " pref.100	769,600	F. & A	Feb. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*.....50	2,425,000	J & J.	Jan. 81 3½
" pref.....50	400,000	J. & J	an. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb. 81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. 81 4
" " pref.100	2,425,400	M. & S.	Mar '81 4
Chicago, Burl. & Quincy.100	31,004,456	quarterly	June '81 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12,279,488	A. & O.	Apl. '81 3½
Chicago & N. Western..100	14,988,257	J. & D	Dec. '80 3
" pref.100	21,525,353	quarterly	Mar. '81 1½
Chicago, R. I. & Pacific..100	30,000,000	quarterly	May '81 1½
Chicago & West Mich....100	6,161,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	June'81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Mar. '81 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb. '81 4
Concord.....50	1,500,000	M. & N.	May 81 5
Concord and Ports.*.....100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Feb. '81 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	June 81 1½
Dayton & Michigan*.... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*.....2	1,330,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80 2½
" pref.100	2,503,380	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania* 50	1,309,200	J. & J.	Jan 81 3
East Mahanoy *.....50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga....100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D	June '81 2½
Eel River.....100	3,000,000	quarterly	June '81 2½
Elmira, Jef. & Canand*..100	500,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'80 1
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 3½
Georgia.....100	4,200,000	J. and J.	July '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	Apl. '81 2
Illinois Central.....100	20,000,000	M. & S	Mar. '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May, '81 1½
Io. So. & Mo. Northern. 25	600,000	quarterly	May, '81 2
Jeffersonv., Mad. & Ind..100	930,000	quarterly	May, '81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May, '80 1½
Kentucky Central.....100	1,500,000	J. & D.	Dec. '80 1
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. S....100	48,166,500	quarterly	May, '81 2
" " (guar.)..100	533,500	F. & A.	Feb. '81 5
Lawrence*.....50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,382,555	quarterly	Apl. '81 1½
pref. 50	106,300	quarterly	Apl. '81 1½
Little Miami*.....50	2,171,450	quarterly	Mar. '81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*.....50	$2,446,100	J & J.	Jan. 81 3½
Louisville & Nashville..100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence....100	200,000	A. & O	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,480,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	May '81 1½
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....100	2,416,000	quarterly	Apl. 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*.....50	15,000.000	J. & J.	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800.000	M. & N.	May '81 3½
Nashua and Rochester..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,675,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 2½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	805,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R...100	89,428,330	quarterly	Apl. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref...100	8,146,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '81 2
Ning. Bridge & Canand*100	1,500,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '81 1½
Northern Central 50	5,842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,068,400	J. & D.	June'81 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,300	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455,0.0	quarterly	May 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 4½
Panama.....100	7 000,000	quarterly	May '81 5
Paterson and Hudson*..100	652,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Apl. '81 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristown* 50	1,626,250	M.J.S.D.	June 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J	Jan. '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apr. '81 1½
" Special Imp..100	5,504 300	quarterly	Apl. '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Porti., Saco & Portsm....100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J & J.	Jan. '81 3
Republican Valley..... 100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'76 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	369,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,300	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*.....50	4,126,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Apl. '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Apl. '81 2½
Utica, Ohenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" pref.100	20 000,000	quarterly	May 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'77 10
Coney Island & Brooklyn 100	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180,000	J. & J.	Jan. 81 6
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark .100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	500 000	A. & O.	Apl '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '75 1½
Highland.....100	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston).... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark..... 100	282,555	— & —	.....
People's (Phila.)..... 25	208,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,192,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	113,000	M. & N.	May '81 3
South Boston 50	600,000	J. & J.	Jan. 81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,533,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000,000	.....	June'81 1½
Delaware and Raritan*.100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '75 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.) 50	2,838,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	3,000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May '81 $5
Central Mining Co.....	... .	Annual.	Feb '81 $5
Consolidation (Md.) Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3
Gold and Stock Tel.....100	2,500 000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Mohongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000 000	quarterly	Apl. 81 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'80 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car..... 100	5,990,200	F.M.A.N	May '81 2
Quicksilver, common ...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,750,000	J. & J	Jan. '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June 81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	30,000,000	quarterly	Apl '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881	167 750	124,510	148,551	184,680	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,963	993,823	1,315,559	1,484,316	1,709,932	1,337,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind , St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,883	191,695	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,923	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	189,125	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247.807	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,032	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	906,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	846,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	162,027	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,844	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,323	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,038	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,503	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,293	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	201,009	194,776	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,933	490.195	451,560	408,241	372.290	395,300	442,000	542355	661,400	678,300	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,482	320,963	425,685	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	928,603	933.143	1,199,268	1,028,791	946,186	952.049	1,065,980	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,152
1881	811,617	816,923	1,119,591	1,023,462	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,669 *to* 19,683
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,895

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,669 *to* 19,683
Lynn, Mass	*National City Bank*	121 *to* 150	66,796 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1863. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass. Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y. Charter number 2279; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa. Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass. Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

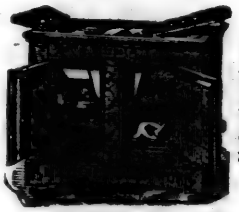
1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

It is stated that the executive management of the Chicago and Northwestern Railway Company have decided to construct over 500 miles of new road the present season. This will comprise about 140 miles in Wisconsin, 250 miles in Iowa, 130 miles in Dakota Territory, and 86 miles in the Lake Superior region. With this additional road completed the Chicago and Northwestern Railway system will aggregate nearly 4,000 miles of track.

The grading on the Denver Western and Pacific Railroad is about completed between Denver, Col., and Longmont, and track laying has been commenced. Graders are now at work on the west of Longmont. The road will probably be in operation between Denver and Longmont by the 1st of September.

LELAND HOTEL, CHICAGO, ILL., FINEST location in the city, corner Michigan avenue and Jackson street; fronting on the beautiful lake and park; two blocks from the Custom House and Post-office. Newly furnished and reconstructed. American plan. Popular prices, $3 and $3 50 per day. WARREN F. LELAND, Proprietor, late of Delavan House, Albany.



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COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

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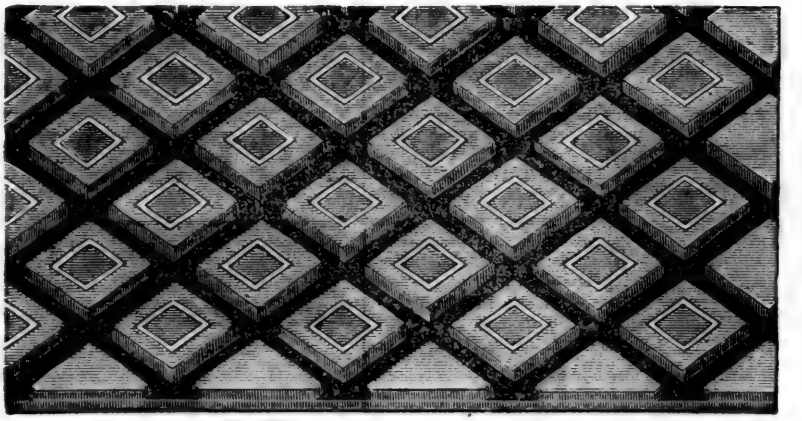
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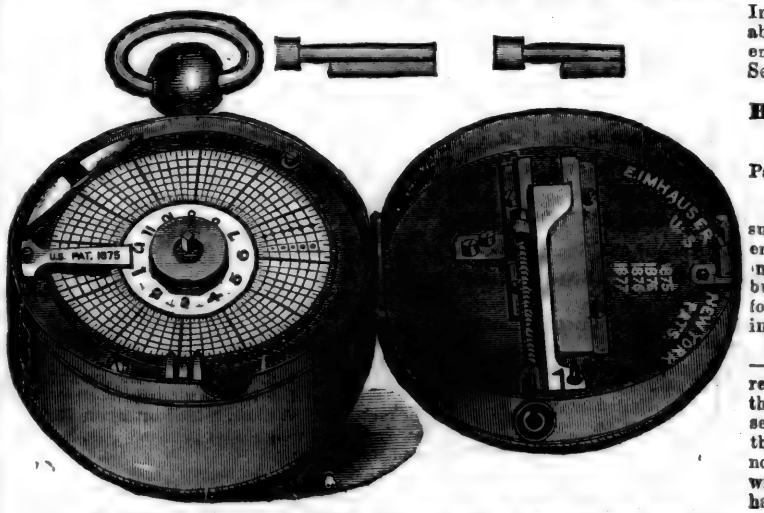
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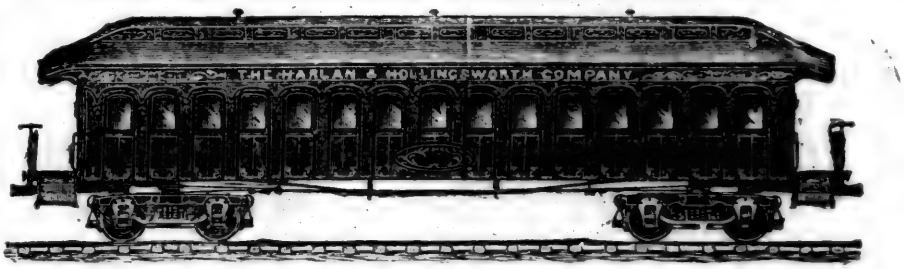
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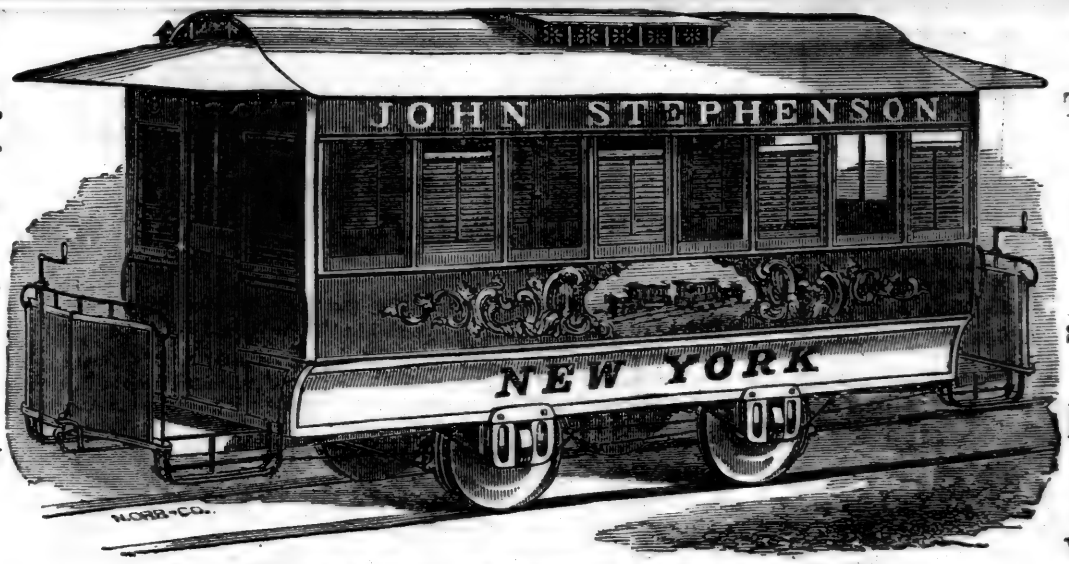
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SECOND QUARTO SERIES, VOL. XXXVII., No. 24.] NEW YORK, JUNE 11, 1881. [WHOLE No 2,355, VOL. LIV.

RAILROADS IN CHINA.

Concerning the effect which the peculiar superstitions of the Chinese have upon the introduction of the railroad into China, Rev. D. Bethune McCartee, who for thirty years was engaged in missionary work in that country and who now is in the Chinese diplomatic service, in an interview with a Sun reporter says:

"To understand the opposition of the Chinese to railroads, you must know something about their superstitions. In China, considerations of good and bad luck enter into every transaction in life. In their conception luck is a sort of material substance that can have a course like a wind or a stream. For instance, a house opposite the junction of a street with the street in which it stands is in an unlucky position. The bad luck that may happen to flow down the opposite street will run right into the house. In such a case a sign will be put up to keep the bad luck away, such as:

"The Stone of the Great Mountain is here.

"This refers to the sacred mountains worshipped by the high dignitaries of the Empire. It is not at all necessary that a piece of the stone of the sacred mountain shall be there, for the Chinese believe that you can humbug the bad luck by simply declaring that the stone is there. Sometimes they put a barrier to keep off streams of ill-luck. In front of every Mandarin's office there is a large wall called Pih Ho-Chang, which means 'the wall keeping off calamity.' Sometimes measures are taken to divest a stream of bad luck. I know of a house where a road came opposite the back door, and then bent around the house. It so happened that several cases of illness occurred in the house, and it was concluded that the trouble arose from a stream of ill luck pouring down the road into the back door. So they closed the door and made the road zig-zag so as to diminish the force of the stream.

"Good luck is supposed to flow in the same manner as bad luck. If a man's ancestors are buried in a good place, a stream of good luck flows down the family; if in a bad place, then a stream of bad luck descends. * * * *

"Now you can imagine how much trouble railroad building would cause in China; what innumerable streams of good luck it would cut off or streams of bad luck it would divert upon unfortunate people who had carefully put their houses out of the reach of such influences. The Chinese do not have cemeteries, and tombs are scattered in every direction through the country. Nowhere could a railroad be laid down without desecrating the tombs and lacerating the feelings of the people. When an English company built a railroad from Shanghai to Woosung—only fourteen miles—people stood on the track crying and beseeching so that it was sometimes necessary to stop the locomotive to put them off. The company never would have obtained a charter from the Chinese authorities had its intention been known. Their application was for permission to build a horse road, which was granted. The protests of the Chinese authorities were disregarded, and the company, sustained by Sir Francis Wade, the British Ambassador at Pekin, carried things with a high hand. There was no traffic for the road, and finally the company sold it to the Chinese Government for a good sum. The railroad was then taken up."

"The Viceroy of the Empire, Li Hung chang, is a very able, progressive man, and he is in favor of railroads. He has already a short railroad and telegraph line connecting the government arsenals. He is fully aware of the great advantages to be obtained from railroads. Such a state of affairs as that during the great famine, three years ago, when people were dying of hunger in the northern provinces, with plenty of rice in the southern, was calculated to display the necessity for means of transportation. They also have felt the need of railroads in military operations. The Chinese Government is progressive. It is building iron-clad vessels of war and introducing arms of precision among the soldiers. I think railroads will come in time, but they will be built by the Chinese themselves. The Chinese engineers will make detours to avoid a Fungshwui place just as our engineers make detours to avoid natural obstructions. The Chinese railroad may be a queer institution, but it will be adapted to their wants and conveniences."

THE FIRST AMERICAN RAILROAD IN JAPAN.

Consul General Van Buren of Japan, under date of January 7, 1881, states that the first railroad ever built in the East under the supervision of an accomplished American engineer, after American models and equipped with American engines and rolling stock—has just been completed on the island of Yesso, between Otaro on the seacoast, and Sapposo, the capital, a distance of twenty-three miles. This road, known as the 'Posonai Railroad of Hokaido,' was constructed under the able supervision of Joseph Crawford, an engineer well known in the United States, and was completed in so short time and at such a low figure as to excite the utmost admiration and approval of the government and people.

During the past few months the foreign newspapers, published in Yokohama, ridiculed the prediction that the road would be finished by the end of last year or at anything like as low a cost as $22,000 per mile. The actual fact is that it cost less than $20,000 a mile, including everything, and has now been running for several weeks, carrying from 400 to 500 passengers a trip, and doing a very large freight business. It is the intention to extend the road twenty-two miles further to the coal mines at Posonai. This is expected to be completed within two years. The cars contain the Miller platform and Westinghouse brake and every modern improvement, and are represented as very comfortable, and as running very smoothly.

This new enterprise, so successfully completed by Mr. Crawford, is likely to reawaken the public regard for railroads and enlist the co-operation of the government in the construction of extensive lines, which will prove of great benefit to the people. Nothing is so much wanted in Japan as good, efficient means of transportation, and it is gratifying to know that our countrymen are demonstrating the

practicability of building good railroads here in a short space of time and at a very low cost.

Mexico's Concessions to Gen. Grant.

The following concessions have been obtained from the Government of Mexico by Gen. Grant for his scheme:

1. The line is to start from the City of Mexico, passing by the cities of Puebla and Oaxaca and by Tehauntepec, and to take there the best route for the frontier of Mexico with Guatemala, one branch to come from Vera Cruz and Anton Lizardo and another to run to Huatulco. The company has a right to build a line of Tuxtla, Chiapas, San Cristobal and Comitan, in the State of Chiapas.

2. The surveys of the line are to begin within six months from the publication of the contract, and the work is to commence within six months from that date. During the second year the company is to build at least fifty kilometres of the road, one hundred kilometres during the third year, and one hundred and sixty kilometres during each of the seven succeeding years. The entire road is to be finished in ten years from the date of contract.

3. The road is to be built without subsidy, but the company will have the right of way and free importation of all articles needed for building during the construction of the road, and for fifteen years afterward. The road and its capital and accessories to be free from all classes of duties for twenty-five years after its completion.

4. The tariffs will be 14, 10 and 7 cents per ton of 2,000 English pounds and per each mile of merchandise at first, second and third class respectively, and 11, 6 and 5 cents per mile for each passenger by first, second and third class.

5. The road is to be the property of the company, who will manage it in its own way, beginning the work at any point and making the gauge to suit its purposes. The Government is not to have any other interference than that required by the general railroad laws of Mexico.

6. The tariffs can be raised to the point at which they will yield 10 per cent of the capital represented by the road, after deducting all expenses.

7. The company has full right to mortgage the road and issue stocks and bonds; but after the lapse of ninety years from the date of contract, the Mexican Government will have the right to purchase the road, paying in cash its actual value.

The project of tunnelling Mont Blanc bids fair to assume a tangible shape, it being pronounced by some of the most eminent French engineers a more practicable undertaking than that of the Simplon route. The estimates of cost for executing such a work are, in the case of the Simplon, $27,000,000, and in that of Mont Blanc some $12,000,000 less. It is furthermore claimed that the Mont Blanc tunnel will make the journey from Paris to Genoa some ninety-seven kilometres shorter, and from Paris to Milan forty-four kilometres shorter than by the Simplon route. The most favored line of the projected tunnel, thus far in the discussion, is from Chamounix to Courmayeur.

We understand that there has been a decision in the courts recently against a State license law, that is to say, the United States Supreme Court, in the case of Weber vs. the State of Virginia, decided that the law of that State imposing a special tax on agents of foreign manufacturers who come there to sell goods of foreign origin is unconstitutional. A Maryland law was several years ago decided to be unconstitutional for making a similar discrimination, but the law has since been revised, and a license would now be found necessary in that State. The text of the Virginia decision has not been published, and, therefore, it cannot be said how completely it opens the State to commercial travelers without license.

Bordentown Locomotive Works.

The extensive railroad shops along the river at the lower end of Bordentown, which have been lying idle for a number of years, are about to be put in operation again for the manufacture of locomotive engines on an extensive scale. The new company, which is styled the "Bordentown Locomotive Works," has a capital stock of $400,000, divided into 4,000 shares of $100 each, but the company will commence with a capital of $150,000. The ownership of the property is in the Pennsylvania Railroad Company and the new company has effected a lease for fifty years. The company has taken possession, and will at once proceed to fit it for operations. It is stated that orders for the constructions of 105 locomotives have already been received, to be completed within one year after the works are in complete operation; also that 12 orders for locomotives had to be refused, in consequence of inability to complete them within a specified time. Referring to the above, the Philadelphia Ledger says:

In the days of the old Camden and Amboy Railroad Company all the manufacture and repair work of the company was done at these shops, giving employment to a large number of hands, and tending to a large extent to make Bordentown one of the most flourishing towns on the Delaware. When the Pennsylvania Railroad Company came into possession of the road, it was found necessary to concentrate all their shops at Jersey City, the principal terminus of the road. The withdrawal of work from the Bordentown shops was a sad blow to the town, as they were about the only industrial enterprise within its limits, and from that time to the present it has languished. The reopening of the shops and the consequent employment of a large force of men, who will, of course, make themselves and families residents of the town and vicinity, will give the ancient village an impetus that will render its future an enviable one.

According to the monthly statement of the Comptroller, the debt of the city of New York on the last day of May was $133,770,970 89, not including $13,572,189 79 revenue bonds issued in anticipation of taxes. The amount in the sinking fund for the redemption of the debt was $34,802,601 09. The bonded debt of the annexed district, not included in the above statement, was $916,500. During the month of May the total amount drawn by warrants was $4,317,426 44 and $15,807,410 65, was drawn since the 1st of January. Thus far this year stocks and bonds have been issued to the amount of $10,775,545 21, including $271,000 for public works, street openings and improvements, $262,500 for docks and slips, $16,000 for the Brooklyn bridge, $76,000 for Croton Water-works, $20,245 21 for "expenses of proceedings, against public officers in the City of New York," and $10,014,800 for current expenses.

A first mortgage bond and trust deed of the Chicago, Texas and Mexican Central Railway Company, in favor of the Central Trust Company of New York, amounting in the aggregate to $10,600,000, was filed with the Secretary of State of Texas on the 1st inst.

International Telegraph Co.

Articles of association were filed at Albany, N. Y., on the 4th inst. of the International Telegraph Company. The capital will be $10,000,000. The route of the line is to be from New York, by way of Philadelphia, Baltimore and Washington, through the States of Virginia, North Carolina, South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana and Texas, to the Rio Grande River; also, from New York, by way of Albany and Rochester, to Buffalo; also, from New York, by way of the New York, Lake Erie and Western Railroad, to Buffalo, and thence west through Pennsylvania, Ohio, Michigan, Illinois and Indiana, to Chicago; also from Cincinnati through Mississippi, Arkansas and Texas, to Houston and Galveston; also from St. Louis through Missouri, Kansas, Colorado and New Mexico, to Mexico; also from Chicago west to California; also from New York to Portland, Me.; also from Boston to Montreal and Quebec. The shares are taken as follows: Andrew J. Baldwin, of Wilkesbarre, 50,000 shares; James F. Cox, of Morristown, 25,000, and Charles H. Stebbins, 25,000. The concern is to continue 100 years.

George M. Dallas, special master under the receivership of the Philadelphia and Reading Companies, has filed in the United States Circuit Court his report of the audit of the receivers for April. The account of the Railroad Company for that month shows receipts of $5,579,578 48. This included, however, a balance from the previous month of $518,099 40. After the payment of expenses and charges there remains a balance to be carried into the May account of $248,423 38. The Coal and Iron Company's account shows on the debit side of the cash account for the month a total of $1,143,553 73. After the payment of expenses there remains a balance on hand to be carried into the May account of $2,372 76.

The annual meeting of the stockholders of the Chesapeake and Ohio Canal was held at Annapolis, Md., on the 6th inst. The stock of the United States ($1,000,000) was represented by Lloyd Lowndes, of Cumberland, Md., and the stock of the State of Maryland ($20,000,000) by the Board of Public Works of the State. The report of the President, A. P. Gorman was read, and a resolution offered by Mr. Lowndes, providing for an enlargement of the locks of the canal in length and width, was adopted. Mr. Gorman, although asking to be relieved from his duties, was re-elected President by the Board of Public Works.

The engineers of the Lake Megantic Railway have made a preliminary survey of the route from the Lake to Greenville and from there to the Katabadin iron works; from St. John the survey is being continued to Mattawamkeag where it will strike the European and North American Railroad.

The Baltimore and Cumberland Valley Railroad will reach Chambersburg, Penn., about the 20th inst.

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New York, Saturday, June 11, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

THERE is encouragement to believe that the project for giving to New York the much needed underground railroad which has long been promised to the city, is about to be pushed with new vigor. The Governor has signed a bill by which the New York City Underground Railway Company is given an extension of time of three years for completing the road.

THE HOOSAC TUNNEL route between Boston and the West has drawn to itself a large and rapidly increasing freight traffic, and is now offering many attractions in the way of desirable connections, through cars and liberal conveniences which will turn a large amount of passenger traffic Hoosac Tunnelward this season. Through sleeping cars are now sent from Chicago to Boston over the Michigan Central, Canada Southern, New York Central and Fitchburg Railroads, running via the Niagara Branch of the Canada Southern Railroad, crossing the Niagara river at Suspension Bridge.

REPORTS of foreign trade for the months of January, February, March and April show that as compared with the corresponding months of last year the value of our imports has declined several millions, while the volume of our exports remains about the same. During the ten months of the fiscal year ending with April, our exports of merchandise exceeded our imports by something over $246,000,000, while for the corresponding period of the previous year the excess was about $155,000,000. With our large supply of products and the probabilities of a continued large demand for them abroad there appears to be no reason why the balance of trade should not hold for some time to come its present favorable position for American commercial and financial interests.

THE intrest manifested in Boston in the plan for holding a World's Fair there in 1885 is but a natural accompaniment to the increased activity in commercial and shipping enterprises which has been so conspicuously manifested in that city during the past two years. Her somewhat secluded character has been thrust aside by the stimulus to commercial achievements, which Boston has experienced in an unprecedented degree through the starting of new steamship lines and the greatly improved railroad connections with the West, and she stands as never before ready to assume the position of commercial importance of which these shipping acquirements give rich promise. There are many reasons why a Worlds' Fair should be most successfully carried out in Boston, chief among them, in addition to the enterprise of transportation lines terminating there, being the fact that no other city on the continent could so fully draw out exhibits of the innumerable products of New Englands' far famed inventive and manufacturing skill ; and New England manufacturers if they once took the matter up in earnest would recognize no possibility of failure.

THIS week the purchase by the Pennsylvania Railroad Company of a controlling interest in the Philadelphia, Wilmington and Baltimore Railroad was consummated by the payment of the purchase money, and transfer of the shares. The stock purchased was in two certificates, one of 187,303 and the other of 21,116 shares ; the price paid was $80 per share, including the July dividend. The transaction amounted to over $16,000,000, of which about $1,000,000 goes to stockholders in Philadelphia and the remainder, about $15,000,000, was deposited in the National Bank of Commerce in this city, to be distributed among 2,700 stockholders, chiefly in Boston. Subscriptions to the allotment of new stock authorized at the last annual meeting of the Pennsylvania Railroad Company, together with recent heavy earnings and the surplus on hand June 1, furnished the necessary funds. Besides the shares mentioned, the Pennsylvania Railroad Company has distributed since June 1 $2,500,000 among its stockholders in dividends. The payment had been arranged for July, and though it has been anticipated by about twenty days the Pennsylvania Railroad Company will not take possession of its newly acquired property until July 1, after which date the two roads will be operated under the same general management, the Philadelphia, Wilmington and Baltimore Railroad being brought under the Pennsylvania system as a separate Division.

Personal.

J. B. Crosby, President of the South Boston Railroad, has gone to Europe on a five months trip.

General John B. Gordon has been elected President of the Georgia Pacific Railroad Company.

The Cotton Exchange has elected as President Robt. Tannahill; Vice President, Joseph Yeoman, and Treasurer, Walter T. Miller.

The Produce Exchange has elected the following officers : President, Forrest H. Parker; Vice President, J. H. Herrick; Treasurer, Samuel Jacoby.

C. S Colby, has been elected President and Treasurer, E. H. Abbott Vice President and Secretary, and F. N. Finney General Manager of the Wisconsin and Minnesota Railroad Company.

Frederick L. Ames has been elected a trustee of the first mortgage of the Union Pacific Railroad Company, to fill the vacancy caused by the death of his father, the late Oakes Ames.

P. M. Meyer, formerly General Manager of the Southern Minnesota line, has been appointed Secretary of the Chicago, Milwaukee and St. Paul Railway Company, in place of R. D. Jennings.

In the will of the late Col. Scott it was expressly stated that no inventory or account shall be filed in any public office, and, therefore, the exact magnitude of his fortune and the character of the investments will be known only to his immediate family.

The eight trustees of the East River Bridge who will represent Brooklyn for the two years ending June 2, 1883, are : Henry C. Murphy, J. S. T. Stranahan, William Marshall, W. C. Kingsley, H. W. Slocum, A. C. Barnes, Alden S. Swan and Otto Witte.

F. H. Kingsbury has been elected Treasurer of the Cheshire Railroad company, with duties commencing June 1, when the office was removed to Keene. The office of cashier has been abolished and its duties transferred to the Treasurer. Transfers of stock will hereafter be made at Keene.

Ex-Mayor Stokley, of Philadelphia, has been elected President of the " Atlantic and Gulf Coast Canal and Okeechobee Land Company." This company proposes to reclaim a large section of Southern Florida, generally called the " Everglades," by draining the swamps. The scheme involves the construction of a canal about 300 miles in length.

O. W. Smith, General Manager of the Chesapeake and Ohio Railway, has made the following appointments, taking effect on the 5th inst : W. M. S. Dunn, General Superintendent; B. S. Fitch, General Freight Agent; H. W. Fuller, General Ticket and Passenger Agent; John McFarland, Superintendent of motive power; W. H. Lowry, Auditor of disbursements; K. H. Fisher, Auditor of revenue; R. B. Weisiger, General Bookkeeper; John Garrett, Cashier.

A young gentleman who has had a valuable experience in both the freight and passenger departments of one of the most important stations on the leading transcontinental line, from which he has the highest recommendations, desires to obtain a position on an Eastern railroad. Full particulars concerning his qualifications, reason for changing, references, etc., can be obtained by addressing the editor or calling at the office of the AMERICAN RAILROAD JOURNAL.

William C. Young, who surveyed the line of the West Stockbridge and Albany Railroad, in 1858, and after much similar service on the Saratoga, Schenectady, Utica, Hudson River, and other lines, became President of the Panama Railroad Company in 1832, is to attend the coming meeting of the West Point alumni. He graduated at West Point in 1822, served a few years in the army and then became a railroad engineer in the earliest days of railroading. He is about eighty years of age and will be well remembered among the railroad pioneers now living. Another veteran railroad man and soldier is Andrew Talcott, over eighty years old, who is also a graduate of West Point and will attend the meeting with Mr. Young. Mr. Talcott graduated in 1818, served eighteen years in the army and then resigned to become a railroad engineer. Among the important works in which he was interested was the improvement of the delta of the Mississippi river.

Organization.

Articles of incorporation have been filed at Madison, Wis., of the Chippewa Falls and Minneapolis Railroad Company. The road is to be built as soon as possible from Chippewa Falls, Wis., to Minneapolis.

The State Department at Harrisburg, Penn., has granted a charter to the Water Gap and Schuylkill Railroad Company, of which Henry Whealen, of Philadelphia, is president. The new company has a capital of $3 000,000, and runs from Pottsville through Schuylkill, Carbon and Monroe counties, to the Water Gap, a distance of sixty-five miles.

At the annual meeting of the Canada Southern Railway Company held at St. Thomas, Ontario, on the 1st inst, the following named gentlemen were elected directors for the ensuing year: William H. Vanderbilt, Cornelius Vanderbilt, James Tillinghast, Augustus Schell, Samuel F. Barger, Sidney Dillon, Edward A. Wickes, A. G. Dulman, and Joseph E. Brown.

The directors of the United Railroad and Canal Companies of New Jersey, elected on the 31st ult., are: John Jacob Astor, John C. Barron, William Bucknell, A. L. Dennis, Charles E. Green, Robert Lenox Kennedy, Thomas McKean, Isaac W. Scudder John T. Stevens, R. F. Stockton, Ashbel Welch and Samuel Welsh.

The directors of the Tuckerton, N. J., Railroad Company, elected on the 2d inst., are: A. R. Pharo Rutherford Stuyvesant, Samuel Ashurst, H. A. Drake, W. W. Pharo, T. C. Price, John W. Russell, Charles T. Parry, and Richard Ashurst. The officers are: President, A. R. Pharo; vice-president, Rutherford Stuyvesant; treasurer, Richard Ashurst; secretary, T. C. Price.

The directors of the Baltimore and Potomac Railroad Company, elected at the annual meeting of the stockholders held in Baltimore on the 1st inst., are: George B. Roberts A. J. Cassatt, George Small, B. F. Newcomer, W. T. Walters, Dr. E. J. Henkle, Sam'l Cox, Jr. The officers are: Hon. Oden Bowie, president; A. J. Cassatt, vice-president; J. S. Leib, treasurer; John Crowe, secretary and auditor.

At the annual meeting of the stockholders of the Chicago, St. Paul, Minneapolis and Omaha Railroad, held at Hudson, Wis., on the 4th inst., H. H. Porter, David Dows, R. B. Cable, H. R. Bishop and John Comstock were elected directors for three years. The officers chosen were H. H. Porter, president; Philetus Sawyer, vice president; R. P. Flower, Treasurer, and C. W. Porter, Secretary.

The Southern Car Works Company was organized at Knoxville, Tenn., on the 3d inst. with a capital stock of $100,000. George W. Colwell. Robert L. Lott, Reuben Z. Roberts, of Michigan, and W. R. Tuttle and A. L. Maxwell, of Knoxville, were elected directors. The works will be in operation in sixty days and will employ 200 mechanics. The company already has orders for a year's work.

The directors of the Nashua and Rochester Railroad Company, recently elected, are: J. C. Eastman, of Hempstead; Francis H. Dewey, E. B. Stoddard, Charles W. Smith, Charles W. Turner and F. H. Kinnicutt, of Worcester; Aaron W. Sawyer, A. H Dunlap, Benjamin Fletcher, jr., of Nashua; Joseph C. Burley, of Epping; Edwin Wallace, of Rochester; E. W. Hoyt, of Epping, and A. J. Pillsbury, of Northwood. Francis H. Kinnicutt was chosen president.

A certificate of incorporation was filed with the Secretary of State of California on the 24th ult., of the California Southern Extension Railroad Company, to operate a railroad from near San Bernardino to intersect the line of the Atlantic and Pacific Railroad Company, some 60 miles. Directors—H. B. Williams, Wm. G. Cohen, Len Tasheira, Wm. H. Dimond and N. P. Cole. Place of business, San Francisco. Capital stock, $1,500,000, in 15,000 shares. Actually subscribed, $60,000.

Articles of association of the Anderson and Shelbyville Railroad Co. have been filed with the Secretary of State of Indiana—capital stock $400,000, distance forty miles—with B. F. Aimen Colonel Parker, Clinton E. Spencer, E. O. Chapman, Joseph Scofield, S. W. Hutton, and others, as directors. The road is expected to be completed this year, and in connection with the Jeffersonville, Madison and Indianapolis Railroad will make a direct line to Louisville and the South.

The stockholders of the Vermont and Massachusetts Railroad Company have elected the following board of directors for the ensuing year: Daniel S. Richardson, of Lowell; William H. Hill, of Brookline; James A. Dupee, of Winchester; Francis Goodhue, of Brattleborough, Vt.; George F. Fay, of Fitchburg; Thornton K. Ware, of Fitchburg, and Edward L. Davis, of Worcester. The officers are: Daniel S. Richardson president, F. N. Poor treasurer and B. D. Locke clerk.

At the annual meeting of the stockholders of the Chicago, Rock Island and Pacific Railway Co., held at Chicago on the 1st inst., James R. Cowing, Francis H. Tows, Jay Gould and Henry H. Porter were elected directors. After the adjournment of the stockholders' meeting the board of directors met and elected the following officers: President, Hugh Riddle, Chicago; vice-presidents, David Dows, New York, and R. R. Cable, Rock Island; secretary, and treasurer, F. H. Tows, New York; executive committee, Hugh Riddle, David Dows, R. R. Cable, R. P. Flower, F. H. Tows.

The Mobile and South Gulf Railway Company has completed its organization and received its charter under the laws of Alabama. The directors are: W. R. McKeen, Josephus Collett and D. W. Minshall, of Terre Haute; Duncan T. Parker, Gen. J. W. Burke, of Mobile; J. H. Woodard and Morris M. Defrees, of Indianapolis. The board elected J. A. Woodard, president, M. M. Defrees superintendent and engineer, and A. G. Cox, Auditor. Mr. Defrees is pushing the surveys ahead, and will be ready for grading within three weeks. The road will be twenty-five miles long, and will connect with deep water in the lower bay.

The directors of the St. Paul and Sioux City Railroad Company, elected at the annual meeting of the stockholders held at St. Paul, Minn., on the 4th inst., are: H. H. Porter, E. F. Drake, H. Merriam, Augustus Kountze, C. A. Bigelow, A. H. Wilder, J. Q. Adams, George I. Seney, R. P. Flower, R. H. Bishop, J. M. Fiske, S. R. Coble, P. Sawyer, Benjamin Brewster and David Dows. The directors elected H. H. Porter, president; R. P. Flower, treasurer, R. Edgerton, assistant treasurer, and E. I. Hamilton, secretary. H. H. Porter, E. F. Drake, R. P. Flower, R. H. Bishop, Benjamin Brewster, David Dows and Philetus Sawyer were elected an executive committee.

The reorganization of the Texas Western Narrow-Gauge Railway Company was perfected on the 2d inst., and the road was formally transferred to the new management. At a meeting of the stockholders on the same day the following directors were elected: Gen. U. S. Grant, H. Victor Newcomb, John Bailey, Col. Frederick D. Grant, Josiah C. Reiff, A. M. Gentry, W. D. Cleveland, S. K. McIlhenney, and J. C. Tracey. President, U. S. Grant; secretary, J. G. Tracey; executive committee, U. S. Grant, H. Victor Newcomb, and Josiah C. Reiff. Active operations will begin at once in connection with the construction of the road to the Rio Grande.

At the annual meeting of the Chicago and Northwestern Railway Company, held in Chicago on the 2d inst., the following board of directors was elected: William L. Scott, Jay Gould, R. P. Flower, Anson Stager, and Frederick Vanderbilt, the two latter in place of Frank Work and D. P. Morgan. At the directors' meeting the following officers were elected: President, Albert Keep; vice-president, treasurer, and secretary, M. L. Sykes; second vice-president, Marvin Hughitt; assistant secretary and treasurer in New York, P. O. Howe; executive committee, Albert Keep, Augustus Schell, A. G. Dulman, William L. Scott, Samuel A. Barger, C. M. Depew, and D. O. Mills.

At the annual meeting of the New York Central and Hudson River Railroad Company held at Albany, N. Y., on the 1st inst., the following directors were chosen: W. H. Vanderbilt, Cornelius Vanderbilt, William K. Vanderbilt, Frederick W. Vanderbilt, Augustus Schell, Samuel F. Barger, Chauncey M. Depew, James H. Rutter, J. Pierrepont Morgan, Cyrus W. Field, New York; Chester W. Chapin, Springfield, Mass; John Allen, Jr., Buffalo; James M. Marvin, Saratoga Springs. The following gentlemen were elected inspectors of election: Sidney T. Fairchild, of Canenovia; Henry Roseboom, of Roseboom; and Francis S. Pruyn, of Albany. About $65,000,000 of stock were voted on, out of a capital of $89,428,330.

The directors of the Canada Atlantic Railway Company, recently elected, are: Hon. D. A. Macdonald, E. McGillivray, G. B. Pattee, McLeod Stewart, Archibald McNab, Peter Kennedy, James Fraser, John Rankin, Guy C. Noble and R. S. Macdonald. The directors elected E. McGillivray president, Archibald McNab vice-president, and Edward H. Tiffany secretary treasurer and solicitor. The report of the past directors showed fair progress made on the road, and the contractor expects to have cars running to Alexandria in September, and to the High Falls on the Nation on the 1st of January next. The whole of the steel rails were purchased in England, and are on the way to Canada, and will be taken to Coteau Landing by the Grand Trunk Railway.

A new railroad corporation was commissioned by the Governor of Wisconsin on the 2d inst. The incorporators are E. W. Winter, of St. Paul; C. W. Porter, W. H. Phelps, C. L. Catlin and J. C. Spooner, of Hudson, with a capital stock of $210,000. The line proposed to be built is from Eau Claire to Chippewa Falls on the west side of Chippewa River and will compete with the Wisconsin and Minnesota Division of the Wisconsin Central Railway for the immense trade of the mills and drives at or near these

cities. Three of the incorporators are officers of the Chicago, St. Paul, Minneapolis and Omaha Company, and the new line will undoubtedly become part of their system. It is understood that the ultimate intension is to push the road northwards from Chippewa Falls to a junction with the North Wisconsin in Ashland or Bayfield County.

The stockholders of the proposed Cleveland, Youngstown and Pittsburg Narrow-Gauge Railway Company met in Cleveland, O., on the 1st inst., and elected the following directors: H. W. Ford, Thomas T. Buckley, George W. Ballow, F. J. Mather, W. R. Bergholz, of New York; W. A. Lynch, of Canton; W. E. Lewis and Finlay Barber, of Alliance. The board organized by choosing the following officers: President, H. W. Ford; vice-president, W. R. Bergholtz; treasurer, Thomas T. Buckley; secretary, F. J. Mather; executive committee, Thomas T. Buckley, George W. Ballow, W. R. Bergholtz. Following the tracks of the Connotton Valley Railway, which is now being built towards Cleveland, the new line will branch from Connotton at Twinsburg, twenty miles southeast of Cleveland. From that point the precise route of the road has not been decided upon.

Articles of incorporation were filed in the office of the Secretary of State at Springfield, Illinois, on the 31st ult., of the St. Louis, Belleville and Centralia Railroad Company, with a capital of $1,000,000. The incorporators are Adolphus Meier, Joseph W. Branch and Charles Parsons, of St. Louis; Marshal W. Wier, Felix Scott, Thomas Knabelesh, John Klaess and Russell Hinkley, of Belleville, and H. W. Hubbard, of Centralia. The principal office is to be in Belleville, and the purpose is to build a railroad to Centralia, Marion County. Wm. F. Whitehouse, Lorenzo M. Johnson, S. Corning Judd, Edwin B. Sheldon, Henry B. Whitehouse, James M. Hills and Eugene H. Fishburn, of Chicago; Casper William Schaap, of Louisville, Ky., and John B. Lovington, of East St. Louis, were authorized to organize the St. Louis and Cairo Railroad Company, with the principal office in Chicago and a capital of $6,500,000. This company takes what was formerly the Cairo and St. Louis Narrow-Gauge Railroad.

The stockholders of the Baltimore and Drum Point Railroad Co., at their meeting in Baltimore on the 1st inst., elected the following directors: Augustus Albert, Dr. James A. Steuart, Wm. H. Bians, Baltimore; Dr. Benjamin King, Thomas S. Iglehart, John G. Butler, Anne Arundel county; H. E. Morton, Henry Owings of S. Calvert county; Andrew Banks, Baltimore county; Jos. R. Swan, Jr., Samuel Remington, P. V. Rogers, New York. The directors elected officers as follows: President, Augustus Albert, of Baltimore; treasurer, Andrew Banks, of Baltimore county; secretary, John G. Butler, of Anne Arundel county. Mr. N. Goldsborough, chief engineer of the road, is now locating the line between Baltimore and Annapolis and preparing for its construction. The engineers are also locating the road between Furnace and Marley creeks, starting from Baltimore, and as far as they have gone are ready for work. It is expected that the road will be finished to Annapolis Railroad by next January, and the whole line completed in two years.

Articles of association were filed with the Secretary of State of Missouri on the 30th ult., of the Kansas City, St. Joseph and Burlington Railway Co. Capital, $3,000,000. The incorporators are: Elijah Smith, Prosper W. Smith, Wm. Endicott, Jr., Hales W. Suter, Isaac T. Burr, Thomas Nickerson, James W. Potter, Boston. Henry Savies, Bar Harbor, Me., W. J. Rotch, New Bedford, Mass., W. W. Crapo, New Bedford, Mass., Moses Taylor, New York, S. A. Kent, and J. B. Lyon, Chicago, Ill., and John W. Smith, Burlington, Io. The objects are to own, construct and maintain a line of railway, beginning at a point on the line between Iowa and Missouri, near Mendota, Putnam county, extending thence southwardly to Unionville, in said county; thence west through Putnam, Mercer, Harrison, Gentry, DeKalb and Buchanan, to St. Joseph, a distance of 141.4 miles; embracing the entire main line of railway in Missouri heretofore owned by the Burlington and Southwestern Railway Company, of which that portion lying between Mendota and Unionville, a distance of 11.4 miles, is now completed and in operation; and also to own, construct, maintain and operate a line of railway beginning at or near Unionville and running southwesterly through the counties of Putnam, Sullivan, Linn and Carroll to Carrollton, thence to the Missouri river at a point at or east of Lexington, Lafayette county, thence to such point in South Missouri as may hereafter be determined, embracing the entire branch line of railway heretofore owned by said Burlington and Southwestern Railway Company and known as the Linneus branch of the Burlington and Southwestern Railway, of which that portion lying between Unionville and Laclede, Linn county, a distance of 53 miles, is now completed and in operation, the remaining distance between Laclede and Lexington being 60 miles. The amount of tax on the capital stock paid into the State treasury was $1,525.

Railroad Earnings.

The earnings of the Central Pacific Railroad for May, 1881, were $2,068,000 as compared with $1,778,487 for May 1880. For the first five months of this year the earnings were, $8,708,763; corresponding period last year $6,779,743.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for the four months ending May 31, were $382,642 39, corresponding period last year, $281,899 57; from Jan. 1 to May 31, $1,542,959 52, corresponding period 1880, $1,194.594 67.

The earnings of the Denver and Rio Grande Railway for the fourth week of May, were $165,700, corresponding week last year $65,432; for month of May, $514,767, May, 1880, $191.695. Miles now operated, 690, operated last year, 422.

The earnings of the Flint and Pere Marquette Railroad from Jan. 1 to May 31, were $744,078 25, corresponding period 1880, $631,739 30; for week ending May 31, $19,603 70, corresponding week last year $35,350 50.

The aggregate increase of earnings of the Great Western Railway of Canada from Jan. 1 to May 27, over corresponding period last year was, $188,169; earnings for week ending May 27, $103,109, last year, $96,745.

The earnings of the Chicago and Grand Trunk Railway for week ending May 28 were $31,127, corresponding week last year $39,132; aggregate increase for 16 weeks this year, over corresponding period last year, $98,155.

Manufacturing.

The Canadian Locomotive and Engine Works Company are to erect a two story building 324 feet long by 60 feet wide, in Kingston, Canada. A large quantity of new machinery is said to have been ordered, some of it from Canadian and United States works and some from England, and orders for locomotives sufficient to keep the works running to their full capacity for six months are reported.

D. N. Beardsley & Co., wholesale dealers in sawed oak, chestnut lumber, etc., whose office is at 9 Murray street, this city, have been forced by their growing business to acquire increased facilities in New England for production and have purchased recently new territory and saw mills. The Wason Car Manufacturing Company of Brightwood, Mass., and the New York, New Haven and Hartford Railroad Company have given the firm very large orders recently, with assurance of duplicate contracts as fast as Messrs. Beardsley & Co. can supply the materials.

The Eames Vacuum Brake Company have recently published a very handsome catalogue of their widely known brake. It contains full descriptions of their brake, ejector and various attachments and equipments for rolling stock, with plates illustrating in detail each part of their mechanism and workings; in addition it gives much valuable information concerning the general principles of the most approved methods of operating brakes. The catalogue can be obtained of Thomas Prosser & Son at the sales office in this city, 15 Gold Street. The Eames Vacuum Brake is now in use on over seventy railroads.

Baltimore and Potomac Railroad.

At the annual meeting of the stockholders of the Baltimore and Potomac Railroad Company, held in Baltimore on the 1st inst., the report of the directors was presented showing that the gross earnings from all sources were $790,147 37, of which the Washington line and tunnel were $748,460 39, and the Pope's Creek line $41,686 98, an increase as compared with 1879, on the Washington line of $90,875 32, and on the Pope's Creek line of $3,108 42. The total expenses were $632,663 19, of which the Washington line were $571,137 57, and the Pope's Creek line $61,525 62. The net earnings were for the Washington line $177,822 82; the loss on the Pope's Creek line was $19,838 64, making the entire net earnings $157,484 18. There were expended in constructing the double track at both Baltimore and Washington ends $55,551 47. The cost of movement per passenger per mile on the Washington line was 2,797 cents, and on the Pope's Creek line 5,707 cents. The average was 2,898 cents, an increase of 0.160 cents per mile over 1879. The cost of movement of freight per ton per mile on the Washington line was 1.749 cents, and on the Pope's Creek line 5,754 cents. The average cost 1.977 cents was an increase of 0.046 cents per ton per mile over 1879. During the year 542 tons of steel rails were laid on the Washington line, and 46,435 new cross-ties on the two lines. The trestle bridge over the Patapsco has been renewed with iron, and the Eastern Branch bridge, near Washington thoroughly rebuilt. A tribute is paid to the late Col. Thos. A. Scott. The report says that without him the Baltimore and Potomac Railroad might not have been. He was the first to see the benefits which would accrue from it to the Pennsylvania Railroad Company, to impress them upon his associates and to seize upon the opportunity for forming an important northern and southern connection for that road.

The division of the Pennsylvania Railroad from Philadelphia to New York, over which probably more passengers travel than any other section in the country, has been singularly free from serious accidents. The recent accident by an open switch was the first serious one this line has had for years. During the Centennial travel not a life was lost on this road.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending May 28, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad...	128,065	3,331,022	3,172,948
Schuylkill Canal....	12,670	97,194	149,776
Lehigh Valley.....	85 013	2,491,810	1,980,970
Del., Lack. & Western.	60,401	1,538,552	1,320,937
Shamokin Valley....	20,494	402,276	314,036
Central New Jersey.	99,981	1,562,549	1,325,228
United R. R. of New Jersey	23 257	604,247	396,119
Pennsylvania Coal...	20,124	432,064	367,165
Delaware and Hudson	46,966	1,312,463	1,202,337
Huntingdon & Broad Top Mt.....	8,803	174,831	206,809
Penn. and New York.	27,654	636,643	539,106
Clearfield, Pa.....	46,952	938,995	493,900

The total tonnage of anthracite coal from all the regions for the week ending May 28, as reported by the several carrying companies, amounted to 418,153 tons, against 383,047 tons in the corresponding week last year, an increase of 35,106 tons. The total amount of anthracite mined for the year is 9,923,101 tons, against 8,444,862 tons for the same period last year, an increase of 1,478,239 tons. The quantity of bituminous coal sent to market for the week amounted to 101,141 tons, against 93,245 tons in corresponding week last year, an increase of 7,896 tons. The total amount of bituminous mined for the year is 1,902,986 tons, against 1,549,015 tons for the corresponding period last year an increase of 353,971 tons. The total tonnage of all kinds of coal for the week is 519,294 tons, against 476,292 tons in corresponding week last year, an increase of 43,002 tons, and the total tonnage for the coal year is 11,826,087 tons, against 9,993,877 tons to same date last year, an increase of 1,832,210 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending May 28 was 164 230 tons, of which 114,231 tons were coal and 49,999 tons coke. The total tonnage for the year thus far has been 3,607,825 tons, of which 2,568,503 tons were coal and 1,039,322 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended May 28 were 44,490 tons, and for the year to that date 728,947 tons, a decrease of 73,272 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 24,225 tons; year, 553,302 tons; decrease as compared with 1880, 7,930 tons. Chesapeake and Ohio Canal—week, 13,820 tons; year, 105,713 tons; decrease as compared with 1880, 37,095 tons. Pennsylvania Railroad—week, 6,403 tons; year, 69 875 tons; decrease as compared with 1880, 28,269 tons. Shipments by new George's Creek and Cumberland Railroad are first reported this week. Coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 41,417 tons; year, 695,067 tons. Baltimore and Ohio Railroad—week, 17 tons; year, 28t971 tons. George's Creek and Cumberland Railroad—week, 2,805 tons; year, 3,004 tons. The Reading Railroad tonnage for last week, ending June 4, was 196,500 tons, of which 60,500 tons were sent to and 36,000 tons shipped from Port Richmond, and 9,800 tons sent to and 3,700 tons shipped from Elizabethport.—[Phila. Ledger, June 6.

The track of the International and Great Northern Railway is now extended 32 miles southwest of San Antonio, and about a mile from Chican, Medina County. The track-laying is proceeding at the rate of a mile a day. The track of the Galveston, Harrisburg and San Antonio road, running parallel with the International and Great Northern for ten miles, has reached Leon, nine miles west of San Antonio.

Railroad Law.

NEW YORK COURT OF APPEALS ABSTRACT.

Master and servant—fellow servant—fireman on locomotive and telegraph operator—time of running trains changed by telegraph—duty of master to servant—judicial notice.

The plaintiff's intestate, a locomotive fireman, in the employ of defendant upon his railroad, was killed by a collision upon such road caused by the negligence of the conductor on the colliding train, co-operating with that of a telegraph operator in defendant's employ at S., a station on such road. Defendant's trains were run by a general time-table, but the time of a train might, by the rules, be varied by a special order sent by telegraph from defendant's train-dispatcher to the conductor in charge of the train. The sending of such an order was a usual thing. The negligence in question had reference to a special order. Held, (1) that the courts may take judicial notice (Agawam Bank vs. Strever, 18 N. Y. 502), that railroads are managed in the practical running of them by overlooking officers at distant places who use the telegraph to keep informed as to, and to direct the movement of trains (2) That both the conductor and the operator were fellow servants of intestate. The conductor was engaged in the particular work intestate was, viz., the running of trains; and the operator in a work connected therewith—that of giving information of the trains, and communicating orders to those controlling them for stopping or going on. The duty of the operator was not that of the master for the negligent performance of which the master was bound. The fact that the operator sometimes did business not connected with the running of trains would not alter his character as a fellow servant, nor would the fact that he was appointed and discharged by one superior agent of defendant, and intestate by another. It cannot be claimed that the making of a variation from a time-table is an act of the master, in doing which, he must answer for the negligence of his subordinates. All that can be required from him by the public and by passengers is, that when he makes the variation he act under it with reasonable care and diligence. Sears vs. Eastern R Co., 14 Allen, 433; Gordon vs. M & L. R. Co., 52 N. H. 596. That is to say, due care and diligence in giving notices of the change, and in running the train upon the changed time. See Rose vs. Bost. & Alb. R. Co., 58 N. Y. 217. In the case at bar minute regulations and directions in reference to changes were made by rules known to the employees, the obedience of which by employees would insure safety. In such case it is not the duty of the master, as a part of his contract with the employee, to see to it as with a personal sight, and trust that notice of a temporary and special interference with a general time-table will come to the intelligence of all those whom it is to govern in the running of approaching trains. In such case the reasonable rule is, that the master must first choose his agents with due care for their possession of skill and competency, and that then he must use the best means of communication according to prescribed general rules and regulations, derived from the best experience in such business, and if among these means are the services of a fellow servant, competent for his place, his possible carelessness is a risk of the employment that his fellows take when entering the service. It is a misconception of this case to hold that the order of the train dispatcher was a change in the rules of the road, it was in accordance with those rules. In such a case as this it is not the duty of the master to give personal notice to every operative of a train of a special deviation from an established general time-table. His duty is done when he has beforehand provided rules minute, explicit and efficient, and made known to his servants, which, if observed and followed by all concerned, will bring such personal notice to every one entitled to it. Judgment reversed and new trial ordered. Slater vs. Jewett. Opinion by Folger, C. J. Danforth and Finch, J. J., dissented.

[Decided April 19, 1881.]

Contributory Negligence.

FERRY COMPANY VS. MONAGHAN.

It is not contributory negligence for a passenger to stand up on a ferry boat while in motion, so that she was thrown by an unusally violent landing of the boat, although if seated she would not have been injured.

Error to the Court of Common Pleas No. 4 of Philadelphia county.

Case by Bridget Monaghan against the Camden and Philadelphia Steamboat Ferry Company, to recover damages for injuries sustained by the alleged negligence of defendant.

The case was referred by agreement to Francis Rawle, Esq., as referee, under Act of May 14th, 1874, who reported in favor of plaintiff the sum of $3200. Exceptions to this report were filed and overruled and the report confirmed, which is assigned for error. The facts appear sufficiently in the opinion of the Supreme Court seq.

Opinion by GREEN, J. March 14, 1881.

The referee has found as a fact that the plaintiff in this action was not guilty of contributory negligence in the accident which caused her injury. The only escape from the effect of this finding would lie in the proposition that the undisputed facts of the case establish negligence in se on her part. To this point, therefore, the argument of the learned counsel for the plaintiff in error is directed. We find ourselves quite unable, however, to assent to his conclusions. The plaintiff below was a passenger by the defendant's ferry boat from Camden to Philadelphia. As the boat approached the wharf, she arose from her seat along with the other passengers, and at the moment of the collision she was standing at the forward part of the cabin just inside the door. The boat entered the slip without touching the piles on either side, but struck the bridge with such force as to throw the plaintiff down and produce the injury complained of. Of course it is true that if she had remained in her seat she would not have been injured, but it does not necessarily follow that her act of leaving her seat was contributory negligence. Had she occupied a manifest place of danger, as for instance a position very near to the end of the boat where there was no railing, and been precipitated into the

water by the shock of the collision, the contention of the defendant would be much more appropriate, and would perhaps be conclusive against her. But the position she was in at the moment of the accident was not one of apparent danger at all. She was inside the cabin near the door, in a place and in an attitude, apparently of perfect safety. It is the uniform habit of persons riding on steamboats to be upon their feet at will while the boat is in motion, and especially as it approaches the landing. It is one of the most comfortable and satisfactory features of steamboat travel that passengers are at liberty to move about from place to place on the vessel while it is motion. It was not shown by any testimony in this case that there was any liability to danger in the position of the plaintiff at the time of the accident. The referee found that she acted as prudent as people do in like circumstances, and his conclusion in this respect is so plainly in accordance with universal experience that it is impossible for us to find any error in it. We are clearly of opinion that the referee was correct in his finding that the plaintiff was not guilty of contributory negligence. This disposes of the case, because we do not consider it within our province to review either the finding of negligence of the defendant, or the assessment of damages. Those are exclusive matters of fact, as to which the referee's conclusions are to be treated as the verdict of a jury, and are not subject to review in this court, except where in a common law trial before a jury the assignment of error is such as can be heard and determined; Jamison vs. Collins, 2 Norris, 359; Lee vs. Keys, 7 Norris, 175. We see no error in this record.

Judgment affirmed.

Wayne MacVeagh, Esq., for plaintiff in error.
T. C. Patterson, Esq., for defendant in error.

The Executive government of Newfoundland has received a despatch from London through the Secretary of State for the Colonies, announcing that Her Majesty the Queen has been pleased to give her assent to the Allen bill which passed the Newfoundland Legislature during the past session. This bill, which has now become a law, admits the citizens of the United States to equal rights and privileges with British subjects in the tenure of lands in this island. It was a necessary sequence or rider to the act that incorporated the New York Railway Syndicate Company, and legalized the contract between them and the Newfoundland government for the construction of a railroad through this island.

The Chicago, Pekin and Southwestern Railroad was sold at Chicago on the 1st inst. under the second mortgage for $750,000 to F. E. Hinckley, to satisfy an indebtedness of $960,000. Hinckley represented the bondholders.

A decree has been signed granting M. De Lesseps a concession to cut a canal through the Isthmus of Corinth. The work will probably be commenced in 1882, and be completed in five years.

The Pittsburg, Erie and Newcastle and the Pittsburg and Western Narrow-Gauge Roads have been consolidated, and forms a connection between Pittsburg and Youngstown, Ohio. The New York, Pittsburg and Chicago Railroad Company has been organized for the purpose of extending this road further West. James S. Negley is president.

Canadian Canals.

The revenue of the Canadian canals for the year 1880 amounted to $336,296 74, an increase of $175,173 over the previous year, being as follows for the various canals:

	No. Vessels.	
Welland Canal	4,104	$147,584
St. Lawrence Canal....	11,340	99,563
Chambly Canal....	3,296	20,437
Rideau Canal	2,692	5 559
Ottawa Canals....	5,202	58 935
Burlington Bay Canal.....	989	3,813
St. Peter's Canal	153	185
Newcastle District Canals...	8	2,018
Total	25,774	$338,094

All the canals yielded an increased revenue with the exception of the Welland and Newcastle district. The St. Lawrence canal showed $16,-718 increase, while the decrease on the Welland Canal was $16,252. The reduction of tolls on the Erie canal is considered the cause of the latter. Of the craft using the canals 21,387 were Canadian, and 4,387 United States vessels.

A meeting of the stockholders of the Richmond and Alleghany Railroad Company, is to be held in Richmond, Va., on the 23d inst., at which a proposed plan of consolidation of said company with the Atlantic and Northwestern Railroad Company, a corporation of the State of West Virginia, and the Ohio Central Railroad Company, a corporation of the State of Ohio, will be submitted.

At an adjourned meeting of the Park Commissioners on the 7th inst., an opinion from Corporation Counsel Whitney was read in favor of the right of the Park Commissioners to build a bridge across the Harlem River at Madison avenue. It was resolved to review the whole matter of building the bridge and to determine whether it would not be better to build a stone structure instead of a trestle work bridge.

The survey for a new railroad from Duluth to Chicago, a distance of 400 miles, is now being prosecuted by a full corps of engineers, and another party are soon to commence work upon the survey of a line to run from Duluth in a northwesterly direction to Manitoba, while the Northern Pacific has already commenced the construction of a million-bushel grain elevator at that point.

Postmaster-General James filed on the 6th inst. and answer in the United States Circuit Court in the suit of the Yale Lock Company, charging him with using an infringement on their patents while he was Postmaster of New York. He claims that the income from the rent of the boxes was not placed to his credit and that the company were not the original inventors of the locks and therefore not the legal owners of the letters patent.

The completion of the Scioto Valley Railroad to Ironton, Ohio, the centre of the Hanging Rock Iron Region, and its junction with the Chesapeake and Ohio Railway, was formally celebrated at Ironton on the 2d inst. by appropriate exercises and a banquet at night. Governor Foster and prominent capitalists were present.

The plans for the proposed Northern Railroad of Long Island, from Astoria to Huntington, have been accepted. The railroad is to pass through Bowery Bay, Flushing, Little Neck, Lakeville, Manhassett, Barrow Beach, Sea Cliff, Glen Cove, Locust Valley, Millneck, Oyster Bay, Laurelton and Cold Spring.

It is understood that the Central Pacific Railroad Company will soon make the necessary survey for constructing a new line between Folsom and Placerville. From Folsom the new road will make its way up the side of the canyon to the table lands, and from thence to Placerville, taking the canyon again a portion of the way.

The road which is to connect New York City with the New York, Ontario and Western Railroad at Middletown runs up the west bank of the Hudson River, and cuts through the neck of land that extends into the river at West Point, the tunnel being directly under the parade grounds and emerging on the northwest shore of the bay.

Advices from Mexico state that the Palmer-Sullivan Company has purchased the Mexico, Toluca and Cuautillan Railroad and the property delivered. The Central Road is completed to Tula, a distance of 50 miles, and work commenced at San Juan del Rio. The Morelos Railroad has been completed to Cuautlay.

The contract for extending the Southern Minnesota Division of the Chicago, Milwaukee and St. Paul Railway to Sioux Falls, Dak., has been let, and the work will be rapidly pushed to completion.

Arrangements have been made to bridge the Ohio river at Wheeling, and extend the Wheeling and Lake Erie Railroad eastward to the Connellsville coke regions. The uncompleted portions of the road between Wheeling and the lake will also be finished.

The contract for the construction of the Columbus and Maysville Railroad has been let to the Columbus Construction Company, composed of General Samuel Thomas and others. The work is to be completed by July, 1882.

The Waxahatchie Tap Railroad was sold in Houston, Texas, on the 2d inst., to the Houston and Texas Central Railway Company. A transfer of the stock has been made on the company's books.

The Philadelphia and Long Branch Railroad Company commenced running trains through to Tom's River over the new road on the 1st inst., leaving Philadelphia at 8 a. m. and 5.10 p. m.

A party of surveyors have commenced the work of locating the line of the Southern California Railroad through the Cajon Pass.

Work on the Culican (Mexico) Railway was commenced on the 12th of May.

The Cairo and St. Louis Railroad is to be sold on the 14th of July.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1863	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., R. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,800	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1908	...
Construction Notes	78,000	7	Jan. & July.	"	1884	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1903	...
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1907	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	960,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) stg fd.	2,283,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	2,882,986	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	5,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	386,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1898	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1832	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1896	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	800,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,943,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	8	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.)						
Loan of 1833	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	...
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'99	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,530,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	...
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530,000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	...
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,900	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,362,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bo ds	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, s'kg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1975, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	898,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	...
Chicago, Cincinnati and Louisv..						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd June.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)..	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1950	...
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,000,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1901	....
1st Mort. (Dav. & N. W.).....	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division)..	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" " ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1868	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,140,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1886	....
1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mortgage. guar.....	1,610,000	7	May & Nov.	" "	1907	...
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	...
Chicago, Pekin & Southwestern:						
1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	...
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000.....	3,468.000	7	May & Nov	New York.	1897	...
2d Mortgage for $3,000.000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage.....	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage.....	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage.....	1,996,000	8	Feb. & Aug.	" "	1886	...
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	...
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,000,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6,	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1888	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind.(C.,H.&D.):						
1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage.....	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.....	1,546,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1882	....
1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	" "	1888	....
1s Mort. (C n. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort .(Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	....
Cin., Rockport and Southwestern:						
1st Mortgage, gold.....	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)....	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
2d Mortgage.....	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,380,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1906	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096.000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by L S & M S.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by L S&M S.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Clev land.	1901	....
1st Mortgage, new.....	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new.....	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Bl, in and Black Riv.	180,000	7	May & Nov.	"	1892	....

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An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1903	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'95-'05	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	...
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Loganspt & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	...
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage sky fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar	428,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, sky fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1888	....
1st Mortgage 2d division	680,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., sky fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'86	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,393,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) sky. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	253,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	5	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & L.Jag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. sky.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnste'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1906	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	310,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1892	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1903	....
Geneva, Ithaca and Sayre:						
1st Mortgage, sky. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
G. and River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	765,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3?,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.)						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	...
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Porte., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	...
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	...
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven	'91-'98	..
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1888	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	..
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,00 ,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	..
2d Mortgage, Income	2,6?9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1909	....
International and Gt. Northern:						
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,721,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....
Jersey City and Bergen:						
1st Mortgage	335,000	7			....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1900	...
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8			....	...
New Mortgage	1,500 000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Bos on.	....	...
Mortgage on Branches	1,325,000	...		"	....	...
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1900	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7		"	1910	..
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,178	6	April & Oct	Boston.	1907	.
Kansas City, St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City, Top. & W. (A., T. & S. Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...			....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,400,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	3?0,000	7*	March & Sept.	New York.	1896	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	...		" "	....	....
1st Mort. (La., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1892 (Reg. & Coupon)	2,706,000	7	April & Oct.	" "	1892	..
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	...
2d Mort. (" " ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1892	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,49?,000	6	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd.	468,000	7	April & Oct.	Philadelphia.	1852	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1908	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $5,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,000	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 500	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" " ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750.000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750.000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	..
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400 000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,244,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,000,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $900,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
1st Mort. (North'n Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	180,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,762,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $15,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan & July.	" "	1891	....
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1895	....
Real Estate Bonds	800,000	8*	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200.000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	500,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7	Feby 1, out of net earnings preceding fiscal yr.	"		....
Third Preferred Debentures	800,000	7		"		....
Fourth Preferred Debentures	900,000	7	non-acc.	"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284.000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1913	....
1st Mort. (Tenn & Pacific R. R)	300,000	6	" "	" "	1913	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,956,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r'	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1, 00,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,600	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300 000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	912,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D. & H. C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B. & N. F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R. R. Stocks (")	692,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,226	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400 000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,436,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl M & O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	....	....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	238,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	....	....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,625,000	7	....	....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	206,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,475,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1894	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Palmesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
2d Mortgage, Income, 1880	859,200	7	....	....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar	500,000	7	....	....	....	....
Pennsylvania:						
General Mortgage }	19,998,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,678	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa. R. R.)	6,400,000	6	....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	....	"	1921	....
Pennsylvania & New York (L. V.):						
1s. Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C. R. I. & P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1918	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (instalments)	600 000	8	Jan. & July.	New York.	'70-'98	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling	6,000 000	6*	" "	" or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	6,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6	....	Philadelphia	....	....
Loan of 1868, debentare	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1890	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	987,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort. $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia	1911	....
Consol Mort., gold $ or £, coup.	6,929,008	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia	1911	....
Debenture Loan, convertible	10,499,900	7	Jan. & July	"	1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. s. g. sinking fund	19,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond	1882	....
Bonds for Berks Co. Railroad	5-6,000	3-6	May & Nov.	Philadelphia.	1898	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	892	....
Do. Guar. Mort. for $30,000,000	18,036,000	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	7.0,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	...
Pittsburg, Ctr. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100 0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860 000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	...
Portland & Ogdensburg:						
1st Mortgage, gold.....	800 000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equalization).....	380,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	.
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds..... ..	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	...
Providence and Worcester:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1896	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	...
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelph a.	1893	...
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1880	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)..	500,000	8	.....	"	1885	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage.....	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.	177,516	6-.	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelphia.	'81-'86	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Sk'g Fd.	422,500	7	March & Sept.	New York.	1910	...
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1898	....
General Mortgage	1,500,000	5	May & Nov	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	...
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	-	....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,.0.,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Realestate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1883	....
2d Mortgage A for $500,000....	414,300	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,.32	6*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1831	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	...
1st Mort., L. G., sinking fund...	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
St. Louis, Mansfield & Newark (B. & O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	800,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,000.	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4.	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)....	1,628,000	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'78-'88	...
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	...
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,000	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	800,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	576,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1.000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	231,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cancinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	660,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	836,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N.Y. (Over Due.)		....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,833,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Merristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	...
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	6	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	...
Vicksburg and Meridian:						
General Mortgage 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage 2d series (blue)	850.000	7	" "	"	1890	...
General Mortgage 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,180,500	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	...
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	..
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	..
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	...
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	....	" "	....	....
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Dec.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb & Danv.)	1,810,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,148,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	620,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	580,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1903	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	128,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1880	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	B ston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250.000	6	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	6	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,903,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,875,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1886	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. 3d series, Jan. 1, 1871	3,500,000 6,48 .000	7	Jan. and July. " "	New York. " "	1884 1891	....
Bonds of 1874 coup. and reg	4,856.000	7	Apr. and Oct	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	730,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg:						
1st Mortgage, extended	1,709,330	6	M. S. J. & D.	Philadelphia.	1897	
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susquen. Canal)	1,323,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1909	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
apt. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,238,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
apt. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	372,461	.....	177.2	877,547	289,615	663,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	76	37	8	1,930	Allegheny Valley¶ ..... Pennsylvania.	21,568,350	2,418,862	.....	.....	2,166,500	23,974,000	2,780,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
une 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)....Ohio.	3,168,633	.....	32,247	.....	1,656,432	1,500,000	12,389	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,800	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	209.0	—	18.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point .....Georgia	1,192,499	*	52,660	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,259,843	99,604	868,130	153,319	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	513,931	4,135,296	824,789	6	100	....
Sept. 30, 1879	405.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Missis-sippi and Ohio¶.. Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,378	395,393	.....	428.0	1,312,118	130,466	3.8,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)....Mass.	120,707	—	1,350	87	121,700	—	—	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,543,315	12,203,068	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	8,679,340	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	286,067	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	8,343,715	*	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	99,604	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	8,954,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,788	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¼	50	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,650,000	.....	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	d. fleit.	—	50	....
Sept. 30, 1880	201.8	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	24,516,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	61	72	30	748	Boston and Lowell.....Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.8	1,225,383	2,876,531	1,068,280	1,399,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,102	4,829,028	810,122	2,532,652	934,134	6	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line....Conn.	4,454,338	*	49,311	28,831	3,559,027	732,500	13,647	187,309	53.6	138,585	88,776	58,674	284,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	.....	665,043	220,75*	4,000,000	500,000	607,286	391,311	67.7	852,282	3,574,104	689,464	1,323,926	422,179	8	100	....
Sept. 30, 1880	86.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	*	1,451	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	593	Boston, Concord and Montreal .....N. H.	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	.....	1,633,957	45,060	39.0	63,307	49,800	.....	13,197	d fleit.	—	100	....
Sept. 30, 1880	8 8	—	3.3	5-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	467,631	94,219	158,303	26,588	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	5-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.... Mass.	47,660	1,881	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthoe..... Virginia	110,000	*	.....	.....	110 000	.....	.....	.....	2.0	12,000	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	8	Brooklyn, Bath and C. ney Is.....N. Y.	182,500	175,013	.....	.....	300,000	80,000	4,439	.....	21.0	12,800	2,474	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island .N.Y	1,477,408	*	.....	.....	494,225	530,000	289,807	.....	7.0	74,309	387,568	87,960	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,408	11,870	500,000	116,500	47,946	6,827	7.5	120,069	87,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	336	Buffalo and Southwestern....New York.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	130,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120 5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22.632	2,004,350	3,540,800	1,401,765	248,391	120.5	617.728	207 239	1,043,256	954,683	380,355	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,562	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,482	—	100	....
May 31, 1880	46.4	—	2.7	5-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	.....	.....	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	41,363	21,081	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,208	*	1,227,691	111,303	5,500,000	6,950,000	155,921	1,700,280	424.6	911,305	253.107	764,183	1,410 260	459,702	—	100	....
June 30, 1880	146.5	—	54.2	5-0	24	7	7	611	Cairo and St Louis..... Ill.	7,103,035	*	.....	.....	4,595,000	2,500,000	38,038	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.	.....	.....	In Recei	ver's ha	nds. No	returns.	.....	.....	157.0	291,276	68,959	199,232	366,648	.....	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	18	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,506	276,094	12,000,000	6,850,000	1,536,688	L.606.715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,885	668,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1879	248.0	11.0	8.7	5-6	13	9	6	206	Canada Central..... .....Canada.	3,861,235	*	.....	.....	985,400	2,483,335	200,000	.....	159.0	295,682	107,682	65,850	495,473	202,127	3 p	50	....
Dec. 31, 1879	229 [	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern..... ...Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,350,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	12.3	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612 135	79,541	.....	2,339	589,119	.....	18	13,21¶	34.6	76,090	21,672	73,578	57,929	2,559	6¢	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia..... .....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,763	.....	3,199,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa..... .....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	716,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	25	220	22	18563	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,60*	6,541,209	.....	130.2	4,324,938	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	888.2	229.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,03	1,461,793	54,275,500	95,192,285	306,605	15,382,538	1,213.1	7,203,591	6,542,307	1,676,343	17,185,168	6,946,300	—	100	....
Dec. 31, 1879	158.0	273 4	37.0	4-8.5	109	57	44	1,955	Central Vermont..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,687	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug. N. C., S. C. & Ga	5,132,315	*	372,892	23,826	2,578,000	2,700,971	444,941	105,122	195.0	366,525	62,384	99,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	—	27,142	26,037	648,763	500,000	990	.....	22.8	67,547	180,743	167,571	84,660	30,596	—	8C	....
Sept. 30, 1879	40 0	—	1.3	5-0	2	4	1	25	Charlotte and Darlington..... S. C	660.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,668	26,531	—	100	....
Sept. 30, 1879	423.0	9.3	43.6	4-9	81	34	16	2,195	Chesapeake and Ohio .....Va. & W. Va.	54,238,716	*	534,267	183,243	23,762,186	22,529,215	5,716,662	457,197	432.3	2,060,344	166,389	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	58.6	—	14.5	4-8.5	30	22	10	418	Cheshire..... .....N. H. & Mass.	2,295,239	322,266	.....	.....	305,141	2,153,300	806,300	27,396	35,480	64.9	574,267	184,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	193.6	4-8.5	137	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,993	579,373	840.4	3,609 688	843.429	2,634,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,848	*	202,403	172,924	333,054	3,714,329	259,340	204,956	152 0	1,600,088	146,219	749,340	1,020,794	389,445	—	100	....
Jun. 30, 1880	80.0	24.0	10.2	4-8.5	15	6	5	200	Chicago and Iowa.....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	126,841	104.0	.....	.....	.....	558,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	718	Chicago & West Michigan. .....Mich	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114.740	75.467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	167.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,365,795	*	8,313,765	2,811,506	36,513,610	37,688,000	11,448 446	5,983,060	1,627.9	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,227 440	*	.....	.....	4,112,500	2,961,000	158,940	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	88,000	109.942	.....	30.5	12,896	.....	.....	18,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11023	Chicago, Burlington & Quincy....Ill. & Ia.	58,112,329	16,526,547	3,722,245	1,834,371	31,004,456	27,270,215	16 526,547	4,492,865	1,857.3	8,600,617	2,076,184	4,686,553	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	263.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,240 193	233,825	730,016	115 027	5,151,440	953,000	255,520	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.3	1 619	182.0	4-8.5	229	140	91	7,308	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,601,292	3,531,538	2,231.0	7,655,701	1,555,446	2,569,734	10,012,820	4,539,025	7pf	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	540.4	484 3	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,133	50 000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,375	2,822,121	7,541,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & I a.	23,861,189	2,480,820	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,548,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,965,942	34,724	4 637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,382,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶ .....Ark.	7,010,917	*	961,167	8,199	4,096.185	2,648,500	1,528,826	L. 293,278	165 2	233,829	54,516	.....	362,160	156,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶ .....N. Y.	6,271,300	*	.....	.....	3,280,600	2,479,712	726,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,632	48.403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.2	909.7	—	5-0	186	67	33	3,112	Louisville & Nashville..Ill., T.,Ky. & Ala.	32,703,952	*	13,326,077	1,267,520	9,059,361	22,902,820	10,425,589	3,909,759	1,899.9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,352	*	86,083	807,937	1,860,603	3,764,700	622,498	241,567	232.3	.....	395,673	403,833	1,129,622	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,366	.....	288.2	.....	169,236	415,998	696 621	99,974	—	100	....
Jun. 30, 1879	33.6	—	0.2	4-8.5	2	1	—	5	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,703,885	*	.....	3,937	379,100	.....	946,104	L. 1,282	36.5	.....	6,592	10,760	17,106	df. 1,762	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,185	.....	387,600	898,000	48,114	.....	22.1	40,055	28,802	100,349	50,235	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	896,076	116,082	3,603,200	8,721,018	34,223	328,309	364.9	917,353	553,364	396,107	1,508,377	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53.132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,869	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	30	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	85,830	644,857	852,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,378,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,486	.....	148,377	862,518	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2.850,000	97,024	231,814	135.0	169,475	52,052	70,253	428,621	188,587	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,198	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5½	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,850	9,382	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	19.6	4-8.5	11	17	8	290	Midland of Canada .....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	6	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,781	.....	158.8	261,798	76,983	158,950	287,505	96,921	—	100	....
Jun. 20, 1879	108.0	—	8.0	4-8.5	13	6	3	288	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,660	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	278	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,240	.....	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	676.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,721,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,245	800,000	16,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,893	1,783,734	—	100	..
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,143,042	5,320,600	16,250,000	160,116	667,463	506.0	1,468,475	238,960	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	349,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.8	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,016	218,248	338,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	546,963	829,031	435,285	148,911	7	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	—	.....	85	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	48.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,160	6 848,900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	418	Naugatuck .....Connecticut.	1,903,484	224,086	62,528	150,138	2,090,000	.....	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick .....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	116,237	32,324	96,565	161,315	36,403	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9.428	53,224	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan. .....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,315	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84,221	160,749	2,460,000	2,689,000	271,386	214,323	144.6	460,007	340,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,064	391,500	47,538	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	107,000	136,523	1,500,000	1,499,500	99,006	155,108	121.0	517,238	366,008	469,500	691,847	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach. .....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,258	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,558	N. York & N. England..M., R. I. & Conn.	27 087,935	1,616,306	322,785	685,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River.N.Y.	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,530	1,018 3	16 861,509	8,130,543	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.8	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2 9 9,666	29,575,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western. N. Y. &Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,293,876	5,491,431	8,715 892	18,693,109	7,049.182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,154,455	768,622	2,1 4 052	15,500,000	.....	331,451	2,145,283	152.5	2,462,832	4,600,507	1,348,687	4,294,238	1,694 995	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Osw. go Midland .....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	3,524,436	.....	344.0	410,479	218,161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645,021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.8	5-0	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	566,700	219,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	129	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,280	985,350	1,068,000	60,744	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Dec. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	82	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,530	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	191.881	—	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	164.5	4-9	162	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,530,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491,918	5,068,400	100	287,398	628,567	82.9	502,138	133,012	509,858	489,005	112,489	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,388	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,658	.....	122.0	362,895	165,982	245,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,838	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	169	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,326	1,191,319	1,938,028	529,433	7,133,800	5,787,000	636,297	764,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	149.1	—	13.7	4-8.5	14	11	4	259	Oregon and California .....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,723	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	287,807	*	10,856,646	191.663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m os. ending	May 31, 1880	.....	1,138,627	721,669	3	100	....
Jan. 31, 1880	155.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,626	*	34,976	112,804	2,858,000	1,441,194	48,288	83,240	185.7	385,827	48,105	276,765	352,471	88,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....	28,729	161,744	2,156,367	1,120,987	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	78,040	36,000	.....	225,915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-3	25	11	2	2,862	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,630	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	13818	Pennsylvania ¶.....Pennsylvania.	59,975,140	*	81,173,558	18,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,667	5,048,646	13,684,042	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,239,700	*	.....	.....	1,239,700	2,146,780	609,564	.....	83.0	199,997	71,283	137,206	215,415	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,043,345	—	125,092	47,896	38,040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64 0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1,035,750	*	.....	.....	1,234,200	1,041,000	446,223	.....	64.0	142,593	29,524	67,782	202,986	54,767	—	100	....

Nov.	30,	1879	102.9	228.6	713.4	4-8.5	478	428	76	20248	Philadelphia & Reading	Penn	30,513,069	9,355,442	67,357,546	16,627,139	34,278,175	77,924,761	11,650,879	—	—	826.0	10,362,755	7,908,648	12,825,566	13,106,352	4,119,011	—	50	....							
Oct.	31,	1880	96.3	15.8	149.0	4-8.5	78	130	50	1,813	Phila., Wilm. & Baltimore	Pa. D. & Md.	12,218,690	*	3,076,778	584,868	11,585,760	3,740,500	543,073	955,608	—	212.7	1,874,822	....	....	3,263,110	1,366,228	8	50	....							
Dec.	31,	1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	425,427	93,108	472,075	....	767,790	192,428	....	....	—	9.1	49,200	143,893	71,488	141,245	19,604	—	50	....							
Dec.	31,	1879	66.0	2.8	13.8	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,585,787	2,000,000	751,550	23,155	—	70.3	309,515	....	371,461	335,649	157,923	—	50	....							
Dec.	31,	1879	192.3	8.1	198 9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,884,910	1,679,297	1,439,976	8,437,200	12,497,000	2,128,367	—	—	1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,039	—	50	....							
Dec.	31,	1879	468.4	—	2.9.3	4-9	278	168	59	6,555	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,619,721	*	200 000	—	26,043,586	18,510,000	—	—	—	468.4	8,319,823	2,264,341	3,679,382	8,452,383	3,951,254	7	100	....							
Dec.	31,	1879	95.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buff	N. Y. & Pa.	8,478,622	587,500	34,188	111,765	4,969,450	4,125,955	62,585	59,068	—	120.0	441,927	236,554	625,669	467,126	190,331	—	50	....							
Dec.	31,	1879	24.0	—	1.3	4-9	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	618,367	—	13,301	3,394	399,600	200,000	30,460	—	—	24.0	61,106	63,123	121,808	77,599	33,349	—	100	....							
Sept.	30,	1879	23.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	....	....	724,277	—	16,000	....	—	23.7	24,080	10,211	13,782	25,807	1,616	—	100	....							
Sept.	30,	1879	94.0	—	10.0	4-8.5	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	*	52,915	87,556	1,052,186	2,649,000	186,781	114,969	—	94.0	190,603	82,514	120,879	271,494	102,046	—	100	....							
Sept.	30,	1879	52.5	—	7.0	4-8.5	7	9	3	187	Portland and Rochester	Me. & N. H.	1,966,211	*	....	....	636,011	1,500,000	527,274	....	—	52.5	171,068	109,004	106,829	145,702	19,252	—	100	....							
Dec.	31,	1879	112.0	—	4.0	5-0	11	9	3	193	Port Royal and Aug	S. C. & Ga.	2,529,331	*	46,032	40,143	750,000	1,750,000	36,879	78,646	—	112.0	(15 mo	nths.	115,269	220,177	84,742	—	100	....							
Sept.	30,	1879	38.5	—	1.9	3-0	2	1	1	80	Potomac, Fred. and Pied.	Va.	969,447	*	....	....	1,468,000	125,000	5,000	....	—	38.5	37,160	6,675	23,025	23,177	6,715	—	100	....							
Sept.	30,	1879	42.7	—	2.2	4-8.5	4	5	—	60	Poughkeepsie, Hartford & Boston	N. Y.	1,449,920	*	....	....	850,000	535,000	38,216	....	—	42.7	61,402	45,000	20,202	51,844	8,516	—	100	....							
Sept.	30,	1879	22.8	—	2.3	4-8.5	3	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	*	37,220	37,220	517,150	500,000	10,000	46,796	—	22.8	54,889	76,861	35,564	79,988	39,302	—	100	....							
Sept.	30,	1880	43.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester	R. I. & Mass.	2,926,353	102,407	....	....	....	....	....	....	—	....	....	....	....	....	....	—	100	....							
Sept.	30,	1879	18.6	—	3.0	4-8.5	5	10	—	25	Providence, Warren and Bristol	N. J.	744 287	644,025	....	502,141	2,000,000	1,242 000	568,549	281,970	—	65.8	710,586	1,849,912	787.521	1,069,644	337.656	5	100	....							
Dec.	31,	1879	230.3	—	8.7	4-8.5	6	—	—	250	Pueblo, and Ark. Valley	Col.	6,809,000	*	....	....	437,917	20,000	....	....	—	13.6	....	218,105	49,419	89,364	15,421	6pf	100	....							
Jan.	30,	1879	286.6	53.5	15.0	4-8.5	38	42	11	481	Que., Mon., Ottawa and Occid.	Ind.	10,500,000	*	2,036,947	110,260	6,084,200	2,591,000	173,490	107,518	—	230.3	(Includ	ed in Less	ees return	s.]	....	....	—	100	....							
July	31,	1879	97.0	—	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	....	....	....	....	7,811,245	....	—	340.0	480,763	179,767	87,463	341,098	69,280	—	100	....							
Sept.	30,	1879	22.5	2.3	2.5	4-8.5	7	7	5	118	Richmond and Petersburg	Va.	1,152,291	*	1,229,810	41,675	1,008,600	225,000	18,659	19,225	—	97.0	(14 mos.	58,178	....	295,051	69,284	—	100	....							
Sept.	30,	1879	80.0	—	7.2	4-8.5	15	14	10	121	Richmond, Fred'burg and Potomac	Va.	2,509,718	67,553	439,309	101,009	1,630,500	847,774	77,176	595,597	—	24.8	72,556	114,651	99,049	164,623	73 071	4	100	....							
Sept.	30,	1879	38.5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va	652,867	*	....	....	497,500	273,000	....	....	—	38.5	56,255	20,351	82,409	124,035	41,076	—	100	....							
Sept.	30,	1879	107.6	—	10.7	4-8.5	14	10	5	246	Rochester and State Line	N. Y.	2,437,417	*	....	....	22,094	2,349,900	1,111,709	....	—	107.6	400,565	104,098	325,210	275,898	89,813	—	100	....							
Jun.	30,	1879	91.0	—	4.5	4-8.5	5	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	....	....	1,500,000	150,000	24,366	....	—	91.0	219,205	95,986	206,737	365,892	102,028	5½	100	....							
Sept.	30,	1879	141.1	48.5	54.9	4-8.5	52	50	25	1,175	Rome, Watertown and Ogdensburg	N. Y.	11,315,878	*	....	....	5,293,900	7,759,900	639,256	....	—	408.9	1,079,013	514,770	571,083	1,143,289	308,548	—	100	....							
Sept.	30,	1879	22.0	—	3.5	4-8.5	4	4	2	104	St. Croix and Penobscot	Me	364,000	*	27,383	18,508	100,000	200,700	1,014	108,177	—	22.0	24,844	12,271	.... ..	38,662	19,457	—	100	....							
Mar.	31,	1880	10.5	—	0.5	4-8.5	2	5	3	10	St. Johns	Florida	218,000	*	....	....	110,000	108,000	....	....	—	10.5	22.750	....	....	26,852	16,656	5	100	....							
Jun.	30,	1879	52.6	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont	1,589,229	*	....	....	789,909	750.000	....	....	—	59.0	127,202	....	....	88,662	19,457	—	100	....							
Dec.	31,	1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,693	171,988	22,063,420	6,786,087	704,117	335,032	—	392.4	1,103,388	94,355	471,310	1,672,438	948,494	—	100	....							
Dec.	31,	1879	198.2	71.0	....	4-8.5	14	13	4	650	St. L., Alton & T. H	Ill. & Ind.	11,768 490	*	653,144	598,847	4,768,400	7,000,000	1,093,812	159,179	—	264.0	....	....	....	1,501,459	498,731	—	100	....							
Dec.	31,	1879	469.6	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,624,908	*	4,455,463	893,522	21,468,981	30,068,657	1,692,341	—	—	684.9	2,483,149	652,757	981,139	5,292,611	2,372,592	—	100	....							
Dec.	31,	1879	41.5	18.7	2.5	4-9	4	—	—	96	St. Louis, Salem and Little Rock	Mo.	1,431 474	128,838	12,607	14,180	746,800	978,100	53,704	—	—	60.2	....	....	....	83,165	37,723	—	100	....							
Dec.	31,	1879	158.3	—	29.8	4-8.5	32	14	10	792	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,330,209	*	1,560	2,069	3,928,016	4,499,000	227,546	—	—	158.3	1,142,765	204,780	900,294	1,317,287	362,897	—	100	....							
Jun.	30	1879	156.0	—	22.0	4-8.5	24	10	4	486	*St. Paul and Duluth*	Minn.	9,097,866	*	....	....	9,097,866	....	....	....	—	169.0	373,425	61,525	252,922	469,416	113,713	—	100	....							
Jun.	30,	1880	207.1	395.4	37.9	4-8.5	68	69	*	1,498	St. Paul, Minn. and Man	Minn. & Iowa.	31,686,882	*	570,990	1,582,102	15,000 000	16,324,900	1,522,707	992.367	—	656.0	....	....	....	2,933,108	1,632,585	—	100	....							
Dec.	31,	1879	49.5	—	7.0	4-8.5	8	8	2	66	Sacramento and Placerville	Ca.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691	—	49.5	....	20,004	33,120	149.253	58,183	—	100	....							
Jun.	30,	1879	60.0	—	2.0	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	....	....	2,321,080	2,137,000	418,297	31,467	—	60.0	42,631	11,200	11,000	53,244	11,557	—	100	....							
Sept.	30,	1879	63.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N. Ala	Ga.	1,555,945	*	....	....	815,255	500,000	....	....	—	63.0	....	....	....	52 960	22,375	—	100	....							
Sept.	30,	1879	80.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	....	....	1,299,600	215,004	100,500	1,218,427	—	80.0	269,388	32,450	226,337	477,365	179,124	7	100	....							
Dec.	31,	1879	27.3	3.8	12.2	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,450	—	—	—	869,450	1,994,000	—	—	—	31.1	(Leased	to Northe	rn Central	. Rental	$64.671.	12	50	....							
Nov.	30,	1879	95.0	—	8.5	4-9½	9	2	2	147	Shenango and Allegheny	Pa.	1,045,631	147,940	26,000	....	200,000	1,105,000	159,375	—	—	46.0	....	27,851	288,465	160,283	54,916	—	100	....							
Sept.	30,	1879	32.5	—	1.5	4-8.5	3	2	2	23	Shepaug	Conn.	268,524	*	....	6,625	299,700	400,000	....	....	—	32.5	38,394	10,956	20,528	54,175	18,605	—	100	....							
Jun.	30,	1879	61.5	51.7	5.9	4-8.5	6	8	4	92	Sioux City and Dakota	Iowa & Dak.	3,246,384	*	....	....	2,400,000	900,000	....	....	—	113.2	730,853	23,734	74,684	277,338	75,619	—	100	....							
Jun.	30,	1880	107.4	—	8.9	4-8.5	15	8	6	134	*Sioux City and Pacific*	Nebr. & Iowa.	5,365 551	*	....	....	2,068,400	3,256,320	329,757	89,980	—	80.5	222,288	59,625	211,117	269,490	109,666	7pf	100	....							
Sept.	30,	1879	25.0	—	1.0	4-8.5	2	1	1	12	Somerset	Maine	799,488	*	94,837	....	377,674	450,000	78,662	*	—	25.0	15,750	8,049	8,075	19,908	3,199	—	100	....							
Sept.	30,	1879	183.0	6.3	26.0	5-0	9	1	1	52	South and North Alabama	Ala.	10,098,212	*	....	....	3,461,767	6,208,810	810 018	—	—	139.3	590,226	83,017	468,195	873,197	314,586	—	100	....							
Aug.	31,	1879	144.0	166.5	21.5	5-0	36	28	9	392	Southwestern (C. of Ga.)	Ga.	4,291,300	*	....	....	3,892,300	399.000	....	....	—	310.5	471,550	....	....	751,576	307.624	7	100	....							
Jun.	30,	1879	167.5	—	13.8	4-8.5	18	8	36	289	Southern Minnesota	Wis. & Minn.	6,468,954	*	69,682	102,594	1,784,200	4,739.900	103,621	113,519	—	167.5	251,455	52 028	148,394	534.426	262,004	—	100	....							
Sept.	30,	1879	69.0	—	3.4	5-0	5	4	2	31	Spartanb. Union and Col	S. C.	1,340,882	*	....	....	751,296	548,370	125,000	—	—	69.0	....	7,682	....	75,610	20,534	—	100	....							
Jun.	30,	1879	108.0	—	10.0	3-0	11	5	—	276	Springfield Southern	Ohio.	1,234,511	184,670	....	....	635,241	192,700	....	....	—	108.0	....	73,589	91,477	117,400	10,292	—	100	....							
Dec.	31,	1879	24.0	—	1.0	4-8.5	2	2	1	—	State Line and Sullivan	Pa.	1,000,000	18,320	43,166	....	1,000,000	400,000	41,678	....	—	24.0	32.790	8,154	—	63,688	16,070	—	100	....							
Sept.	30,	1879	13.0	—	0.8	4-8.5	4	9	—	7	Staten Island	N. Y.	480,000	*	....	....	210,000	300,000	....	....	—	13.0	72,988	356,128	....	264,518	85,346	20	100	....							
Dec.	31,	1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	....	....	1,638,600	236.500	....	....	—	34.0	104,230	....	....	123,168	22,091	—	100	....							
Dec.	31,	1879	81.0	—	38.5	4-8.5	15	8	4	443	Syracuse, Bing. and New York	N. Y.	4,039,029	*	12,662	253,808	2,004,000	2,020,000	216,695	65,905	—	81.0	484,625	145,196	1,238,735	829,842	327,231	4½	100	....							
Sept.	30,	1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	....	....	801,400	261.400	....	....	—	43.5	84,240	85,417	50,178	72,278	3,768	—	100	....							
Oct.	31,	1879	79.7	84.1	39.0	4-8.5	44	22	17	1,466	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,600,000	793,627	1,262,660	—	113.8	1,018,962	282,586	1,287,601	1,082,874	404,371	8	50	....							
May	31,	1880	179.7	264.1	42.7	4-8.5	52	21	12	952	Texas and Pacific	Texas.	27,418,108	*	2,489,888	338,408	7,902,500	21,220,533	618,886	464,435	—	443.8	1,545,829	194,788	525,093	2,589,222	1,045,704	—	100	....							
Dec.	31,	1879	44.0	4.0	13.4	4-8.5	16	8	3	942	Tioga and Elmira State Line	Pa.	1,529 836	506,099	....	....	580,900	629,500	....	1,417,559	—	54.5	287,829	73,186	691,187	387,226	171,571	—	50	....							
Jun.	30,	1879	79.0	—	11.7	3-6	12	15	3	278	Toronto and Nipissing	Ca.	1,600,000	*	....	....	193,350	1,276,915	260,382	....	—	106.5	194,303	89,613	84,894	172,155	45,551	—	100	....							
Jun.	30,	1879	191.0	—	16.0	3-6	26	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,888	*	....	....	783,234	3,365,665	16,349	....	—	191.0	310,025	118,652	92,855	284,947	80,512	—	100	....							
Sept.	30,	1879	84.7	—	16.7	4-8.5	15	15	7	461	Troy and Boston	New York.	1,981,912	*	1,103,588	—	1,609,010	2,199,500	408,149	—	—	46.0	425,506	278,257	812,139	593 896	288,519	—	100	....							
Sept.	30,	1879	74.0	—	5.3	4-8.5	7	8	2	134	Ulster and Delaware	New York.	1,073,359	*	1,751,912	16,846	1,139,500	1,532,600	170,017	—	—	74.0	129,008	84,694	123,894	178,253	18,673	—	100	....							
Dec.	31,	1879	1,037	5.0	20.0	4-8.5	178	121	41	3,115	*Union Pacific*	Nebr. Wy. & Utah.	114,493,812	*	....	....	36,762,800	77,731,512	....	....	—	1,042.4	7,001,569	....	992,886	13,201,077	7,725,574	—	100	....							
Dec.	31,	1879	404.3	—	34.7	4-9	242	81	49	3,635	United New Jersey (Pa.)	N. Jer.	36,330,487	*	....	....	20,490,400	19,976,000	....	....	—	404.3	5,588,128	7,204,654	5,052,995	9,088,884	2,914,947	—	100	....							
Apr.	30,	1880	36.5	—	1.8	4-8.5	6	7	5	2p	Utah Central	Utah.	2,500,000	*	....	....	1,500,000	1,000,000	....	....	—	36.5	....	....	....	447,034	291,972	11	100	....							
Dec.	31,	1879	105.0	—	7.5	4-8.5	6	8	3	91	Utah Southern	Utah.	3,450,000	*	....	....	1,500,000	1,950,000	....	....	—	105.0	....	....	....	327,568	177,042	—	100	....							
Sept	30,	1879	87.0	—	13.8	4-8.5	18	20	14	212	Utica and Black River	New York.	2,378,739	418,847	183,100	238,519	1,771,720	1,112,000	54,736	180,751	—	180.1	432,840	213,019	108,880	475,508	184,977	2	100	....							
Sept.	30,	1879	71.0	—	16.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	....	....	2,000,000	....	207.387	....	—	98.0	174,364	100,026	88,003	156,951	def.4,106	—	100	....							
Dec.	31,	1879	75.7	21.7	16.6	4-8.5	15	12	5	4	Utica, Chenango and Susq. Valley	N. Y.	4,148,105	*	....	....	4,000,000	....	148,103	....	—	97.4	406,078	217,658	325,600	521,766	def. 258	6	100	....							
Feb.	28,	1879	140.0	2.0	10.0	5-0	17	10	7	91	Vicksburg and Meridian	Miss.	3,046,444	*	....	134,110	81,077	1,397,603	3,166,973	88,474	—	142.0	144,330	45,666	45,597	329,176	70,315	—	100	....							
Dec.	31,	1879	52.2	1.5	37.0	4-8.5	24	10	4	356	Virginia and Truckee	Nevada.	3,715,350	712,279	....	....	6,000,000	1,000,000	....	....	—	53.7	458,810	....	396,854	1,388,261	552,752	5½	100	....							
Dec.	31,	1879	40.8	1.4	2.5	4-8.5	2	2	1	38	Wabash, Chester and West	Ill.	468,212	*	....	....	250,000	200,000	26,273	—	—	42.8	—	15,103	38,782	39 424	def.3,996	—	100	....							
Dec.	31,	1879	710.5	628.4	210.5	4-8.5	331	125	77	7,936	Wab., St. L. & Pacific	O., Ind. & Ill	....	....	....	....	40,000,000	35,267,250	....	....	—	1,201.7	....	....	....	8,224,555	2,624,777	—	100	....							
Sept.	30,	1879	32.4	—	5.0	4-8.5	27	2	3	16	Wallkill Valley	N. Y.	298,793	*	660,000	11,893	330.000	532,000	108,691	—	—	33.5	80,828	60,830	60,738	8 012	14,424	—	100	....							
Sept	30,	1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	199,162	*	....	....	226,000	286,900	....	....	—	10.2	14,500	23,761	22,185	37,008	16,041	8½	100	....							
Sept.	30,	1879	51.7	—	2.1	4-8.5	5	7	6	66	Washington and Ohio	Virginia	1,944,790	*	....	....	1,777,927	387.300	128,400	....	—	51.7	99,745	28,859	27,889	97,470	22,281	—	100	....							
Sept.	30,	1879	288.5	121.0	18.0	4-8.5	31	39	14	522	Wash. City, Va. Mid. & Gt. So.	Va & N C.	10,160,949	*	....	....	4,265,297	3,095,949	1,815,004	....	—	389.5	825,137	181,911	514,018	954,738	347 682	—	50	....							
Oct.	31,	1879	26.3	—	5.0	4-8.5	11	23	5	70	West Chester and Philadelphia	Pa.	1,547,106	163.012	349,717	143,209	821,300	1,100,000	53,146	228.598	—	26.3	255,190	738,127	96,439	304,452	128,585	7	50	....							
Dec.	31,	1879	81.8	47.0	18.4	4-9	20	50	13	222	West Jersey	New Jersey.	2,395,749	459,297	1,082,971	158,450	1,389 750	2,523,000	102,845	93,872	—	128.4	471,745	659,862	162,467	544,151	248,885	2	100	....							
Aug	31,	1879	116.0	51.0	8.3	5-0	16	8	—	260	Western of Alabama	Alabama.	3,275,012	*	177,000	43,082	—	2,583,000	722,011	220,082	—	167.0	322,840	....	....	579,493	254,968	—	100	....							
Sept.	30,	1879	192.0	20.7	26.2	4-8.5	39	12	12	612	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,885	4,000,000	3,500,000	354,368	306,207	—	212.7	683,993	160,264	348,422	773,561	234,716	—	100	....							
Sept.	30,	1880	163.5	17.0	13.0	4-8.5	28	22	11	370	Wilmington and Weldon	N.C.	3,240,224	*	13,900	154,752	1,466,200	1,619,100	49,792	383,784	—	180.5	464,494	....	....	603,175	188,926	3	100	....							
Sept.	30,	1880	189.0	—	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta	N. C. & S. C.	2,566,532	*	26,195	243 999	930,000	1,600,000	112,315	154,411	—	189.0	396,551	....	....	547,446	145,423	—	100	....							
Dec.	31,	1879	249.9	70.0	17.9	4-8.5	25	18	6	627	Wisconsin Central	Wis.	19,823,023	*	....	....	11 435,500	8,168,000	....	193,091	—	455.7	708,741	167,085	325,078	851,091	353,962	—	100	....							
Dec.	31,	1879	108.0	—	11.8	4-8.5	5	4	2	343	Wisconsin Valley	Wis.	2,858,739	306,132	104,728	28,767	2,026,256	1,149,745	78,278	39,087	—	90.0	....	28,197	124,152	225,968	92,386	—	100	....							
Sept.	30,	1880	46 1	—	31.0	4-8.5	19	22	8	367	Worcester and Nashua	N.H.& Mass.	2,121,982	390,686	....	1454,504	1,789,800	1,000,000	3,894	172.878	—	94.8	462,662	371,619	467,479	575,860	189,301	—	100	....							
Jun.	30,	1879	85.0	—	2.0	3-0	3	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	....	....	1,000,000	....	....	....	—	23.8	22,765	3,972	16,147	4,446	1,369	—	100	....							

The transfer of the franchises and other property of the New York, Housatonic and Northern Railroad Company from J. H. Clapp, referee, and David S. Dunscombe and E. T. Mead, trustees of the bondholders, to John F. Whiting was recorded in the Register's office on the 7th inst. The road was sold under foreclosure for $110,000 in April, 1880. The transfer of the same property by John F. Whiting to William F. Van Pelt, for $150,253, was also recorded on the same day.

Statement of the Public Debt of the United States, June 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. bonds, 1881 (Oregon,) 1861	$688,200 00	$17,205 00
6 per cent. 1881 bonds, 1861	140,544,850 00	3,513,616 25
6 per cent. 1881 bonds, 1863	55,145,750 00	1,378,643 75
5 per cent. funded loan of 1881	439,841,350 00	1,332,672 29
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	738,652,950 00	4,924,353 00
Refunding Certificates	694,850 00	4,632 33
3 per cent. navy pension fund, 1868	14,000,000 00	175,000 00
Aggregate of debt bearing interest	$1,639,567,750 00	$14,658,622 62
Interest due and unpaid		2,451,043 66

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
6 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	373,350 00	699 42
6 per cent. 5-20 bonds, called June, 1864	64,850 00	237 42
6 per cent. 5-20 bonds, called 1865	77,250 00	38,931 60
5 per cent. 10-40 bonds, called 1864	832,750 00	218,663 71
6 per cent. Consol. bonds, called, 1865	477,150 00	9,659 23
6 per cent. Consol. bonds, called, 1867	1,439,550 00	216,273 72
6 per cent. Consol. bonds, called, 1868	428,900 00	28,340 14
6 per cent. loan, 1861, matured Dec. 31, 1880	493,000 00	7,284 00
5 per cent. funded loan, 1881 called	5,741,150 00	87,712 00
1 10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,663 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
5 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863.	44,585 00	2,241 25
5 per cent. 2 year notes, 1863.	35,450 00	1,807 99
6 per cent. compound interest notes, 1863-64	231,040 00	47,089 39
7 3-10 per cent. 3 years' treasury notes, 1864-65	142,250 00	5,021 17
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$10,600,005 26	$737,292 72

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,633 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	10,860,000 00	
Coin certificates, 1863	5,912,600 00	
Silver certificates, 1878	50,773,250 00	
Unclaimed interest		6,746 51
Fractional currency, 1862, 1863 and 1864	$15,185,036 92	
Less amount estimated as lost or destroyed, act of June 21, 1879	8,375,934 00	
	7,109,102 92	
Aggregate of debt bearing no interest	$421,396,593 92	$6,746 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$196,378,600 00	
Bonds at 5 per cent	430,541,350 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,652,950 00	
Refunding certificates	694,850 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,639,567,750 00	$17,109,666 28
Debt on which interest has ceased since maturity	10,600,005 26	737,292 72
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,646 00	
Certificates of deposit	10,860,000 00	
Coin and Silver Certificates.	56,685,850 00	
Fractional currency	7,109,102 92	
	$421,396,593 92	
Unclaimed interest		6,746 51
	$2,071,564,354 18	$17,853,705 51
Total debt, principal and interest, to date, including interest due and unpaid		$2,089,518,059 69

AMOUNT IN TREASURY.

Interest due and unpaid	$2,451,043 66
Debt on which interest has ceased	10,600,005 26
Interest thereon	737,292 72
Gold and silver certificates	56,685,850 00
U. S. Notes held for redemption of certificates of deposit	10,860,000 00
Cash balance available June, 1, 1881	156,161,896 54
	$236,496,088 18
Debt, less amount in Treasury, June 1, 1881	$1,852,921,971 51
Debt, less amount in Treasury, May 1, 1881	1,864,072,693 38
Decrease of debt during the month	$11,150,721 87
Decrease of debt since June 30, 1880	$39,250,322 83

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64	1,628,320 00	40,703 00
Totals	$64,623,512 00	$1,615,587 80

Interest paid by United States, $49,528,566 66; interest repaid by transportation of mails, &c., $14,256,338 85; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $34,617,028 94.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1881.

WILLIAM WINDOM,
Secretary of the Treasury.

Magnificent Debt-Paying.

It is small wonder if the prosperity of the United States excites envy in this country, and leads unthinking persons to suppose that to secure wealth no agency is so infallible as a ruthless Customs tariff. Mr. Secretary Windom has notified that no more 5 per cent bonds can be received for reduction at 3½ per cent. The remainder will be paid off out of surplus revenues, and between now and next August, in pursuance of this plan, £15,600,000 of the fives and £3,200,000 of the sixes will accordingly be paid off. What, with reductions of interest and repayments of principal, the expenditure of the United States will thus in a few months' time be lightened to the extent of at least £2,000,000 per annum. That is undeniably a magnificent result, and we trust that the progress will continue equally rapid in years to come. We may not like the way much of the money is obtained, but that can make no difference to the sincerity with which we can congratulate the United States on the rapidity of its debt reduction. Debt is as much a curse to nations as to individuals.—[Pall Mall Gazette.

The Grand Trunk Railway Company of Canada has taken possession of the Grand Junction Railway, which extends from Belleville to Peterboro. Nine hundred thousand dollars is said to have been the price paid.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Allegheny Val. 7 3-10s	127	....	127	....	....	....
7s, Income	....	....	....	56	55	53½
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	114	....	114	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	....	....	55½
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	24½	....
Hunt. & B. Top Mt	14½	16½	16½	14½	....	....
Preferred	24	25	25	24½	24½	25
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	46½	46½	46½	46½	46½	46½
6s, 1884	....	....	....	103½	....	1 8½
Gold Loan	....	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	62½	62½	62½	62½	63	63
1st mort. 6s, coupon	....	....	....	124	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	138	....	....	....
Consol. mort. 6s	....	....	122	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	....	....	54	55	55	....
Minehill & Sch. Haven	....	....	....	....	60½	....
North Pennsylvania	59½	59½	59½	....	....	60
1st mortgage 6s	110	....	110	....	....	....
2d mortgage 7s	....	....	121½	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	55½	57	57½	57½	57	56½
6s	....	....	....	....	....	103½
Northern Pacific	44½	44½	44½	44	44	43½
Preferred	84½	84½	84	84½	83½	83½
Pennsylvania R. R.	66½	66½	66½	66½	66½	66½
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	130	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new	....	....	....	119	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	29½	30½	30½	30½	30½	30½
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	126½	....	126½	....	126½	....
Consol mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	95chp	96½	96½	96	96½	....
Philadelphia and Erie	57	....	....	....	....	....
1st mortgage, 6s	....	....	....	106½	107	....
2d mortgage, 7s	121½	119	119	119	....	....
Pittsb., Cin. & St. L. 7s	119	124½	....	....	....	....
Pittsb., Titusv. & Buff.	23	23½	24½	24	23½	24
7s	....	....	....	103	103½	103½
Schuylkill Navigation	16	....	....	....	....	....
Preferred	....	....	16	16	14½	14½
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	....	....	....	....
United Co. of N. Jersey	....	....	193	192	....	193
Hestonville, (Horse)	....	....	....	....	22	....
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending June 7.

	W.1	Th 2.	F.3.	Sat.4.	M.6.	Tu.7.
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	123	124	124	....	....	....
2d mortgage, 7s	....	92½	92½	92½	92½	92½
3d mortgage, 8s	51½	51½	52½	53	53	....
Northern Central ($50)	56½	57½	57½	57½	56½	56½
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	104½	104½	....	104½	106½	....
Pittsb. & Connellsv. 7s	127	....	....	....	....	....
Virginia 6s, Consol	84½	86	....	....	....	....
Consol. Coupons	96½	96½	96	96½	....	96½
10-40 bonds	56½	57	56½	57	57	56½
Deferred Certificates	18	18½	18	....	....	....
Western Maryland	....	....	....	....	14	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M. do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 8.

	Th.2.	F.3.	Sat.4.	M 6.	Tu.7.	W.8.
Adams Express	139	137	....	136	....	136
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	109	....	....
American Express	86	86¼	86¼	....	....	86
Atlantic & Pacific Tel.	....	....	....	....	....	....
Burl., C. R. & Nor.	82¼	83	....	82¼	....	....
1st mortgage 6s	....	101¼	101¼	102	102¼	102
Canada Southern	76	76¾	75¾	76¼	75¾	75¼
1st mortgage guar.	103¼	103¼	....	104¼	104¼	10 ¼
Central of N. Jersey	102¼	103	102¼	102¼	112¼	103¼
1st mortgage 1890	....	....	....	....	....	121
7s, consolidated, ass.	....	....	....	....	....	....
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	104	....	....	....	....	....
Adjustment	112¼	112¼	....	....	112¼	....
Central Pacific	96¼	96¼	95	95¼	95¾	9 ¼
6s, gold	117	117¼	....	....	118	118
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	106¼	....	....	....
Chesapeake and Ohio	31¼	30	30¼	31	30¼	30
Chicago and Alton	145	144¼	143¼	143¼	144	143
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	170¼	169¾	170	167¾	167	167¼
7s Consol, 1903	....	....	....	....	....	....
Chic., Mil. and St. Paul	128	128¼	127¼	129	127¼	127
Preferred	135¼	....	135	135	135	134¼
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	131¼	....	....
1st M. (La Crosse div.)	....	....	....	129	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	....	....	129¼	....	....	....
Chic. & Northwestern	132	130¾	129¾	130	130	129¼
Preferred	144	143¾	....	....	....	143¾
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	126¼	126	126	....	....
Do. reg.	....	....	....	....	....	....
Chic., Rock Isl. & Pac	146	145	144	144¼	144¾	145
6s, 1917, c.	129	128¾	....	....	....	....
Clev., Col., C. and Ind.	99¼	98¼	98	97	97¼	97¼
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	140	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	30¼	29	28¼	29¼	28¾	27¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	112¾	112	111¼	111¼	111	110¼
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	111	110	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	128	127¾	127	127	126¾	126¼
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	128	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 6s, ext.	....	....	....	....	110¼	....
3d mortgage	....	....	....	....	....	....
4th mort. 6s, ext.	109¼	109¼	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	132	....	....
Great Western 1st mort.	....	....	....	....	....	112
2d mortgage	111¼	110	....	....	....	....
Hannibal & St. Joseph	83¼	84¼	83¾	84	83¼	83
Preferred	114¼	114¼	114	114¼	....	114
6s, Convertible	....	....	....	....	111¾	....
Houston & Tex. Cent.	92¼	91¼	90¼	89	....	90
1st Mortgage	....	....	....	....	....	....
Illinois Central	145¼	144	143¼	143¾	142¼	141¼
Lake Shore & Mich So.	134	133	131¾	131¾	132	131¼
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg.	....	....	....	....	....	....
2d Consolidated	124¼	....	....	....	....	....
Leh. & W. B. 7s, Con.	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	108¼	108	107¼	107¼	107¼	107
7s Consolidated	....	....	....	....	....	....
Manhattan	29¼	28¼	28¼	28¼	27¼	27¼
Metropolitan Elevated	94¼	93	93¾	94	93¾	93
1st Mortgage	103¾	103¾	103¾	103¾	103¾	103¾
Michigan Central	113¾	112¾	111¾	111¾	111¼	110¼
7s, 1902	....	130	....	....	131	....
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	130¾	131	129¾	130	130	129¾
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	134¼	....
N. Y. Cent. & Hud. Riv.	151¼	150	149¼	149¼	148¾	147¼
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	112¼	112¼	112¼	113¼	112	110¼
1st mortgage	118	117¼	117¼	....	118	....
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
N. Y., Lake Erie & W.	50¼	48¾	48¼	48¾	47¾	47¼
Preferred	90¼	89¼	89	89¼	89	....
2d Consolidated	106	106	106¼	105¼	105	102¾
New 2d 5s fund.	101¼	101¾	101¾	....	101¼	101
N. Y., N. Haven & Hart	187	187	187	....	....	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	44¼	44	43¾	44	44	43¾
Preferred	84¼	84	83¾	84	83¾	83¾
Ohio and Mississippi	45¾	44¾	44¼	44	44	43¾
Preferred	....	....	....	....	....	....
2d mortgage	....	....	126	126	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	53¼	54	53¾	53¾	52¾	53
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	110¼	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	270	275	....	....	277¼	....
Philadelphia & Reading	60¼	60	60¼	60¼	60¼	60
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	....	139	....	139¼	139	....
2d mortgage	....	133	....	....	133	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	134¼	135	135	136¼	138	140
Quicksilver Mining Co	18	17¾	17¾	17	....	....
Preferred	....	64¼	....	63	....	....
St. Louis & San Fran.	48¾	51¾	52	51¾	52	51¼
Preferred	75¼	79¼	78¾	....	78¾	77¼
1st Preferred	110¼	111¼	112	....	111	11 ¾
St. L., Alton and T. H.	....	....	....	....	68¾	68
Preferred	98	....	96	98	96¼	....
1st mortgage	116¼	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	82	84¼	81	80	81¼	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	114¼	....	....	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	127¼	127¼	127¾	127¾	127¼	127¼
1st mortgage	118	118¼	119	119	120	120
Land Grant 7s	....	118¼	....	....	....	....
Sinking Fund 8s	....	127	127¼	....	....	....
United States Express	....	....	....	73	74	74¼
Wabash	....	....	....	....	....	....
1st mortgage	....	....	114	114¼	115	....
2d mortgage	....	....	....	....	....	112
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	111¼	....	....	111¼	....
Wabash, St. L. & Pac.	54¼	53¾	54¼	53¾	54¼	54
Preferred	94¼	93¾	93¾	93¾	94	93¾
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	126¾	127¼	127¼	126¾	128	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel.	128¼	128	127¼	128	127¼	128¾
7s, S. F. conv., 1900.	120	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending June 8.

	Th.2.	F.3.	Sat.4.	M 6.	Tu.7.	W.8.
Atch., Top. and San. Fe.	147¾	149¼	148¾	148	148¾	147¼
1st mortgage	....	....	124¼	....	....	125
2d mortgage	....	....	....	....	....	....
Land Grant 7s	123¾	....	....	....	121	....
Boston and Albany	175	....	174	....	....	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	106	106
Boston and Maine	162¼	....	164	163	....	163
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	83¼	83¾	84	85	84	82¼
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	116
6s, exempt	116	....	....	....	....	....
4s	....	110	....	168	168	167
Chi., Burl. and Quincy	169¾	170	....	....	....	1'9
7s	....	....	31¼	31¼	....	31¼
Cin., Sand. & Clev. ($50)	31¼	....	....	....	....	....
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	51	50¼	51¼	51¼	51¼	51¼
New 4½ Bonds	109¾	109¾	109¾	109¾	....	109¾
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	84	....
N. Y. & New England	80¼	85	84¼	84¼	84	....
7s	122	122	122¼	....	122¼	....
Northern, N. H.	....	....	....	....	106	107
Norwich & Worcester	167	....	....	....	....	....
Ogden. & Lake Champ	54	60	56¼	56¼	55	56
Preferred	....	....	....	....	....	....
Old Colony	....	....	134	134	....	133¾
Ph., Wil. & Balt. ($50)	....	....	....	67	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	134¼	134¼	135¼	137	139	....
Union Pacific	127¼	128	128	126	128	127¼
8s	....	....	116¼	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	20	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	65	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	76	76	75¼	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	237	....	238¾	240	238	....
Quincy	85	86	87¼	87¾	87	87

New York Stock Exchange.

Closing Prices for the week ending June 8.

	Th.2.	F.3.	Sat.4	M.6.	Tu.7.	W.8.
Federal Stocks:—						
U. S. 4s, 1907, reg.	117¼	....	117¾	117¾	....	117
U. S. 4s, 1907, coup.	118¼	118¾	....	118¼	118	....
U. S. 4½s, 1891, reg.	....	....	....	....	....	....
U. S. 4½s, 1891, coup.	....	....	....	125¾	....	....
U. S. 5s, 1881, reg.	....	104¼	....	....	....	104x
U. S. 5s, 1881, coup.	104¼	....	104¼	104¾	104¾	105
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s continued at 3½	103¾	....	....	103	103¾	103¼
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— May 27.	May 20.
Baltimore and Ohio (sterling)	115 —117	115 —117
Central of New Jersey $100 shares	103 —108	103 —108
Do. Cons. Mort. Oct. '79 coupon	122 —124	120 —122
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	103 —105	103 —105
Det., Gd. Haven & Mil. Equip. bds.	117 —119	117 —119
Do. Con. M. 6 p.c. till '84 after 6 p.c	112 —113	112 —113
Illinois Central $100 shares	149 — 151	145 —151
Lehigh Valley Consol. mortgage	118 —122	118 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 —139	137 —139
Do. $100 shares	155 —157	155 —157
Do. Mort. bonds (sterling)	123 —125	123 —125
N. Y., Lake Erie & West., $100 shs.	51¼— 51¾	51¼— 51¾
Do. 6 p. c. pref. $100 shares	93 — 96	93 — 95
Do. 1st Con. Mor. Bonds (Erie)	133 —135	133 —135
Mort. Funded Coupon bonds	130 —132	130 —132
Do. do. 2d do.	107 —109	107 —109
Do. 2d Consol. Mort. bonds	103 —105	103 —105
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	67¼— 68	67¼— 68
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	68¼— 69¼	68 — 69¼
Do. Con. Sink. Fund Mort.	122 —124	121 —124
Philadelphia & Reading $50 shares	30 — 31	30 — 31
General Consol. Mortgage	119 —120	118 —120
Do. Improvement Mortgage	104 —106	104 —106
Do. Gen. Mort. '74, ex-deferd. con.	96 — 98	95 — 98
Do. Scrip for the 6 def. coupons	94 — 99	93 — 99
Pittsbg, Ft. W. & Chic. Equip. bds.	109 —111	109 —111
St. Louis Bridge 1st mort. gold bonds	127 —129	125 —129
Do 1st pref. stock	94 — 96	94 — 96
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, June 9, 1881.

The rates for call loans are 2@3 per cent on United States bonds, and 3@4 per cent on stocks, the average rate being 3 per cent. Time loans are 2 to 4½ per cent. Prime mercantile paper is 3@4½ per cent.

The posted rates for prime bankers' sterling are 4.84½@4.86½; the actual rates are 4.83¾@4.84 and 4.85½@¾. Cable transfers are 4.86@½. Prime commercial bills are 4.82@¼. The actual rates for Continental exchange are as follows: France, 5.21⅞ for 60 day and 5.19⅜ for demand; marks, 94⅜ for 60 day and 94⅞ for demand, and guilders 40 for 60 day and 40¼ for demand.

The total amount of specie held by the National banks throughout the country on the 6th of May last was $122,628,562. This is $17,500,000 more than at the date of their last previous statement, March 11th, and $36,000,000 more than on the 23d of April, 1880. The banks also held on May 6th last $70,561,296 in legal tender notes.

A syndicate consisting of George W. Ballon, Boston; George S. Seney, Samuel Thomas, C. S. Brice, E. H. R. Lyman and John L. Martin, have purchased a controlling interest on the Kentucky Central Railroad Company. The price paid is sixty cents for common stock and par for preferred. The amount bought is nearly $3,800,000; the whole amount being $5,000,000.

An important question was argued on the 3d inst. at Newark, N. J., before Chancellor Runyon, as to whether the interest on the income bonds

of the Central Railroad of New Jersey accrues on the payment of the closing debt or not until the floating debt is paid and discharged. The argument, which was made for the railroad company by ex-Senator Frelinghuysen, and by Mr. Munn for the bondholders, left the impression that in any event interest on the bonds will soon be paid, and the importance of the question was whether the bonds will be entitled to arrears of interest.

The Supreme Court of Tennessee has rendered a decision, holding the present taxing district government of Memphis liable to a suit on the debts of the old city of Memphis.

The fund commissioners of Ohio have negotiated a loan for the State with Messrs. Kuhn, Loeb & Co., bankers, of New York, for $2,800,000, at four per cent interest, payable semi-annually, for which the firm pay a premium of 8¾ per cent. The principal falls due in annual installments, varying from $300,000 to $600,000, and the whole is payable in seven years.

The Quebec Chronicle says that the London agents of the amalgamated Quebec Central and Levis and Kennebec railway companies have succeeded in obtaining for the enterprise a loan of $3,000,000 on the guarantee of the Government at Quebec for five years at 5 per cent.

Governor Bell, of New Hampshire, in his inaugural address gives the State debt as $3,372,770, a reduction since last year of $139,696. The savings banks deposits amount to $32,097,734, an increase of nearly $4,000,000.

From June 11 to September 26, inclusive, the Philadelphia Stock Exchange will close Saturdays at 1 p. m., and open Mondays at 10.30 a. m.

The Erie and Western Transportation Company have decided to issue $1,000,000 of new stock, making the total capital $3,000,000. On the new stock a dividend of $20 per share will be credited out of the accumulated profits, arising chiefly from the advance in value of securities bought from the Empire Transportation Company at the time of its dissolution. The remaining $30 per share will be paid in cash, to be used in paying for and improving real estate at Buffalo and the enlargement of the company's fleet. The new shares will be alloted during the present month.

The Central Railroad Company of New Jersey is negotiating a $5,000,000 loan on its American Dock property, with which the bonds of the dock property are to be paid off. These amount to $4,000,000, with four and a half years' back interest. Six months' notice is to be given before payment.

Statesville, N. C., has voted to subscribe $50,000 to the proposed Virginia Midland Railroad extension, conditioned on the road going by Statesville.

The fifteen millions of dollars due the Boston shareholders on the stock of the Philadelphia, Wilmington and Baltimore Company purchased by the Pennsylvania Railroad Company was paid over in this city on the 7th inst. to the Boston Committee by President Roberts. The payment was anticipated, the money not being due till the 1st of July next.

The Master of the New Castle and Franklin Railroad is now engaged in paying off the claims against it out of the money realized from its recent sale. Five hundred dollars is to be paid on each bond, provided the bondholder indemnifies the Master. Under this order $400,000 has been paid off.

The San Francisco Bank offers for subscription £500,000 of six per cent first mortgage bonds of the Oregon and California Railroad at par—the remainder of the issue of £1,200,000—the rest of which has already been subscribed.

The closing quotations on Thursday were: Adams Express, 135@138; American Express, 86@87; American District Telegraph, 50@50⅛; Chicago, Burlington and Quincy, 167@167½; Canada Southern, 75⅛@75½; Chicago and Northwestern, 128¾@129; do. pref., 140@142; Central Pacific, 95⅝@95⅞; Chicago, Milwaukee and St. Paul, 126¾@126⅞; do. pref., 133½@134½; Chicago, Rock Island and Pacific, 144@145; Cleveland, Columbus, Cincinnati and Indianapolis, 97@97½; Columbus, Chicago and Indiana Central, 26⅝@26⅞; Delaware and Hudson Canal, 110⅛@110¼; Delaware, Lackawanna and Western, 126⅝@126¾; Hannibal and St. Joseph, 83@83¾; do. pref., 113⅛@114¼; Lake Erie and Western, 61⅛@62¼; Lake Shore and Michigan Southern, 131¼@131⅜; Metropolitan Elevated, 92@92⅛; Manhattan Elevated, 26¼@26⅜; Michigan Central, 110⅜@110⅝; New York Elevated, 110@110½; New York, Lake Erie and Western, 47¾@47⅞; do. pref., 88⅞@89; New York Central and Hudson River, 148½@148¾; Ohio and Mississippi 44@44⅛; Ohio Central, 34⅝@35; Pacific Mail, 53@53¼; Panama, 270@275; St. Louis, Alton and Terre Haute, —@68; do. pref, 96@98; Texas and Pacific, 72¾@73; Union Pacific, 127⅜@127½; United States Express, 74@74½; Wells Fargo Express, 127½@129; Western Union Telegraph, 128½@128⅝; do. ex. certif., 89½@89⅝; Wabash, St. Louis and Pacific, 54@54¾; do. pref., 93¾@94¼.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Am. Dock and Imp. bonds, 130; Atchison, Colorado and Pacific 1st, 106; Boston, Hartford and Erie 1st, 83¼; Boston and New York Air Line, 50; Buffalo, Pittsburg and Western, 48; Chicago, St. Louis and New Orleans, 82; Chesapeake and Ohio 1st pref, 46; do. 2d pref., 32; do. 1st, Series B, 89½; do. cur. int. def., 65; Chicago, St. Paul, Minneapolis and Omaha, 46; do. pref., 108; do. consol., 106; Cedar Falls and Minnesota, 34; Cincinnati, Sandusky and Cleveland, 62; Col., Chi. and Ind. Cent. Inc., 75½; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 110⅞; do. Chicago and Pacific div., 103; do., Mineral Point div., 1st, 101; do. La C & Dav. div., 100¼; Chicago and Northwestern Int. bonds, 105½; Central Iowa, 1st 118; Clev., Col., Cin. and Ind. consol., 124; Denver and Rio Grande, 111¾; do. 1st, 121; do. 1st consol., 120⅞; Dubuque and Sioux City, 86; Danbury and Norwalk, 72¾; Denver, South Park and Pacific 1st, 110¾; Delaware and Hudson Canal, Penn. div., 124; Flint and Pere Marquette 1st, 113; Gulf, Colorado and Santa Fe 1st, 125; Houston and Texas Central 2d M. L, 130¾; do. 1st, Western div., 113¾; Indiana, Bloom. and Western, 52⅛; do. 2d, 86; International and Gt. Northern 1st, 113; do. 2d, inc., 101¼; Indianapolis, Decatur and Springfield 1st, 109; Kansas Pacific 1st consol., 108¾; do. 6s, Leavenworth Br., 140; Keokuk and Des Moines, 27½; do. pref., 55; Laf., Bloom. and Muncie Inc., 85; do. 1st, 119; Louisville and Nashville Gen'l mort. 6s, 108; do. St. Louis div., 60½; do. N. O. and M. div, 108; Louisiana and Missouri River, 82; do. 1st, 119; Lake Erie and Western, 61¾; do. Inc., 84½; do. Sandusky div., 76; Louisville, New Albany and Chicago 1st, 108; do. 1st, 108½; Lehigh and Wilkesbarre consol. ass., 112; Manhattan Beach, 56; do. 7s, 100; Marietta and Cincinnati 1st pref., 18½; do. 2d pref., 12¾; Mobile and Ohio, 34; do. 1st deben., 95; do. 2d deben., 65; do. 3d deben., 57; do. 4th deben., 56; Missouri, Kansas and Texas, 51½; do. 6s, 97½; do. consol. ass., 111½; do. 2d, 89; Memphis and Charleston, 83½; Missouri Pacific, 109½; do. 1st, consol., 106; Milwaukee, Lake Shore and Western, 63; do. 1st, 107; do. inc., 88; Metropolitan Elevated 2d, 90; New York, Penn. and Ohio inc. 67; New York and Manhattan Beach 1st, 109; Nashville, Chattanooga and St. Louis, 89; New York, Ontario and Western, 36½; do. pref., 90; Norfolk and Western pref., 61¼; New Orleans Pacific 1st, 101¾; New Jersey Southern 1st, 107; New York City and Northern Gen'l mort., 95; Ohio Central, 35; do. Inc., 65⅞; do. 1st, 107; Oregon Railway and Nav., 165; do. 1st, 111½; Ohio and Mississippi 1st, Springfield div., 120¼; Peoria, Decatur and Evansville, 48¾; do. 1st, 109; do. Inc., 88½; Pittsburg, Titusville and Buffalo, 48; Quincy and Toledo 1st, 110; Rome, Watertown and Ogdensburg, 50; do. 1st consol., 98⅞; Rochester and Pittsburg, 43; do. 1st, 108½; do. Inc., 59; St. Paul, Minn. and Man., 113½; St. Louis, Kansas City and Northern, Omaha div. 1st, 119¾; do. Clarinda Branch, 106; do. St. Charles Bridge 1st, 105; do. R. E. 7s, 1895, 105; St. Paul and Duluth, 89; do. pref., 86½; do. 1st, 113; Southern Pacific of California 1st, 106½; St. Louis and Iron Mt. 5s, 94⅛; do. 1st, pref. Inc., 100½; do. 2d pref. Inc., 95; do. Ark. Branch 1st, 115; St. Paul, and Sioux City 1st, 113; St. Louis and San Francisco 2d, class B, 97; South Pacific 1st 110½; Texas and Pacific, 71; do. Inc., L. G., 91½; do. Rio Grande div., 1st, 102; Toledo, Delphos and Burlington, 33½; do. inc., 61; do. 1st, Dayton div. inc., 99; Toledo, Peoria and Western 1st 119½; Texas and St. Louis 1st, 93; Terre Haute div., bonds, 80; Union Pacific col. trust 6s, 112½; Wabash, St. Louis and Pacific, Gen'l mort., 101¾; do. Havana div. 1st, 103⅞; Alabama Class A, 76⅝; do, C. 86¼; Arkansas 6s, fund., 25½; do. 7s, L. R., P, B. & N. O., 16; Louisiana 7s, consol., 62¼; North Carolina 6s, S. T., 2d class, 8; do. consol. 4s, 88; South Carolina 6s, non-fund., 10; Tennessee 6s, old, 73; do. new, 73¼; Virginia 6s, def., 18¾; Am. Dist. Tel., 49½; Canton Co., 72; Sutro Tunnel, 2⅛; American Coal, 60; Colorado Coal and Iron, 66; do. 6s, 101¼; Consolidation Coal, 40; Cumberland Coal, 18; Maryland Coal, 31½; Pennsylvania Coal, 250; Caribou Mining, 3⅞; Central, 4; Deadwood, 7; Excelsior, 1; Little Pittsburg, 3¼; Ontario, 38; Stormont, 2¾; Standard, 24½; Silver Cliff, 6½.

Philadelphia.—Am. S. S. Co., 30; do. 6s, 108⅜; Allegheny Valley 7s, 120½; Buffalo, Pittsburg

and Western pref., 33 ; Belvidere Delaware 1st, 120 ; do. 3d, 106¼ ; Central Transp., 45⅜ ; Huntingdon and Broad Top Mt. consol. 6s, 94½ ; Harrisburg and Lancaster 6s, 107½ ; Junction 1st, 104 ; Norfolk and Western pref., 65½ ; Nesquehoning Valley 6s, 58½ ; Oil Creek 1st mort, 101¾ ; Pennsylvania Canal 6s, 100½ ; Philadelphia and Reading R. R. scrip, 73 ; do. incoms 7s, 85 ; Philadelphia, Germantown and Norristown, 110 ; Pennsylvania R. R. Allotments. 16 ; do. consol. 5s, 107 ; People's Pass. R. R. 7s, 115 ; Pittsburg 7s, W. L., 126 ; Shamokin, Hazleton and Wilkesbarre 1st, 99⅜ ; Steubenville and Indiana 6s, J. & D., 105⅛ ; Texas and Pacific, 68 ; do. consol. mort. 6s, 106 ; do. 1st mort. 6s, Rio Grande div., 102½ ; Union and Titusville 7s 108 ; West Jersey and Atlantic 6s, 110. The latest quotations are : City 6s, 115@116 ; do. free of tax, 129@131 ; do. 4s, new, 106@118 ; Pennsylvania State 6s, 3d series, 104¾@105 ; do. 5s, new, loan, 119@— ; do. 4s, new 111@— ; Philadelphia and Reading R. R., 30⅛@30¼ ; do. consol. mort. 7s, coup. 126⅜@126⅝ ; do. reg., 127 @127½ ; do. mort. 6s, 121@— ; do. 7s, 1893, 121 @— ; do. new conv., 66@67 ; United New Jersey R. R. and Canal, 192¾@193¼ ; Buffalo, Pittsburg and Western, 23¾@24 ; Pittsburg, Titusville and Buffalo 7s, 103¼@103½ ; Camden and Amboy mort. 6s, 1889, 114½@115 ; Pennsylvania R. R., 66⅜@66½ ; do. gen'l mort., coupon, 129@130 ; do. reg., 128@128¼ ; do. consol. mort. 6s, reg., 120@— ; Little Schuylkill R. R., 54⅞@55⅛ ; Morris Canal pref., 164@— ; Schuylkill Nav., 5¾ @6 ; do. pref., 14¾@15 ; do. 6s, 1882, 90@90½ ; do. 1872, 105@109 ; Elmira and Williamsport pref., 50@— ; do. 6s, 117@— ; do. 5s, 100@102 ; Lehigh Coal and Navigation, 46⅝@46¾ ; do. 6s, 1884, 108@108½ ; do. R. R. loan, 117@— ; do. Gold Loan, 120@121 ; do. consol 7s, 123¼@130 ; Northern Pacific, 43⅝@43¾ ; do. pref. 83½@ 83¾ ; North Pennsylvania, 59⅞@60⅛ ; do. 6s, 110@— ; do. 7s, 117@— ; do. Gen'l mort. 7s, reg., 124@— ; Philadelphia and Erie, 27@28 ; do. 7s, 119@— ; Minehill, 60⅜@60⅝ ; Catawissa, 20 @28 ; do. pref., 55⅜@55⅝ ; do. new pref., 52⅜ @52⅝ ; do. 7s, 1900, 125@— ; Lehigh Valley 63@63¼ ; do. 6s, coupon, 127@129½ ; do. reg., 126@127 ; do. 2d mort. 7s, 137@138 ; do. consol. mort., 121@123 ; Fifth and Sixth streets (horse), 136@137 ; Second and Third, 114½@115½ ; Thirteenth and Fifteenth, 79@80 ; Spruce and Pine, 50@52 ; Green and Coates, 80@— ; Chestnut and Walnut, 95@100 ; Hestonville, 21½@22 ; Germantown, 76@85 ; Union, 119@125 ; Lombard and South, 25⅞@26⅛ ; West Philadelphia, 85@ 90 ; People's, 25⅝@26 ; Continental, 106@108.

Boston.—Atlantic and Pacific Block, 124½ ; Atchison, Topeka and Santa Fe 7s, guar., 121 ; do. plain 5s, 99½ ; Boston Land, 10¾ ; Boston Water Power, 10¼ ; Burlington and Missouri River in Nebraska 6s, non-exempt, 106 ; Central R. R. of Iowa, 40¼ ; do. 2d pref., 69 ; Chicago and West Michigan, 90¾ ; Chicago, Milwaukee and St. Paul 6s, Dubuque div., 109 ; Cincinnati, Sandusky and Cleveland 7s, 107 ; Flint and Pere Marquette, 34 ; do. pref., 109 ; Iowa Falls and Sioux City, 92½ ; Kansas City, Fort Scott and Gulf, 97 ; do. pref., 131 ; Kansas City, Topeka and Western 7s, 125 ; Kansas City, St. Joseph and Council Bluffs 1st, 124 ; Louisiana and Missouri River, 82½ ; do. pref., 53 ; Little Rock and Ft. Smith, 85½ ; do. 7s, 118 ; Mexican Central Blocks, new, 103 ; do. old, 114 ; Maine Central, 46 ; Massachusetts Central 6s, 99 ; Manchester and Lawrence, 150 ; Marquette, Houghton and Ontonagon, 78 ; do. pref., 125 ; do. 6s, 100½ ; Nashua and Rochester, 60 ; New York and New England 6s, 112 ; Northern Pacific 6s, 108¾ ; Nodaway Valley 7s, 110¼ ; Ogdensburg and Lake Champlain Income, 75¼ ; do. consol. 6s, 105 ; Portsmouth, Gt. Falls and Conway 4½s, 90 ; Rutland, 6⅞ ; do. pref., 31¾ ; do. 6s, 106 ; Republican Valley deferred, 97½ ; Sonora Block sub. No. 4, 125 ; do. No. 3, 300 ; do. 1st mort., 100 ; Summit Branch, 27½ ; Toledo, Delphos and Burlington, 16½ ; Tarkio Valley 7s, 110¼ ; Wisconsin Central, 33¼ ; do. pref., 50 ; do. 2d series, 62 ; Allouez Mining Co., 2½ ; Atlantic, 13 ; Blue Hill, 3¾ ; Catalpa, 2¼ ; Crescent, 1¼ ; Copper Falls, 7 ; Douglas, 3½ ; Duncan, 2½ ; Franklin, 12¼ ; Harshaw, 8½ ; Huron, 4½ ; Osceola, 33 ; Pewabic, 14⅜ ; Sullivan, 3 ; Silver Islet, 45.

Baltimore.—Atlanta and Charlotte, 82½ ; do. 1st, 115½ ; do. income, 95½ ; Atlantic Coal, 1.45 ; Baltimore and Hanover, 34½ ; Baltimore City 6s, 1890, 118¼ ; do. 6s, 1900, 127 ; do. 5s, 1916, 125¼ ; do. 4s, 1920, 111 ; Columbia and Greenville 1st, 107½ ; Chesapeake and Ohio Canal 6s, 64½ ; Charlotte, Columbia and Augusta, 61 ; Maryland Defense 6s, 105 ; Norfolk Water 8s, 126¼ ; Norfolk and Western pref., 65 ; Ohio and Mississippi, Springfield div. 1st, 120 ; Richmond and Danville, 107½ ; South Side 3d, 105¼ ; Virginia Peelers, 40 ; Virginia and Tennessee 2d, 105 ; Virginia Midland 1st scrip, 112 ; do. 2d, 111½ ; Wilmington, Columbia and Augusta, 6s, 118. The latest quotations are : Atlanta and Charlotte, 80@— ; do. 1st, 115@115¾ ; Baltimore City Passenger E. R., 38½@40 ; Baltimore City 6s, 1884, 106@108½ ; do. 6s, 1890, 118@118¼ ; do. 6s, 1893, —@119 ; do. 6s, 1902, 125¼@— ; do. 5s, 1894, 117@118½ ; do. 5s, 1916, 124¾@— ; Baltimore and Ohio, 205@215 ; do. Washington Branch, 165@— ; do. 6s, 1885, 109@109½ ; Charlotte, Columbia and Augusta, 58@63 ; Chesapeake and Ohio Canal 6s, 62@65 ; Consolidation Coal, —@40¾ ; Marietta and Cincinnati 1st, 124@125 ; do. 1st Sterling, 121½@— ; do. 2d, 92½@92¾ ; do. 3d, 52½@53 ; Norfolk and Western pref., —@65 ; Northern Central, 56¼@56¾ ; do. 6s, 1900, gold, 116@— ; do., 1904, gold, 117@118 ; do. 5s, 1926, 103⅛@103¾ ; Orange Alex. and Manassas 7s, 107@110 ; Pittsburg and Connellsville, —@17½ ; do. 7s, 126@ 127 ; Richmond and Alleghany, 70@74 ; Richmond and Danville, 106¼@— ; Union Canal 6s, endorsed by Canton Co., 119@120 ; Virginia Midland 2d, 111@112 ; Virginia Consols, 64@66 ; do. 10-40, 56½@57 ; Western Maryland 2d pref., 111@112 ; do. Washington Co. guar., 113@—.

The President of the Master Car Builders' Association specially requests the attendance of an authorized representative of all roads at the meeting to be held in New York City on the 15th, for the purpose of revising the rules governing the condition of and repairs to freight cars for the interchange of traffic. It is earnestly desired that the rules shall be so revised and adopted at this meeting as to meet the necessities of all railroads offering cars for interchange. This invitation has been extended to all railroads in the United States and Canada.

Business Notices.

In addition to an extensive variety of carpets a full line of mattings, oil cloths, linoleums, lignums, etc., may be had for office or household furnishings at the Broadway Store (No. 701, near Fourth st.,) of Stephen A. Spencer, and at prices which invite attention. See his card elsewhere in this paper.

The Zero Refrigerator, manufactured by A. M. Lesley, 380 Sixth Ave., this city, is too well known to require new proof of its value. We need only reiterate what is often said of it, that "it is first class." Housekeepers and others can make no mistake in selecting the "Zero" as 38,000 households into which it has gone may testify.

The completion of the Southern Pacific Railroad to El Paso, Tex., was celebrated at that place on the 27th ult. in an enthusiastic manner by the citizens.

The entire new route of the proposed new railroad from Santa Rosa to Benicia, Cal., has been surveyed.

The track of the Utah and Northern Railroad is now laid to a point about twenty miles north of Dillon, Montana.

Paine, Webber & Co.,

BANKERS AND BROKERS,

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IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH.
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CARPETS,

GREAT REDUCTION IN PRICES.

300 PIECES OF TAPESTRY BRUSSELS 75c. to 90c. Also 350 PIECES OF VELVETS, from $1 50 to $1 75. CHURCH AND OFFICE CARPETS, 50c. to 50c. LINOLEUMS, LIGNUMS, and MATTINGS at low prices.

STEPHEN A. SPENCER,

No. 701 Broadway, near Fourth st., N. Y

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	July 81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July 80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,549,578	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	
" " pref.100	1,750,100	... ...	Apl. '81 3
Agricultural Br. guar..100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2½
Boston and Maine.....100	6,921,274	M. & N.	May 81 4
Boston and Providence..100	4,000,000	M. & N.	May 81 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'81 3
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '81 3
Cape May and Millville* 50	447,000	J. & D.	June '80 3
Catawissa*..... 50	1,159,500	October.	Oct.'80 $1½
" pref. 50	2,200,000	M. & N	May '81 2½
" 2d pref..... 50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '81 1
" " pref.100	769,600	F. & A	Feb. 81 3½
Central of Georgia.....100	7,000,000	J & D.	June 81 4
Central of New Jersey.100	18,563,200	quarterly	Apl. 76 2½
Central Ohio*..... 50	2,425,000	J & J.	Jan. 81 3½
" pref.... 50	400,000	J. & J	an. 81 3
Central Pacific 100	54,275,500	F. & A.	Feb. 81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. 81 4
" pref...100	2,425,400	M. & S.	Mar '81 4
Chicago, Burl. & Quincy.100	31,004,466	quarterly	June '81 2
Chi., Clin., Dub. & Minn....	3,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12 279,483	A. & O.	A.l. '81 3½
Chicago & N. Western..100	14,988,257	J. & D	June'81 3
" pref.100	21,625,353	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	30,0 0 000	quarterly	May '81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	June'81 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Mar. '81 2
Colum. & Hocking Val..100	3,500,000	F. & A.	Feb. '81 4
Concord..... 50	1,500,000	M. & N.	May 81 5
Concord and Ports.*.....100	350,000	J. & D.	D c. '80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Feb. '81 2
Connecticut River..... 10	2,100,000	J. & J.	July '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk.. 50	600,000	quarterly	June 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*..... 2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*....100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80 2½
" " pref.100	2,603,380	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	6,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan 81 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga....100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & D	June '81 2½
Eel River.....100	3,000,000	quarterly	June '81 2½
Elmira, Jef. & Canand*..00	500,000	Sept.	Sept. '80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '80 1
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept. '80 1½
Fitchburg 100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia.....100	4,200,000	J. and J.	July '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	Apl. '81 2
Illinois Central.....100	29,000,000	M. & S	Mar. '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May, '81 1½
Ia. Co. & Mo. Northern. 25	600,000	quarterly	May, '81 2
Jeffersonv., Mad. & Ind..100	000,000	quarterly	May, '81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May, '80 1½
Kentucky Central.....1 0	500,000	J. & D.	Dec. '80 1
" pref.100	500 000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	48,466,800	quarterly	May, '81 2
" " (guar.).100	533,500	F. & A.	Feb. '81 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	332,565	quarterly	Apl. '81 1½
" pref. 50	106,300	quarterly	Apl. '81 1½
Little Miami*..... 50	1,871,450	quarterly	Mar. '81 2
Little Schuylkill*..... 50	2,648,100	J & J.	Jan. 81 2½
Louisville & Nashville...100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738 204	quarterly	May '81 1½
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323.375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....1 0	2,416,000	quarterly	Apl. 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800.000	M. & N.	May '81 3½
Nashua and Rochester..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R..100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	... ...	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,101,700	.....	...
" " pref...100	8,146,700	.....	...
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '81 2
Ning. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '81 1½
Northern Central 50	5 842,000	J. & J.	July '81 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '81 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2 604,400	J. & J.	Jan. 81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	...
" pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455,0 0	quarterly	May 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 4½
Panama 100	7 000,000	quarterly	May '81 5
Paterson and Hudson*..100	632,000	J & J.	Jan. '81 4
Paterson and Newark*..100	250,000	J. & J.	...
Paterson and Ramapo*..100	248,000	J. & J.	Apl. '81 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	...
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	June 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '81 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Apr. '81 1½
" Special Imp..100	5,504.300	quarterly	Apl. '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Jan. '81 3
Providence & Worces...100	2,000,000	J. & J.	Jan. '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. 81 4
Rhode Island & Mass...100	175.575	— & —	Jan. '81 3
Richmond & Peterab....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb. '75 3½s
St. L., Alt. & T. Haute.100	2,300,000	— & —	...
" " " pref.100	2,463,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,453 shs	M. & S.	Sep. '78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,161,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	809,450	F. & A.	Aug. '80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	July '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3 050.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... ...	...
" " pref.100	20 000,000	quarterly	May 81 1½
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '80 3
Warwick Valley.....100	225,000	J. & J	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,456,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3½
Worcester and Nashua..75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	....
Baltimore City.....25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000.000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180 000	J. & J.	July '81 6
D. Dock E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Phila.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000.000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300.000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102.540	.....	Oct. '78 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	232,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 50	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 3
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '81 3
South Boston 50	0 00,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.)..50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia.....50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 3
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000,000	.....	June'81 1½
Delaware and Raritan*..100	5,847,400	quarterly	Apl. '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.. 50	1,003,500	J. & J.	July '79
Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12 000,000	quarterly	May '81 2
American Express 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	8.000 000	J. & D.	June '81 5
Calumet and Hecla Mining. 100,000 S.		F.M.A.N	May '81 $5
Central Mining Co.....100	... .	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I..100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	6,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Mongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Apl. 81 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 2
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	5,990.200	F.M.A.N	May '81 3
Quicksilver, common ...100	6,708.706	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,750,000	J. & J	Jan. '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp.100	6,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	80,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,561	184,680	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,640,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,7?4	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,064	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	643,723	7,687,226
1881	487,890	461,641	511,415	548,675	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,323	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,736	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,311 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,327	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,883	191,695	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	189,125	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247.807	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	434,475	325,209	267,082	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,835	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	846,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	.....	.....	.....	.....	.....	.....	.....	.....
1881	318,243	211,353	226,358	162,027	145,416	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,876	1,606,874	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357 1	86,075	217,613	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	299,880	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,323	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,641	197,470	174,502	175,864	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,298	283,399	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	201,009	194,776	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490,195	451,560	408,241	349 053	355,300	442,000	542 555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	480,300	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,699	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,483	320,962	425,685	382,642	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	926,603	933.143	1,199,268	1,028,791	946,186	952.049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,153
1881	811,617	816,923	1,119,591	1,023,482	.....	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

At the annual meeting of the Portland, Saco and Portsmouth Railroad Company, in Portsmouth, N. H., on the 6th inst. the President made a brief verbal report, stating that the affairs of the road were in a flourishing condition generally and dividends had been paid, that new depots and bridges had been built during the past year, and that within three weeks steel rails will have been laid the entire length of the line. The bridge across Lovell's River, above Centre Ossipee, on the Portsmouth, Great Falls and Conway Railroad, burned on Thursday, was replaced by a new structure on Friday, eighty feet long.

A dispatch dated Mexico, June 7, says Gen. Frisby has obtained a railway concession in the City of Mexico, which is considered the most valuable yet granted there. "It connects with the Southern Pacific and Rio Grande, and comes to Mexico City with branches to the Gulf and the Pacific."

The John P. King Manufacturing Company has been organized in Augusta, Georgia, with a capital of $1,000,000, and the privilege of increasing it to $3,000,000. The object is the manufacture of cotton goods. John P. King is President of the company.

The Philadelphia and Long Branch Railroad, which is completed to Tom's River, was opened for traffic on the 1st inst., both passenger and freight trains running through to Philadelphia.

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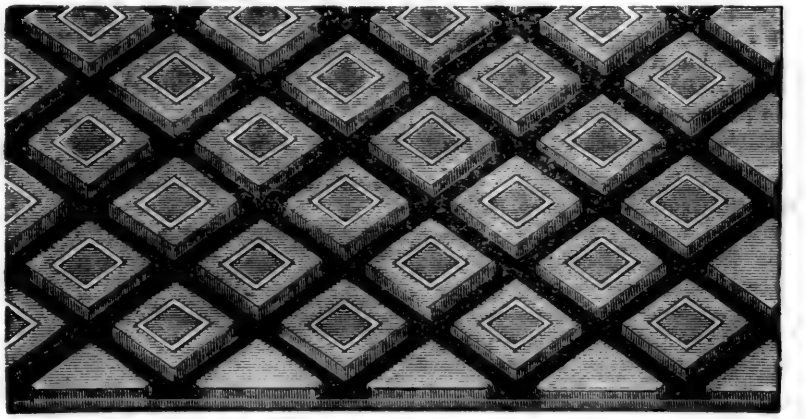
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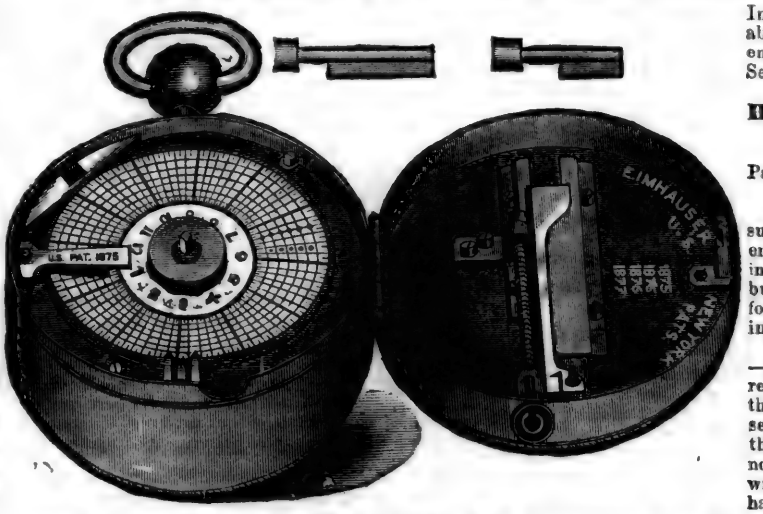
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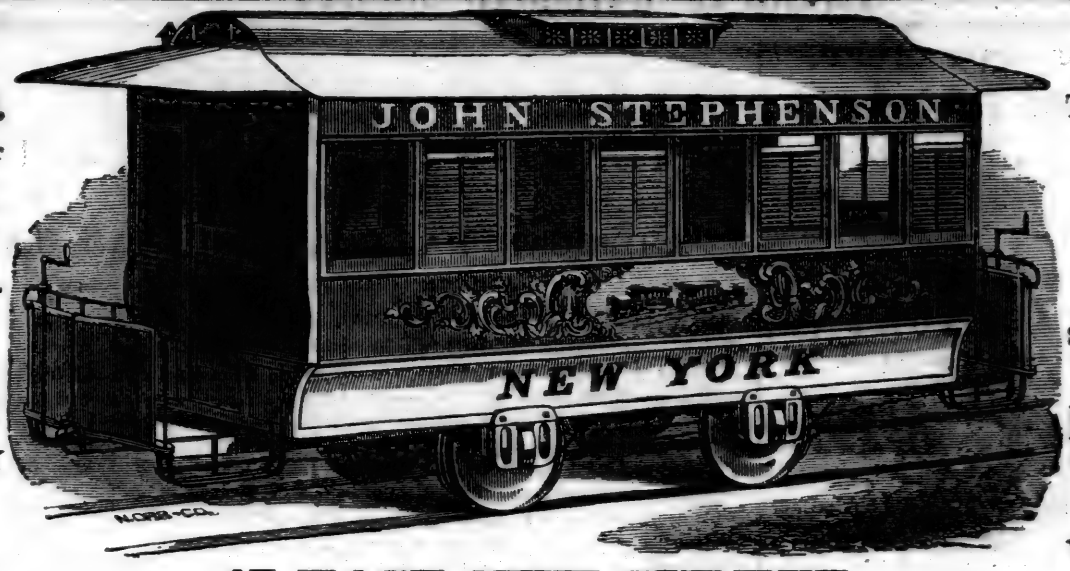
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The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

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TO THE TRAVELING PUBLIC.

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES

SECOND QUARTO SERIES, VOL. XXXVII., No. 25.] NEW YORK, JUNE 18, 1881. [WHOLE No 2,356, VOL. LIV.

HEALTH OF RAILROAD MEN.

For the purpose of studying the effects of engine driving upon engineers and firemen Ludwig Hert made frequent trips on a locomotive, (his longest uninterrupted journey being 325 miles) and from his experience and tests noted the following causes effecting those continuously employed upon engines: First, the violent concussion; second, the uninterrupted straining of the eye and ear; third, the cutting air (less noticeable on the engines provided with a protecting roof); fourth, the continuous erect position; fifth, the frequent change of temperature. The occasional troublesome or noxious influences are dust and irrespirable and poisonous gases. Hirt observed on himself and young firemen an increased frequency of pulse and respiration, pain in the knees and the calves of the legs, exhaustion, weariness and excessive thirst, and nausea, which, however, soon disappear. Whenever he traveled thirty five to fifty miles without a stop, vertigo was perceived, associated with violent roaring in the ears, and he felt the urgent need of something to cling to. In addition to these symptoms, we have in the case of engineers and firemen the mental exertion of the most careful watchfulness and uninterrupted exertion of the higher organs of sense. Regarding the results of long years of traveling on the engine, Hirt says that, taking all in all, an engineer who averages seventy-five miles daily, or, in round numbers, 25,000 miles a year, may be as sound and robust after twenty years' service as he was in the beginning, providing he was then healthy and that he has met with no accidents. If we examine, says Hirt, a large number of engineers who have been long in the service we find that a majority of them are robust, sunburnt men, with well developed faculties, good digestion, and in an excellent state of health. The minority, however, in whom we see the disastrous results of their calling, must not be forgotten.

Dr. Lawrence Turnbull of Philadelphia recently read a paper before the Pennsylvania Medical Society, relating to deafness among railroad men, and his opinions are summarized by the Scientific American as follows: Locomotive engineers, firemen, and conductors, he said, are liable to affections of the ear, with decrease of hearing, such deafness appearing to be, in his estimation, more dangerous than color blindness as regards the signal code, because the latter is usually a congenital defect which can be defined precisely before the individuals are placed on active duty, while the deafness is an acquired disease, but slow in its approach and sometimes unknown to the person affected; and a cold or injury diminishing the hearing more and more, or destroys it completely, if it is not properly treated. Dr. Turnbull recommended that all candidates for railway service should be examined by a competent physician, who should test them with special reference to their hearing. He also advised that the company's physician should report to the superintendent of the road every case of deafness discovered in trainmen, provision being made for the transference of men of impaired hearing to other positions where perfect hearing is less vitally important.

THE RAILROAD BELL-ROPE.

In the early days of the railroad in this country the locomotive engineer was the master of the train. He ran it according to his judgment, and the conductor had very little voice in the matter. Collecting fares, superintending the loading and unloading of freight, and shouting "All aboard!" were all that the conductor was expected to do. The Erie Railway was then the New York and Erie Railroad. There was no rail connection with Jersey City in 1842. Boats carried passengers from New York to Piermont-on-the-Hudson, which was then the eastern terminus of the road. Turner's, 47 miles from New York, was as far west as the railroad was in operation. One of the pioneer conductors of this line was the late Capt. Ayres. He ran the only train then called for between the two terminal points. It was made up of freight and passenger cars. The idea of the engineer, without any knowledge of what was going on back of the locomotive, having his way as how the train was to be run, did not strike the Captain as being according to the propriety of things. He frequently encountered a fractious passengers who insisted on riding without paying his fare. As there was no way of signalling the engineer, and the passenger could not be thrown from the train while it was in motion, the conducter in such cases had no choice but to let him ride until a regular stop was made. Capt. Ayers finally determined to institute a new system in the running of trains. He procured a stout twine, sufficiently long to reach from the locomotive to the rear car. To the end of this string next the engineer he fastened a stick of wood. He ran this cord back over the cars to the last one. He informed the engineer, who was a German, named Abe Hammil, that if he desired to have the train stopped he would pull the string and raise the stick, and would expect the signal to be obeyed. Hammil looked upon this innovation as a direct blow at his authority, and when the train left Piermont he cut the stick loose. At Turner's he told Capt. Ayres that he proposed to run the train himself, without interference from any conducter. The next day the captain rigged up his string and stick of wood again.

"Abe," said he, "this thing's got to be settled one way or the other to-day. If that stick of wood is not on the end of this string when we get to Turner's you've got to lick me or I'll lick you.

The stick was not on the string when the train reached Turner's. The Captain pulled off his coat, and told Hammil to get off his engine. Hammil declined to got off. Capt. Ayres climbed to the engineer's place. Hammil started to jump off on the opposite side. The conductor hit up under the ear, and saved him the trouble of jumping. That settled forever the question of authority on railroad trains. Hammil abdicated as autocrat of the pioneer Erie train, and the twine and stick of wood, manipulated by the conductor, controled its management. That was the origin of the bell-rope, now one of the most important attachments of railroad trains. The idea was quickly adopted by the few roads then in op-

eration, and the bell or gong in time took the place of the stick of wood to signal the engineer. Capt. Ayres continued a conductor on this road under its different managers until he was superannuated and retired on a pension a year ago. He died a few months ago in Owego at the age of 78 years.—[New York Times.

New York and Brooklyn Bridge.

At the annual meeting of the Trustees of the New York and Brooklyn Bridge at their office in Brooklyn on the 14th inst.—all the Trustees being present, including Mayors Grace and Howell and Controllers Campbell and Semler—Henry C. Murphy was re-elected President and William C. Kingsland Vice-President, for the ensuing two years. President Murphy, upon taking the chair, gave a short sketch of what had been done on the bridge during the last year and what yet remained to bring it to completion. The iron foundation of the roadway has been laid for a considerable distance on both sides of the river, and the approaches to the bridge both in Brooklyn and New York are rapidly being put in condition for pedestrians. On the New York side there yet remains much work to be done in the bridging over of Franklin square, but he was happy to announce both to the trustees and the public that the money necessary for the full completion of all work on the bridge is at the disposal of the board. The bridge, therefore, would be soon in a fit condition for passenger traffic. Something more, however, remains to be done, in removing obstructions from the bridge and preparing the way for the approaches. For this purpose he had prepared a bill to bring before the present Legislature. It authorized the trustees to acquire land at both termini of the bridge, to develop it properly and give room to persons desirous of crossing; the land thus acquired to be held by both cities. For this purpose the bill asked for an appropriation of $1,000,000 one-half to be raised and expended in each of the two cities. The trustees are to expend it in acquiring land, both public and private, and streets needed for proper approaches, and to require all railroad tracks in the way to be removed and relaid in suitable places. As far as the elevated road is concerned, the matter is to be adjudicated in court, and if decided against the trustees they are to pay an equitable amount for the removal of the obstruction. The trustees are to be likewise authorized to complete the arches of the bridge and to lease them and such other property as they may deem proper, and take any other measures needful to promote the use of and travel on the bridge. After considerable discussion the whole matter was referred to the Mayors and Controllers of both cities, with full power.

Mr. A. P. Quintard, was then re-appointed Secretary of the Board, and Mr. John T. Agnew, was re-elected Temporary Secretary.

The President appointed the following gentlemen as members of the Executive Committee: John T. Agnew, John G. David, Robert B. Roosevelt, Erastus W. Smith, William Marshall, William C. Kingsley, Henry W. Slocum, J. S. T. Stranahan, Comptroller Semler, of Brooklyn, and Thomas C. Clark. The Finance Committee was appointed as follows; Comptroller Campbell, J. Adriance Bush, Henry Clausen, Alden S. Barnes, Charles McDonald, J. S. T. Stranahan and Otto Witte. A special committee was appointed for the purpose of considering the best mode of transit across the bridge, viz: Erastus W. Smith, J. S. T. Stranahan and Thomas C. Clark.

A resolution was then passed calling upon the comptrollers of both cities for the final $1,000,000 granted by the Legislature, according as the trustees might require the same for the work on the bridge. One-third of this amount is to be paid by New York and the remainder by Brooklyn.

From the report of the Secretary, which was read, it appears that the cash receipts since the beginning of the work were $13,009,315 20 and expenditures $12,884,437 23, leaving on June 11, 1881, a cash balance of $124,877 97, with liabilities amounting to $85,155 08.

Commerce of New York.

The foreign imports at New York for the month of May, 1881, are officially stated as follows:

	1880.	1881.
Entered for consumpt'n.	$17,796,044	$16,008,186
Do. for warehousing ...	14,278,907	8,471,679
Free goods	11,115,579	2,048,828
Specie and bullion	547,797	1,409,573
Total entered at port...	$43,738,327	$34,938,276
Withdrawn fr. wareh'use	5,825,501	9,070,526

The foreign imports at New York for five months from January 1, were:

	1880.	1881.
Entered for consumpt'n	$105,985,402	$88,595,499
Do. for warehouseing..	53,639,273	37,505,950
Free goods	54,878,852	51,079,878
Specie and bullion....	3,600,330	29,419,949
Total entered at port.	$218,103 857	$206,601,276
Withdrawn fr. wareh'se	32,879,645	39,368,737

The foreign imports at New York for eleven months ending with May, were:

	1880.	1881.
6 months ending Jan. 1.	$266,228,601	$280,770 515
January	40,897,154	36,085,859
February....	40,165,384	34,157.268
March	45,598,729	48,580,761
April	47 704,263	52,839,617
May	43,738.327	34,938,276
Total 11 mos.	$484,332,458	$487,371 791
Deduct specie....	82,343,501	100,014,485
Total mdse.....	$401,988,957	$387,357,306

The duties received at New York for eleven months ending with May, were:

	1880.	1881.
6 months ending Jan. 1....	$59,271,080 94	$69,593,542 80
January	11,960,677 78	10,572,559 15
February	12,254,602 24	11,217,766 87
March	14,469,557 65	13,122,964 08
April	11,901,071 43	11,678,760 98
May....	9,752,778 54	11,055,935 39
Total....	$119,609,763 58	$127,241,529 17

The exports from New York to foreign ports for the month of May, were:

	1880	1881.
Domestic produce.	$34,681,661	$29,164,091
Foreign free goods....	106,808	638,864
Do. dutiable....	522,044	784,110
Specie and bullion.	473,769	573,358
Total exports.	$35,783,772	$31,159,923
Do. exclusive of specie	35,310,003	30,586,565

The exports from New York to foreign ports for five months from January 1, were;

	1880.	1881.
Domestic produce.....	$149,954,069	$148,404,192
Foreign free goods..	1,060,133	4,569,613
Do. dutiable	1,899,522	2,668,082
Specie and bullion...	3,706,056	5,303,421
Total exports	$156,619,780	$160,945,308
Do. exclusive of specie.	152,913,724	155,641,887

The exports (exclusive of specie) from New York to foreign ports for eleven months of the fiscal year:

	1880.	1881.
Six months ending Jan. 1....	$197,760,586	$220,889,350
January	25,416,566	30,264,919
February	23,891.148	28,136,303
March....	33,626,459	36,290,685
April.	34,669.548	30,363 415
May	35 310,003	30,586,565
Total produce ..	$350,674,310	$376,481 237
Add specie	7,039,122	9,952,822
Total exports...	$357,713,432	$386,434,059

Boston and New York Air Line Railroad.

The report of the directors of the Boston and New York Air Line Railroad Company show the gross earnings of the company for the year ending April 30, 1881, to have been $281,569 40, the operating expenses $125,806 06, and the net earnings $155,763 34. Out of the net earnings the following expenditures were made: Construction and equipment, $19,648 27; interest on first mortgage bonds, $35,000; taxes for 1880, $14,727 82; cost of exchanging and printing bonds, $15,800. During the year 800 tons of new steel rails were laid, and 15,000 new cross ties. Contracts have been made whereby the company will have a continuous track of steel rail between its termini at New Haven and Willimantic during the present fiscal year. The general balance sheet to May 1, 1881, shows, on the debit side, the following items: Cost of company's property, $3,900,000; expended on construction and equipment, $560,000; material, &c., on hand, $57,000; cash, $41,000; uncollected earnings, $29,000. On the credit side the following appear: Bonds of former road convertible into stock, $252,000; capital stock, preferred, $2,800,000; do. common, $800,000; scrip, $28,000; first mortgage bonds, $500,000; current liabilities, $23,000; profit and loss, $184,000.

The Canton Company.

At the annual meeting of the Canton Company in Baltimore, Maryland, on the 8th inst., the report of the Treasurer was presented showing the financial condition of the company at the close of the fiscal year, May 31, 1881, to have been as follows: Balance on hand June 1, 1880, $37,202 40; rents, $89,126 79; sales of real estate, $196,049 96; Union Railroad on account of loans, $80,600—total, $402,979 05. Disbursements: Repairs to wharves, streets, salaries, taxes, &c., $38,949 76; trustees Canton Company proceeds sales of real estate, $184,174 86; rebates allowed Northern Central Railway Company, $16,766 21; interest on bonds, $99,407 27; settlement of contested claims, $10,000; purchase of real estate, $526 85; balance in bank May 31, 1881, $53,154 10—total, as above, $402,979 05.

A special meeting of the Canadian Pacific Railway Company will be held in Montreal on the 18th of July.

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New York, Saturday, June 18, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

COMBINING midsummer pleasures with business the bankers are to meet in a convention to be held at Niagara Falls on the 10th of August, under the auspices of the American Bankers' Association.

HOLDERS of coupon five per cent Government bonds should remember that the time for their extension at three and a half per cent will expire July 1, and that while they have this week been quoted at 103½, after July 1 they will naturally be worth but par and accrued interest.

NEW YORK will have a direct connection with the Hoosac Tunnel by means of the extension of the New Haven and Northampton Railroad just being completed. The extended line has already been connected with the State road at Bardswells' Ferry, near the tunnel, and through trains over the new route will probably soon be announced.

AN idea of the vastness of the tide of immigration flowing westward is seen in the estimate that four railroads carried to Chicago in May, over 35,000 immigrants, and this in addition to the many thousands who sought the West, without passing through Chicago. Meanwhile the immigration from the other side of the country is increasing, the Chinese having come fifty per cent faster during the early months of this year than last season.

THERE is a probability that the Government of Nova Scotia may sell the entire railroad system of the Province to an English corporation, which is said to have made an offer for it, such a transfer to be made upon certain terms fixed in the charters of the different roads. The matter is soon to be considered by the Provincial Legislature.

THEY have it in mind to try a line of Brazilian steamers at Boston; and they will probably keep it in their mind for some time before much money or the required guarantees concerning outward cargoes will be forthcoming. There needs to be some enterprising work done at the Brazilian end of the line, in the interest of American commerce before shippers can have a view of the subject much different from that which New York's experience would naturally present.

ONE of the uses that the electric light may possibly be put to is that of lighting railroad tracks in such a manner as to do away with headlights. At least the feasibility of using the light for such a purpose has been suggested to railroad men, the idea being to utilize the existing telegraph poles as supports for electric lights which should make a continuous illumination along the entire road. Should it seem practicable after careful investigation and tests are made, the additional security from accidents and the convenience of the plan would doubtless bring it into prompt and careful consideration.

WITHIN a few weeks another cable will be completed between Europe and America, one-half of it having been already laid with its end now resting on a buoy about nine hundred miles from Nova Scotia. The Canadians are talking up a purely Canadian Trans-Atlantic cable and there seems to be much interest manifested in the matter. Initiatory steps have been taken looking toward getting the project under way, and it is said that one of the objects of Sir Hugh Allan's present visit to England, is to consult with capitalists about the desirability of laying a cable that should be in management and operation distinctively Canadian.

THERE is an increasing desire among the farmers of Scotland to immigrate to this country, doubtless growing out of the agitation over the land laws and general dissatisfaction with the agricultural prospects of their own land as compared with what America is offering in that direction. The Scottish element will prove of great value in the development of our agricultural resources, but it must be attracted and directed in the most sincere and the wisest manner to prevent a check upon its coming. The Scotch farmers want information of undoubted reliability concerning the different sections of our country and when this is furnished them and they have studied out the localities best adapted to their wants their is little doubt as to their coming over in large numbers. Alexander Sinclair, Editor of the Glasgow Herald, has been making a tour of the United States and doubtless the results of his studies of the different sections visited will be of interest and value to his countrymen, to whom he has just returned.

THERE is a difference of opinion between some of the officers of the Treasury Department and experts concerning color blindness. The former in examinations made of pilots last year came to the conclusion that color blindness was not an acquired disease but hereditary. To this theory certain experts are opposed, among others Dr. Jeffries of Boston, who is quoted as saying in a recent address, "Color blindness, beside being congenital and hereditary, may be acquired. It is a symptom of some disease of the brain and the optic nerve. Men, after any exhausting disease, like typhoid fever, should be tested before again resuming their duties. The necessity of periodic examinations, for instance with pilots, as often as they are relicensed, is thus readily understood; this quite aside from the necessity of testing their visual power, which may have decreased from many causes during the preceding year. Injuries about the head, such as sailors and railroad employees are particularly subject to, may cause diminished color perception. Alcohol and tobacco produce a deterioration of the vision and color sense."

The Parentage of the Railroad.

It was a singular procession that was witnessed by thousands at the centennary of the birth of George Stephenson, at his birthplace near Newcastle on the 9th; a long line of rail, road locomotives moving like things of life in stately dignity over their iron pathway and illustrating in their beautiful mechanism and display of almost human powers the creative skill of man and the progress of a century. Nearly every railroad company in the United Kingdom was represented in the line by its most powerful engine. Following this wonderful display came an equally significant and fitting one a procession of trade societies in which 100,000 persons are said to have participated. At Vienna the Society of Austrian Railway Officials celebrated the day by unveiling in their club house a portrait of Stephenson, whom they called "The Father of Railways."

There has been in these celebrations a strange overlooking of the important part performed by Oliver Evans in starting the idea of using steam on railroads. While Stephenson was absorbed in contemplating locomotion chiefly from his mother's arms, Oliver Evans, of Pennsylvania, in 1784, conceived the idea of

his high pressure steam engine and the employment of it for moving carriages on ordinary roads. During the following ten years he urged the adoption of railroads with steam engines as superior to canals. In the winter of 1803-4 he exhibited a steam carriage successfully in the streets of Philadelphia, an invention of his own over which he had expended about four years of work, in which he had to overcome almost insurmountable obstacles. This invention, which was really a locomotive, was intended for a trial on a railroad which it was understood should be built for it. But the railroad was not built and Evans' locomotive was designated a street carriage. Twelve years before Stephenson had demonstrated the feasibility of steam railroads, or about 1810, Evans was advocating in public addresses and other ways the building of a railroad between Philadelphia and New York without receiving much encouragement, though offering to apply the whole of his fortune to the enterprise. It is fitting that among these tributes to the inventor of the locomotive a fairer portion of recognition should be given to the labors and inventive achievements of Oliver Evans, of whom it may be said that the world witnessed in him the first enthusiastic champion of the utility of the locomotive. No time has been assigned as yet for the celebration of the birthday of the "iron horse"; the centennary of the birth of the idea may be placed perhaps in 1884, though the centennary of the trial of Evans' first locomotive would come twenty years later. It would not be unfitting that the land of the most marvelous railroad achievements should in some manner do public honor to the memory of the pioneer of her most important element of internal improvement and progress.

Manufacturing.

The Blair Iron and Steel Works at Glenwood, near Pittsburg, have been put in order by William McKinney & Sons, and will soon be operated.

The Southern Car Works Company was organized recently at Knoxville, Tennessee, with $100,000 capital and orders for a year's work. Within 60 days the buildings will be finished and 200 hands will be employed.

A system of lighting railroad cars with gas has been tried on the Baltic Railway. The gas is made on the cars by the action of sulphuric acid and zinc, the resulting hydrogen being carbureted by being passed through naptha vapor. It is said that this gas has very little odor, that its flame is bright, white, and constant, and that it is cheaper and gives better results than stearine candles;

Blast-furnace slag, that most hopeless of all waste substances, is now utilized to a great extent. It is converted into sand, mixed with a certain proportion of scienitic lime, and manufactured into bricks which possess many advantages over the ordinary bricks of commerce. By reducing the slag to a fibrous condition a material is produced which is usefully employed as a non-conductor of heat in clothing steam pipes and boilers. It is used in the manufacture of glass bottles and glass railway sleepers. But the most recent invention in slag utilization is in the production of a pure, white cement of greater strength than the best Portland cement.

The rule of best lubrication is to use an oil that has the greatest cohesiveness to metal surfaces, and the least adherence as to its own particles. Fine mineral oils stand first in this respect, sperm second, neatsfoot third, lard fourth. Cast iron holds better than any other metal or any alloy, and is the best metal to use for light bearings, perhaps for heavy. It has been proved by experiments that a highly polished bearing is more liable to friction than a surface finely lined by filing.

Mining.

The Starr-Grove Silver Mining Co. has declared its eighth regular monthly dividend of ten cents a share payable on the 30th at No. 2 Nassau St.

The superintendent of the Satemo Gold Quartz Co. Clark & Bothwells' Nova Scotia mine, reports that by the time the new mill is ready he will have plenty of rich quartz to work and prophecies a boom in Nova Scotia.

Reports received last week from the manager of the Hite mine indicate that affairs are in good shape at the mine, with the mill running uninterruptedly. The miners have of late been driving the lower level and they are now 300 feet east of wings and 90 feet west of tunnel line; the ore body is said to be holding good, running from 7 to 15 feet of pay.

Railroad Earnings.

The earnings of the Indiana, Bloomington and Western Railway for the month of May were $102,630 53; for corresponding month last year, $85,733 25.

The earnings of the Chicago and Grand Trunk Railway for week ending June 4 were $31,651 as compared with $19,890 for corresponding week last year.

The earnings of the Flint and Pere Marquette Railroad for week ending June 7 were $38,384 80; corresponding week last year $25,895 30.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for week ending June 7 were $89,859 03; corresponding week last year $62,249 85.

The earnings of the Denver and Rio Grande Railway for first week of June were $124,533; corresponding week last year $54,637; miles now operated 690; operated last year 422.

Personal.

N. L. McCready, president of the Junction and Breakwater Railraad Co., is to sail for Europe July 6.

Sir Henry Tyler and Sir Charles Young have retired from the directory of the Hamilton and Northwestern Railway of Canada.

Robert Garrett of the Baltimore and Ohio Railroad Company will occupy the Brinley cottage at Newport this summer.

Strickland Kneass assistant to the president of the Pennsylvania Railroad Company has gone to Europe on a three months vacation.

Ex-Governor Morgan has purchased the real estate known as the Cheesebrough farm, in the vicinity of Broadway and 178th st. this city, for $450,000.

Mr. Vennor is about coming to New York and Washington to secure the copyright in the United States of his weather almanac.

Wm. Seligman, banker, of this city, now in Europe, gave a dinner in Paris last week in honor of the delegates to the monetary conference.

Archer Baker formerly general manager and secretary of the Canada Central is now general manager of the Eastern division of the Canadian Pacific Railway from Lake Superior to Ottawa.

It is prophecied that Albert Fink, Railroad Commissioner, will be chosen president of the Northern Pacific Railroad Company in September next.

Captain R S. Hayes was elected first vice-president of both the Missouri, Kansas and Texas and Texas and Pacific Companies, Monday, at Palestine, Tex., vice Major F. S. Bond, resigned.

The wife of Sir Hugh Allan died suddenly from a stroke of paralysis at Montreal last Saturday night. She was a highly esteemed lady and of widely-known generosity to the poor.

Jacob Hennessey is to be chief clerk for Thomas M. King on the Baltimore and Ohio Railroad. He formerly held a similar position in Mr. King's office on the Allegheny Valley Railroad.

Vice-president J. T. Gause of the Harlan & Hollingsworth Company, Wilmington, Del., and his son Victor sailed for Europe last week on a pleasure and business trip combined, expecting to be gone three or four months.

E. L. Lomax, formerly ticket agent at St. Louis of the St. Louis, Iron Mountain and Southern Railway has been appointed general passenger agent of the Toledo, Delphos and Burlington railroad, at Toledo, Ohio.

Charles Burleigh, of Fitchburg, Mass., is said to have contracted to build an air locomotive 54 feet long which it is expected will be more powerful than a steam locomotive, for use in the projected underground railroad in this city.

Col. Francis D. Grey, of London, president of the Great Western Railway of Canada, and Godfrey McDonald, of Chicago, general Western freight agent, have gone on a trip to the Northwest and Manitoba, to study the railroad system at that part of the country.

William H. Browns' position with the Pennsylvania Railroad is now that of chief engineer of all the owned, leased or controlled lines of the Pennsylvania Railroad east of Pittsburgh and Erie. John C. Wilson and Robert E. Pettit have been appointed assisstants to the chief engineer.

J. B. White has resigned as comptroller and secretary to the Receivers of the Philadelphia and Reading Railroad Co., the resignation to take effect June 21, D. Jones, for some time the Mr. White's assistant, is mentioned as his probable successor as comptroller, and J. Y. Humphreys as secretary.

Ex-Senator John B. Gordon, president of the Georgia Pacific Railroad Company recently organized to construct a railroad from Atlanta to the Mississippi river was given a banquet at the Kimball House, Atlanta last week. In a speech he said he left the Senate for a fixed purpose, the building of the road to the Mississippi, and he felt that the purpose is accomplished, as the road will be built just as fast as an abundance of means and laborers can push it.

Under the orders of Mr. Wilson, the superintendent of the Delaware Division of the New York, Lake Erie and Western Railroad, the ground about the stations at Lackawaxen and Hancock have been enclosed and much beautified, and other improvements of like character along the route are proposed. Mr Wilson, while incorporating changes for the better in the general features of his department, believes that attractive surroundings to gratify the public taste are not inconsistent with a healthy balance sheet.

James H. Hopkins, of Pittsburg, Pa., president of the Pittsburg Southern Railroad Company, expresses himself as confident that the road will be speedily built, so as to form connections with the Richmond

and Allegheny and Chesapeake and Ohio Railroads. He says the report of the mining engineers, who met at Staunton last week and thoroughly canvassed the prospects of the road, has caused the warmest interest in Pittsburg. Ex-Gov. Matthews, of West Virginia, has been elected vice president of the new road.

A remarkably satisfactory performance of arduous assignee work was shown by the record of Isaac W. England, publisher of the Sun, as assignee for the Frank Leslie Estate, the duties of which office have just been completed. The estate at the time it came into the possession of the assignee was inventoried at $75,000, and was incumbered by debts amounting to about $400,000. In less than four years the assignee has compromised with and obtained releases from all the creditors, and has turned over to the executrix of Frank Leslie, who had meantime died, an estate worth certainly not less than half a million dollars. Though several millions of dollars passed through Mr. England's hands during his assigneeship, his accounts were passed without the question of a dollar.

On board the steamer Germanic which recently brought over Mr. Vanderbilt a baby was born and christened Mary Germanica Vanderbilt Phillips. The mother and Mary Germanica have recently arrived at Youngstown, Ohio, and the Register of that place says concerning the event on shipboard; "In a spirit of banter one of the passengers laid a wager of $25 with Mr. Vanderbilt that he daren't bring the baby up and exhibit it to the cabin passengers. The wager was taken and Mr. Vanderbilt vanished into the hospital, borrowed the diminutive arrival for a few moments, carried it out and showed it. He won the wager, and when he returned the baby to its mother he gave with it $50, the amount of the bet. A purse was made up amounting to $300 for the mother, and upon the arrival of the steamer at New York Mr. Vanderbilt made arrangements for her to receive the best of care in the New York Hospital at his expense."

Interest and Dividends.

The American Express Company have declared a dividend of $2 50 per share, payable July 1.

A semi-annual dividend of $3 per share has been declared by the Providence and Worcester Railroad.

The Granite Railway Company has declared a dividend of $3 per share.

The Eastern Railroad of New Hampshire has declared a dividend of 2½ per cent, payable June 15.

The Fitchburg Railroad Company have declared a dividend of $3 50 per share, payable July 1.

The Boston, Revere Beach and Lynn Railroad Company has declared a dividend of $3 per share, payable July 1.

The regular quarterly dividend of 1¾ per cent has been declared on Chicago, St. Paul, Minneapolis and Omaha preferred shares, payable July 20.

The Philadelphia, Wilmington and Baltimore Railroad Company has declared a dividend of 4 per cent, payable July 1.

The Continental Passenger Railway Company, Philadelphia, have declared a dividend of $3 per share, payable July 1.

The Connecticut River Railroad Company will pay a semi-annual dividend of $4 per share on the 1st of July.

In accordance with a resolution of the Board of Directors of the Indiana, Bloomington and Western Railway Company, a semi-annual installment of 3 per cent interest upon the outstanding income bonds of the company will be payable July 1, 1881, upon the presentation of the bonds for indorsement, at the office of the company, 115 Broadway.

The Central Railroad and Banking Company of Georgia has declared a dividend of 4 per cent in cash and 40 per cent in scrip, the latter to bear six per cent interest.

A quarterly dividend of 2 per cent on the capital stock of the New York Central and Hudson River Railroad Company will be paid on the 15th of July, at the Treasurer's office, in the Grand Central Depot.

A dividend of 1¼ per cent upon the capital stock of the Delaware and Hudson Canal Co. will be paid on and after June 10, at the National Bank of Commerce in New York.

The Northern Central Railway Company have declared a dividend of 3 per cent for the past six months, payable on the 15th of July. In January last a dividend of 2½ per cent was paid.

The Boston and Albany Railroad Company have declared a quarterly dividend of $2 per share, payable at the office of the Treasurer in Boston on the 30th of June.

The Flint and Pere Marquette Railroad Company have declared a dividend of 2½ per cent, upon the preferred stock, payable at the Merchants Exchange National Bank, New York, on the 1st of July.

The Pennsylvania Company, operating the northwestern lines of the Pennsylvania Railroad Co., has declared a semi-annual dividend of 2½ per cent payable June 29.

The Union Pacific Railroad Company have declared a dividend of 1¾ per cent, payable on and after July 1, in Boston, at the company's office, and in New York at the Union Trust Co.

A dividend of 4 per cent on the capital stock of the New York and Harlem Railroad Company will be paid at the Treasurer's office of the New York Central and Hudson River Company in the Grand Central Depot, on the 1st of July.

The Chicago and Northwestern Railway Company have declared a quarterly dividend of 1¾ per cent on the prefereed stock, and a dividend of 3 per cent on the the common stock, both payable at the office of the company in this city on the 28th of June.

The Western Union Telegraph Company have declared a quarterly dividend of 1¼ per cent. The directors also ordered that a sum equal to 1¼ per cent on the outstanding certificates of indebtedness be paid to the holders thereof when the legal difficulties are removed.

Organization.

At the meeting of the Milwaukee and Northern Railroad the following officers were elected: President, Guido Pfister; vice-president, J. C. Spencer; secretary and treasurer, E. Mariner.

The officers of the New York, Susquehanna and Western Railway Company, recently organized, are: Frederic A. Potts, president; W. D. Dunn, first vice-president; Garrett A. Hobart, second vice-president; Albert L. Lee, secretary and treasurer.

Messrs. J. D. Cameron, Jacob Tome, John J. Patterson, Isaac M Denson, Eugene Higgins, John Quinn and W. H Patterson have been elected directors of the People's Passenger Railway Company of Philadelphia.

At the annual meeting of the Canton Company, held in Baltimore on the 8th inst., the following directors were elected: Geo. S. Brown, Wm. H. Graham, Wm. G. Harrison, Chas. G. Weber and Walter B. Brooks, of Baltimore, and L. Von Hoffmann, Abm. B. Baylis, Jas. B. Colgate and Geo. F. Stone, New York. Subsequently Walter B. Brooks was elected president, Wm. H. Graham vice-president, and Wm. W. Janney secretary and treasurer.

At the annual meeting of the stockholders of the Chicago and Western Indiana Railroad in Chicago the following directors were elected: A. Crawford, J. B. Brown, C. B. Sanger, J. T. Torrence and Roswell Miller. Officers were elected as follows: President, J. B. Brown; Secretary, H. W. Chester.

At the annual meeting of the stockholders of the Boston and New York Air-Line Railroad Company, at Middletown, Conn., on the 7th inst., the old board of directors was re-elected, with H. H. Hammond, of New York, president; D. B. Hatch, of New York, treasurer, and F. A. Walson of Bridgeport secretary.

At a meeting of the directors of the Illinois Central Railroad Company, held at Chicago on the 14th inst., the former officers of the company were re-elected, as follows: President, W. K. Ackermnn; vice-president, James C. Clarke; secretary, L. A. Catlin, and treasurer, L. V. F. Randolph.

At the annual meeting of the Portland, Saco and Portsmouth Railroad Company in Portsmouth, N. H., on the 6th inst., Elijah B. Philips, Alfred F. Rockwell, William B. Bacon, Samuel C. Lawrence, George P. King: George E. B. Jackson and Stephen J. Young were elected directors for the ensuing year.

At the annual meeting of the stockholders of the Wisconsin Valley Railroad Company in Milwaukee on the 6th inst., the following board of directors was elected: Alex. Mitchell, P, P. Merrill, W. C. Van Horne, J. W. Cary, I. C. Easter, T. B. Scott, P. Myers.

The New York, New England and Western Investment Company has been reorganized by the election of Joseph P. Hale, president, in place of John C. Short; George Moore, vice-president, John W. Deford, second vice-president, and George W. Debevoise, secretary and treasurer.

The Georgia Pacific Railroad Company was organized at Atlanta, Ga., on the 7th inst. by the election of the following board of directors: J. B. Gordon, A. S. Buford, T. M. R. Talcott, A. C. Haskell, Joseph Bryan, H. W. Perkins, E. C. Gordon, O. H. Phinzy and H. J. Jewett. The officers are: John B. Gordon President, and A. S. Buford vice-president.

At a meeting of the directors of the Northern Pacific Railroad Company held in this city on the 9th inst., Frederick Billings resigned the presidency and Ashbel H. Barney was elected president pro tempore. F. F. Oakes was elected first vice-president, James B. Williams second vice-president, and Henry Villard a director.

At the annual meeting of the stockholders of the Owensboro and Nashville Railroad Company in Louisville, the following directors were elected: E. O. Alexander, A. M. Quarrier, F. Defuniak, H. W. Bruce and Henry C. Murrell, of Louisville; J. W. Thomas, of Nashville, and R. S. Bevier, of Russellville, Ky.

The following gentlemen have been elected directors of the Broadway and Seventh Avenue (N. Y.) Railroad Company: James W. Foshay, Thomas B. Kerr, Thurlow Weed, George Law, John H. Murphy, Jesse A. Marshall, S. Sidney Smith, Edward F. Smith, John Anderson, M. M. White, John J. Bradley, Jacob Sharp and Alfred Wagstaff.

At the annual meeting of the stockholders of the Chesapeake and Delaware Canal Company in Philadelphia on the 6th inst., the following directors were elected: Andrew C. Gray, president, H. Pratt McKean, John F. Gilpin, Thomas A. Biddle, Isaiah V

Williamson, Charles H. Hutchinson, Edwin Swift, David Scull, Manlon P. Hutchinson, John R. Baker, Charles Duttlin, Gustavus S. Benson, James C. Fisher, Henry C. Ford and Joseph E. Gillingham.

Articles of association of the Indiana and Michigan Railway were filed with the Secretary of State of Indiana, on the 10th inst. Directors: George C. Kimble, Henry H. Getty, Oliver P. Pillsbury, Andrew M. Nichols, Hugh Park, John W. Chapin and Frederick A. Nims. The line is to run from La Crosse to the Michigan State line, a distance of about forty miles. Capital stock, $50,000.

At the annual meeting of the stockholders' of the Owensboro and Nashville Railroad Company held in Louisville, Ky., on the 7th inst., the following directors were elected: Gen. E. O. Alexander, A. M. Quarrier, Col. F. DeFuniak, H. W. Bruce, and Henry C. Murrell, of Louisville; Col. J. W. Thomas, Nashville; Col. R. S. Bevier, Russellville, Ky. The total stock of the company is 46,048 shares.

Articles of incorporation were filed at Omaha, Nebraska, on the 8th inst., for the Missouri Pacific Railway Company in Nebraska. The principal place for the transaction of business is Omaha. The incorporators are Jay Gould, A. A. Talmage, F. B. Drake, S. M. Smith and J. T. Webster. It is understood they will build a riverwise line from Omaha, to connect with the Missouri Pacific Railroad at Atchison or St. Joseph.

Articles of incorporation of the Tamaroa, Mount Vernon and Vincennes Railroad Company were filed with the Secretary of State of Illinois on the 10th inst. The capital of the company is $1,500,000, and the incorporators and first Board of Directors are Charles B. Cole, of Chester; J. W. K. Murphy of Pickney; George A. Evans, Robert A. D. Wilbanks, of Mount Vernon, and Alvah Blanchard, of Tamaroa. The object is to construct and maintain a line of road from Tamaroa, in Perry County, via Mount Vernon, in Jefferson County, and thence by the most practicable route to a point on the Wabash River opposite Vincennes.

Articles of incorporation of the Chippewa Falls and Minneapolis Railway Company were filed at Madison, Wis., on the 4th inst. The capital stock is $2,000,000, divided into 20,000 shares, three-fourths of which shall be common and one-fourth preferred. Charles L. Colby, Edwin H. Abbott, F. N. Finney and Howard Morris, who subscribed two shares each, are directors of the new company, which is to build a line from Chippewa Fall to Eau Claire, or from some point to be selected on the Chippewa Falls and Western Railway to the State line, in either Pierce, St. Croix, Pepin or Buffalo, a distance of 100 miles, and then on up the river to Minneapolis.

At the annual meeting of the Pennsylvania Company, held in Pittsburg on the 7th inst., the following directors were elected: George B. Roberts, J. N. McCullough, William Thaw, Thos. D. Messler, H. H. Houston, Wistar Morris, S. M. Felton, H. M. Phillips, J. N. Dubarry, J. P. Wetherill, A. J. Cassatt, John P. Green and W. H. Barnes; and at a meeting of the directors held in Philadelphia on the 9th the following officers were chosen: President, George B. Roberts; first vice-president, J. N. McCullough; second vice-president, William Thaw; third vice-president and comptroller, Thos. D. Messler; secretary, S. B. Liggett; treasurer, W. H. Barnes.

The trustees of the Brooklyn Bridge, recently appointed by the Mayor, Comptroller and President of the Board of Aldermen, are: John T. Agnew, John G. Davis, Robert R. Roosevelt, Erastus W. Smith, J. Adriance Bush, Henry Clausen, Thomas C. Clark and Charles McDonald. All are reappointed with the exception of Messrs. Clark and McDonald, who are civil engineers. The first was appointed in the place of Isaac Newton, who resigned to take the position of Chief Engineer of the Croton Aqueduct, and the last in place of John H. Mooney. Mr. Clark is president of the Phenix Bridge Company, of Phenixville, Penn., and Mr. McDonald is president of the Delaware Bridge Company.

At a meeting of the stockholders of the Southern Maryland Railroad Company, held in Baltimore on the 9th inst., the following directors were elected: Col. W. W. W. Wood, S. A. Lambert, L. G. Hine, John P. Poe, John S. Barbour and Edward Wheaton. Dr. John M. Brome, John G. Chapman and Robert K. Elliott were elected directors on the part of the State of Maryland. The officers are: John Van Riswick, of Washington, D. C., president; J. H. Linville, of Philadelphia, vice-president; Frank Hume of Washington, treasurer. The road when completed will extend from Brandywine, Prince Georges county, to Point Lookout, St. Mary's county, and its promoters express the belief that the obstacles to its success have all been removed, and that it will be speedily finished.

At a meeting of the stockholders of the Cincinnati, Hamilton and Dayton Railroad Company, held in Cincinnati, Ohio, on the 14th inst., the following gentlemen were elected directors: Stevenson Burke, J. H. Devereux, Hugh J. Jewett, John Carlisle, Martin Bare, M. M. White, L. B. Harrison, H. D. Huntington, M. E. Ingalls. The directors re-elected the present officers, viz.: J. H. Devereux, president, John Carlisle, vice-president; F. H. Short, secretary and treasurer and assistant to the president; Lewis Williams, general manager; A. H. McLeod, general freight agent; Samuel Stevenson, general ticket agent. The question of consolidation with the Cleveland, Columbus, Cincinnati and Indianaplis Railroad Company was voted on. The whole vote was 28,508 shares, of which 27,972 were voted in favor of and 536 against the proposition.

A charter has been granted by the State department at Harrisburg, Penn., to the Fulton and Washington Railroad Company. The capital is $1,218,000, and among the incorporators are Edwin L. McConaughy, Robt. M. Janney and Charles D. Barney. The new road runs from a point on the Ohio State line, in Washington county, Penn., to a point on the Maryland State line in Fulton County, Penn., a distance of 203 miles, with a gauge not to exceed three feet. A charter has also been granted to the Southern Tier Railroad Company, the incorporators being the same as in the above road. The capital is $1,248,000, and the new road runs from Waynesboro', Franklin county, to West Elizabeth, Allegheny county, a distance of 208 miles. This new road is also narrow-gauge. The chartered location for the main offices of both companies is Philadelphia. These two railways, if built upon the proposed lines, will be substantially parallel with each other, and only a few miles apart.

The Supreme Court of Pennsylvania has decided that the license fee of $12,500 settled against the Texas Pacific Railway Company for maintaining an office in Philadelphia in 1879 was unwarranted, because, the charter having been granted by Congress, it is not a foreign corporation. This is the second decision in favor of the company.

The Northern Pacific railroad, when completed from Thomson, near Lake Superior, to Puget Sound, with a branch to Oregon, will have a total length of 2,602 miles. Of this, 991 miles are in operation and 200 more are to be completed by July next, making a total of 1,192 miles, leaving 1,410 then to be built.

Western Union Telegraph Co.

The following is the official report of the Western Union Telegraph Company submitted to the directors at their meeting on the 8th inst.

EXECUTIVE OFFICE,
WESTERN UNION TELEGRAPH COMPANY,
NEW YORK, June 8, 1881.

In the report presented by the Executive Committee at the last quarterly meeting of the board, held March 9, 1881, the net revenues for the quarter ended March 31 (February being partially and March wholly estimated) were stated at $1,669,173 87.

The official returns for the quarter (ended March 31) showed the net revenues to be $1,700,412 13, or $31,238 26 more than the estimate.

The following revised statement, based upon complete returns, will show the condition of the company at the close of the quarter ended March 31, 1881:

Surplus January 1, 1881, as per last quarterly report		$148,285 14
Net revenues, quarter ended March 31, 1881		1,700,412 13
Total		$1,848,697 27
From which deducting appropriations for—		
Interest on bonded debt	$107,000 00	
Sinking funds	20,005 35	
Construction	78,727 14	
Telegraph stocks and patents	415,966 20	
		616,698 69
Leaves a surplus April 1, 1881, of		$1,231,998 58

This surplus does not include the cash turned over by the American Union Telegraph Company, amounting to $238,000, nor does it include the new material turned over by that company and which cost about $225,000.

The net revenues for the quarter ending June 30 inst., based upon official returns for April, nearly complete returns for May and estimating the business for June, will be about		$1,836,391 00
Add surplus, April 1, as above		1,231,968 58
Total		$3,068,389 58
From which appropriating for—		
Interest on bonded debt	$107,000 00	
Construction	75,000 00	
Sinking funds	20,000 00	
		202,000 00
Leaves a balance of		$2,866,389 58
It requires, for the payment of dividend of 1½ per cent on the capital outstanding, already declared for the past quarter, and for interest at same rate on certificates of indebtedness outstanding, the payment of which has been withheld under restraining orders of the Court		1,200,000 00
Deducting which, leaves		$1,666,389 58
A further dividend for the quarter of 1½ per cent on the capital stock which has been issued, and for interest at the same rate on certificates of indebtedness outstanding, as required by contract, will require		1,200,000 00
Deducting which leaves a surplus, after paying dividends and interest, of		$466,889 58

In view of the preceding statements, the committee recommend to the Board of Directors the following for adoption:

Resolved, That a dividend of 1⅛ per cent on the outstanding capital of this company be and is declared out of the net revenues of the quarter, payable on such date as may hereafter be fixed by this board or the Executive Committee.

Resolved, That a sum equal to 1½ per cent upon the outstanding certificates of indebtedness of this company, to correspond with the dividend above declared, be paid to the holder of the said certificates, whenever advised that no restraint of law prohibits the payment of the same. Respectfully submitted.

NORVIN GREEN, President.

Pennsylvania Railroad.

The annual Report of Mr. Frank Thomson, General Manager of the Pennsylvania Railroad Company, has just been issued. From this we learn that the total number of locomotives on the Pennsylvania Railroad, the United Railroads of New Jersey and the Philadelphia and Erie Railroad at the close of the year 1880 was 995. There were 22,665 cars running on these divisions, in addition to 21,473 cars owned by individuals and companies. The Altoona shops turned out during the year 85 new locomotives, 106 passenger equipment cars and 3,781 freight and maintenance of way equipment cars. Through a car trust 1308 Green Line oil tank cars were bought during the year. The capacity of the gondola cars was increased 10,890 tons. There were 10,393 wheels made at the Altoona foundry during the year, and the company estimate that it effected a saving of $306,396 93 by the manufacture of its own wheels. The total cost of construction and equipment for the year amounted to $5,038,752 76, of which $1,299,384 06 was for the Filbert street extension; $1,161,846 93 for real estate; $576,160 88 for the Pennsylvania Railroad proper, and $563,605 62 for Harsimus Cove, Jersey City.

The statement of passenger traffic shows a mileage of 196,939,640 miles in 1880, as compared with 155,784,178 miles in 1879, an increase of 26.42 per cent. The increase in the number of passengers carried was: First class, 31.16 per cent; emigrant, 47.36; commutation, 27.82 per cent.

The freight traffic shows a mileage of 2,298,317,322 miles, as compared with 2,136,708,887 miles in 1879, an increase of 7.56 per cent. The total number of tons carried was 15,364,788, an increase of 12.28 per cent over the year previous.

On the United Railroads of New Jersey Division there was an increase of 14.07 per cent in the number of passengers carried, and 16.48 per cent on miles traveled. There was an increase in through freight of 7.60 per cent eastward, and 31.25 per cent in through freight westward. The increase in local freight eastward was 7.85 per cent in tons, and 3.40 per cent in tonnage mileage.

On the Philadelphia and Erie Railroad the increase was 33.28 per cent in the number of passengers carried. The total tonnage moved was 4,861,463, an increase over 1879 of 17.71 per cent. There was an increase of 25.12 per cent in the through westward traffic and of 49.16 per cent in the through freight eastward.

There was an increase of 15,898 in the number of cars arriving at West Philadelphia. The oil traffic shows a decrease of 1,785 220 barrels, and the coal traffic an increase of 5,151,985 tons. The total addition of track laid during 1880 was 58 miles.

New York, Susquehanna and Western Railway.

The Midland Railroad of New Jersey, the Paterson Extension Railroad, the Midland Connecting Railway, the North Jersey Railroad, the Water Gap Railroad, and the Pennsylvania Midland Railway have been consolidated under the name of the New York, Susquehanna and Western Railway. The Midland Railroad of New Jersey extends from West End to Unionville, a distance of 50 or 60 miles; the Paterson Extension Railroad, a spur of the Midland 3,800 feet long, from the main line in the suburbs of Paterson into the heart of the city; the Midland Connecting Railroad, from Ogdensburg, on the Midland, to the line of the North Jersey Railroad, a distance of 40 miles; the North Jersey Railroad, four miles long, from the Midland Connecting to the Delaware Bridge; the Water Gap Railroad, five miles long, from the Delaware River to Stroudsburg, Penn., and the Pennsylvania Midland Railroad from Stroudsburg to some point not yet definitely decided in the Pennsylvania coalfields, either in the Wyoming Valley or in the vicinity of Scranton. The various roads extending to Stroudsburg are all under contract to be finished not later than the 1st of December next, and the officers in charge are confident that the line will be in running order to that point by that date. The boards of directors of the several companies determined upon the consolidation some time since, and on the 10th inst. the stockholders met in Jersey City and ratified the matter. The Midland Railroad Company of New Jersey has a capital stock of $3,000,000. The holders of $2,200,000 voted in favor of the consolidation. The stockholders of the other companies unanimously ratified it. The new company will have $20,000,000 of common and $10,000,000 of preferred stock. All of this will not be issued at once, as the contracts for the building of the various lines of railroad have been made on very favorable terms. The new corporation will have a road double the length of the old Midland for about the same amount of money as the Midland cost. The company expects to make additional connections in New York and Pennsylvania to buy large tracts of coal lands, to develop a great coal business, and possibly to make a new through passenger route to the West.

The Receivers of the Philadelphia and Reading Railroad Company have notified the Pennsylvania Railroad Company that the former company will avail itself of the rights conferred by an ordinance of Councils authorizing the extension of the River Front Railroad from Dock street northward along Delaware avenue and other thoroughfares. The whole work will be prosecuted by Mr. Wharton, to whom the Pennsylvania Railroad Company has awarded the contract.

At the annual meeting of the Chesapeake and Delaware Canal Co., held in Philadelphia on the 6th inst., the annual report was presented showing that the total receipts for the fiscal year ended May 31, 1881, were $179,902 48, of which amount $161,530 69 was derived from tolls; the balance on hand at the beginning of the year was $58,795 79. The expenses for the year were $186,005 55, and the balance in the hands of the treasurer at the close of the year was $47,692 72.

Railroading in the Clouds.

G. D. Chenowith, the engineer in charge of the Northern Pacific surveyors, has run an experimental line over the pommel of the Rocky mountains at Railroad pass. The line, if adopted, will be built on trestle work 100 feet higher than the summit, for the reason that the approach to the pass is in a narrow gorge which is impossible to go through, the curves being too sharp, so it must be bridged. The steepest grade on the way up the Little Blackfoot is ninety feet to the mile, and for a short distance this side of the summit 100 feet. The experimental line will cross Priest's and the French Woman's Toll roads, hugging the east side of the mountains and circling round so as to come down Walker creek to Ten mile creek. This is the line now being run as an experiment. If not found practicable with a proper grade, an experimental line will be run up Ten Mile creek over a low pass to the Little Blackfoot, and several lines will be run over other passes in the vicinity until one is found suitable for the road. The singular fact that a trestle or bridge 100 feet higher than the summit of the Rocky mountains to get over, is not found elsewhere in the whole world, and, if built, it will be a wonder.

A despatch from Hermosillo, Sonora, says that grading on the Guaymas Railroad has been completed to a point fifteen miles north of Hermosillo. There is enough iron at Guaymas to lay the track of the road to Magdalena, but a scarcity of ties prevents the work going on.

The President of Mexico has granted a concession to Prida and Pombo for a railroad from Piedras Negras to Topolovampo, a subvention of $5,000 per kilometre to be paid in transit tolls over the road when completed, of $1 on every three passengers and each ton of freight carried.

The directors of the Breakwater and Frankfort Railroad Company held their annual meeting at Georgetown, Del., on the 1st inst. The receipts of the past year were reported at $23,616 16, the expenditures $17,818 85, and the profits $5,797 31.

A despatch from Laredo says that the work of construction on the Mexican National Railway is progressing rapidly on the Mexican side of the river, where 200 men are engaged. The road is expected to reach Monterey by January 1, 1882.

The report of the Pennsylvania Company, which was presented at the annual meeting of the shareholders in Pittsburg on the 7th inst., showed a net surplus for the year 1880, in the operation of the lines west of Pittsburgh, of $1,896,487 07.

The Commissioners of the Land Office at Albany have given permission to the New York, West Shore and Buffalo Railroad Company to pass over certain State lands in the counties of Schenectady, Montgomery, Herkimer and Oneida.

Work was commenced on the 10th inst. on the Vera Cruz, Jalapa and Chalchicomula and on the Toluca and Ixtapa Railroads.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1866	1,967,000	7	April & Oct.	" "	1886	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1866	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1868	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	.....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1873	1,500,000	6	Feb. & Aug.	Philadelphia.	1903	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1883	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	453,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	664,000	8	Jan. & July.	New York.	84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-'90	....
3d preferred bonds	452,500	6	" "	" "	96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	963,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1858-'90 (Balt.) sk'g fd.	2,833,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,966	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	6,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to State of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,088,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds (f Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	2,138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1894	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $7,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1832	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1826	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	330,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	...
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $7,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1893	...
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1890	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N.S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1903	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1948	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	...
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.).	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6,530,000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,550	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds. ..	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1896	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division)	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	858,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan. & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000.	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie du Chien Div.)	3,674,000	5	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1909	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" " ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,660,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1885	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,843,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879 ...	6,440,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1881	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mortgage, guar.	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000.	3,468,000	7	May & Nov	New York.	1897	...
2d Mortgage for $8,000,000.	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	...
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,806,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1890	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865.	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind.(C., H.& D.):						
1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1850, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	...
Equipment Bonds, reg. (do.)	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort. (Cin., Laf and Chi.) ..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C., I., St. L. & C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C., H.& D.	560,000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.& I.):						
1st Mortgage gold, guar.	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,800	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.).	250,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1906	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar.	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,291,000	7	Jan. & July.	"	1907	....
1st Mort. (Blythe and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'93–'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86–'90	....
1st Mort. (Col. and Ind. Cent.)	2,682,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,546	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	125,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	...
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,000	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	3,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	8	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division	580,000	7	" "	" "	1894	....
Dubuque and Dakota:						
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1885	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1908	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'86	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,450	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	670,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1896	....
Equipment Mortgage	685,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	255,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1,722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & K. Jag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	300,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold.	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,498,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,018,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1888	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	...
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed.	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage.	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage.	84,000	7	" "	" "	1892	....
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage.	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan.	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan.	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds.	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage.	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra).	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.).	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Porte., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....
Harrisburg and Potomac:						
1st Mortgage.	507,200	7	Jan. & July.	Philadelphia.	1904	....
Hartford and Connecticut Valley:						
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund.	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.	250,000	6-7	April & Oct.	New Haven.	'91-'98	....
Housatonic:						
1st Mortgage.	100,000	7	Feb. & Aug.	New York.	1885	....
2d Mortgage of 1869.	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873.	150,000	7	Feb. & Aug.	Bridgeport.	1888	....
Consolidated Mortgage, 1880.	300,000	5	April & Oct.	Boston.	1910	....
Houston, East and West Texas:						
1st Mortgage, gold.	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, sink fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.).	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.).	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds.	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	680,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold.	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage.	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency.	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000.	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000.	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund.	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds.	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed.	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold.	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage.	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred.	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred.	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage.	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds.	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage.	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income.	2,600,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series.	2,000,000	7	Various.	New York.	1919	....
2d Mortgage.	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage.	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,460,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage.	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage.	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage.	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income.	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514.000	8	May & Nov.	" "	1890	....
Consolidated Mortgage.	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds.	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed.	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed.	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section).	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage.	470,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage.	335,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	806,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed.	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees.	640,000	8	May & Nov.	New York.	1880	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000.	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage.	600,000	8	.....	.....	....	....
New Mortgage.	1,500,000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund.	4,000,000	7	Jan. & July.	Boston.	....	....
Mortgage on Branches.	1,325,000	....	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage.	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.).	645,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.).	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage.	4,495,522	7	" "	" "	1907	....
Income Bonds.	2,468,174	6	April & Oct.	Boston.	1907	....
Kansas City, St. Louis & Chicago:						
1st Mortgage.	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City, Top. & W. (A., T. & S. Fe)						
1st Mortgage.	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds.	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold.	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3d D. 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold.	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (" ")gold.	350,000	7*	March & Sept.	New York.	1896	....
1st Mort. (Leavenworth Branch)	497,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy).	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income).	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage.	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage.	2,335,000	6	Various.	Boston.	'80-'92	....
Knoxville and Ohio:						
1st Mortgage.	500,000	7	Jan. & July.	New York.	1900	....
Lake Erie and Western:						
1st Mortgage, gold.	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.).	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension).	600,000	....	.....	" "	....	....
1st Mort. (Lar., Bl. & Muncie).	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ").	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold.	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon.		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,706,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds.	1,386,000	7	" "	" "	1899	....
3d Mort. (Chev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. C. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1852	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.	356,000	7	Feb. & Aug.	New York.	1805	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages.	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.).	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered.	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:		6				
1st Mortgage.	1,492,000		Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds.	475,000	6	Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage.	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7		" "	'81-'82	....
1st Mort. (Smithtown & Ft.Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	761,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,079,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,210,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:	$					
1st Mortgage	3,000,000	6				
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 800	7	Jan. & July.	"	1898	....
Extension (gold) Loan	498,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1888	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" " ")	300,000	..		" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,294,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7			....	....
Income Bonds conv., non-cum.	2,000,000	3			....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*			1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	566,000	8	Apr. and Oct.	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1888	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New Yor	1895	....
1st Mort. (North'rn Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	956,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000						
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000		6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000					
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct.	" "	1880	....
1st Mort. (St. L. and Lex.)	650,000					
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.		1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000					
1st Mort. (Lexington & Southern)	1,050,000					
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	900,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7	non-acc.	"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284.000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7			....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn. & Pacific R. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1908	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500					
Newburg and New York:						
1st Mortgage	250,000	7		New York.		
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1883	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,500,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	357,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for R.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1853	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656,000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold. Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,600,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,855,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1875	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y., Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl M & O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	....	....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	....	....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	....	....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1889	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& N.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1907	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,602,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	800,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	202,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.&W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar.	358,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
2d Mortgage, Income, 1880	859,200	7	....	....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.	500,000	7	....	....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	19 0	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	6,000,000	5	June & Dec.	" "	1909	....
State lien for $1,500,000, skg fd.	4,091,875	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p.c.)	3,000,000	6*	....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.&P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	853,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	600,000	8	Jan. & July.	New York.	'79-'96	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800,000	4-6	....	Philadelphia.	....	....
Loan of 1868, debenture	1,155,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort. $ loan, coup. & reg.	10,649,000	7	June & Dec.	Ph a.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Ph d	1911	....
Consol. M. gold $ or £ coup. & reg.	968,000	6*	" "	Phi a.	1911	....
Debenture Loan, convertible	10,499,900	7	Jan. & July.		1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. stg. sinking fund	19.636,000	6*	Jan. & July.	" "	1905	....
Income Mortgage of $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6.	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	5 6,000	3-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,734,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $20,000,000.	13,036,500	7	Various.	Lond. or Phil.	'94-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar. by Phila. & Rdg.	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ird.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0.0,000	6,641,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)	226,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
31 Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000	2,288,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F.	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State bonds, guar.	109,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	177,516	6	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelphia.	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875	80,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage	150,000	10	Jan. & July.	New York.	1930	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage	1,500,000	6	Feb. and Aug.	Boston.	1898	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1894	....
St Joseph and Western:						
1st Mort. (St. Joseph & Pacific)	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L. G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold	2,360,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000	419,395	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000	5,064,-32	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort.	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds	200,000	...	.....	.....	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,800,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund	7,459,500	7*	" "	N. Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. (Dakota Ext.) for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B. & O.)						
1st Mortgage guaranteed	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida)	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ")	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesbury:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.)						
1st Mortgage, 1880	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina)	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage	1,628,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsidy)	1,628,040	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency	1,061,600	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,026,600	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N. Y.):						
1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold	400,000	7*	Jan. & July.	Char. & N. Y.	1897	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	261,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,160,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold, (Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cancinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	627,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S. Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Comps's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1905 (" ")	841,000	6	March & Sept.	"	1906	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889 (" ")	866,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State (N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,883,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort. (Bl. Riv. & Morristown)	500,000	7	" "	" "	....	....
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	188,000	7	" "	"	1893	....
General Mortgage — 4th series (not end.)	1,180,500	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,810,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	....	" "	....	....
2d Pref. Income (do.)	1,000,000	....	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort. (" ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. (" ")	600,000	6	May and Nov.	"	1873	....
4th Mort. (" ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb & Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage (M.& W. Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar. by Cent. Geor.	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	630,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
3d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	520,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	123,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,000,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	....
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	490,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,998,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1855	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. reg. (2d series, July 1, 1869 / 3d series, Jan. 1, 1871)	3,500,000 / 6,481,000	7	Jan. and July.	New York.	1884	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg.):						
1st Mortgage, extended	1,709,380	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds	228,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,060	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1916	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Munyland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susquch. Canal)	1,325,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund	1,375,000		May & Nov.	New York.	1902	....
Bonds (S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,263,000	6,000,000	1,791,784	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	18.9	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	5,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,191	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶ (D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	668,363	1,218,236	553,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley ¶ ..... Pennsylvania.	21,568,350	2,413,862	.....	.....	2,166,500	28,974,000	2,730,248	.....	259.5	1,314,406	786,550	2,335,820	1,711,496	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)....Ohio.	3,168,633	.....	32,247	.....	1,656,433	1,500,000	12,589	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*.... Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,126,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	249.0	—	13.5	5-0	26	11	11	304	Atlanta & Char. A. L. ..... N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	153,846	269.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	176	Atlanta and West Point ..... Georgia.	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	777,298	261,621	—	100	....
Sept. 30, 1879	387.5	35.8	19.7	4-8.5	165	47	33	2,480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	2,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	4,373,414	968,491	2,289,843	4,135,296	698,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,981	824,789	33,749	6	100	....
Sept. 30, 1879	406.0	20.0	35.7	5-0	86	26	14	1,010	Atlantic, Mississippi and Ohio ¶ .. Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	396,398	.....	428.0	1,812,118	130,466	368,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)..... Mass.	120,707	.....	1,350	87	181,700	.....	.....	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	466.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ .... Md. & W. Va.	29,543,315	12,203,068	46,222,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	3,679,846	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch ¶ ..... Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	767,767	.....	.....	285,067	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch..... W. Virginia.	8,343,715	*	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,748	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., L. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.6	1,099,776	183,942	677,600	1,508,498	741,788	—	100	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac..... Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	847,456	669,772	173,570	—	50	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6†	50	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport..... N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap..... Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe..... Penn.	323,291	184,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	d. fic't.	—	50	....
Jun. 30, 1880	57.0	2.0	5.8	4-8.5	10	9	6	176	Bennington and Rutland..... Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	.....	.....	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,065	Boston and Albany.... Mass. & N. York.	24,616,781	3,145,400	372,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,639	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	743	Boston and Lowell..... Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,383	2,876,581	1,068,230	1,399,816	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-9.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,905	126.5	1,735,103	4,829,078	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and New York Air Line.... Conn.	4,451,338	*	49,811	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	28,892	159,451	—	100	....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston and Providence..... Mass. & R. I.	4,612,774	.....	665,043	220,751	4,000,000	500,000	607,266	891,311	67.7	852,282	3,574,104	669,464	1,828,926	422,179	8	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	80	30	17	595	Boston, Barre and Gardner..... Mass.	1,383,397	.....	1,461	48,903	871,002	554,300	217,442	L. 208,982	30.5	140,214	97,633	141,681	162,647	38,841	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Concord and Montreal ..... N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	124,207	119,015	173,235	183,866	40,455	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,593	5,685	415,430	.....	1,633,957	45,060	39.0	632,807	49,800	.....	13,197	d. fic't.	—	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Revere Beach & Lynn..... Mass.	467,634	94,219	158,303	26,588	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Boston, Winthrop & Pt. Shirley..... Mass.	42,660	1,881	.....	.....	19,450	18,000	7,269	Loss. 198	2.5	16,590	82,950	.....	6,504	1,594	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brighthope..... Virginia	110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Bath and Coney Island..N.Y.	139,503	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,309	337,969	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Brooklyn, Flatb. and Coney Island..N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	875,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	336	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,470	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,000	1,401,765	248,391	67.4	269,843	120,988	304,918	351,829	10,999	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille..... Vermont.	1,413,662	*	.....	.....	540,700	850,000	.....	.....	120.5	617.728	207 289	1,063,256	954,683	380,355	—	100	....
May 31, 1880	46.4	—	2.7	5-0	3	2	1	56	Burlington and Northwestern..... Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	35.0	44,692	23,291	32,994	39,775	4,482	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	5,281,700	*	.....	.....	300,000	80,000	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	84	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,208	*	1,227,691	111,303	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1880	146.5	—	54.2	5-0	24	7	7	611	Cairo and St Louis..... Ill.	7,103,035	*	.....	.....	4,535,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes ..... Illinois & Ind.	.....	.....	In Receiver's hands. No returns.		.....	.....	.....	.....	157.0	291,275	68,959	199,232	366,648	.....	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.)..... California	18,965,058	395,014	138,806	276,094	12,000,000	6,880,000	1,536,68	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic..... New Jersey.	1,997,886	463,749	177,273	55,387	1,216,711	1,082,650	53,303	449,682	67.0	296,511	.....	.....	496,473	202,127	3¶p	50	....
June 30, 1879	248.0	11.0	8.7	5-6	13	9	6	206	Canada Central..... Canada.	3,661,535	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,120	1,348,341	280,507	467.5	.....	.....	.....	2,995,366	547,276	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,206,668	.....	.....	.....	4,354,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1880	242.0	—	12.2	4-8.5	22	15	5	325	Carolina Central..... N. C	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,513	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq..... New York.	612,135	79,541	.....	2,389	589,110	.....	18	13,21¶	34.6	76,090	21,672	78,578	57,929	2,559	6†	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	89	93	37	1,579	Central, of Georgia..... Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,765	.....	3,197,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa..... Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,212	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	186.9	4-8.5	258	220	22	18568	Central of New Jersey..... New Jersey.	17,023,373	3,150,000	.....	.....	18,563,200	32,766,60	6,341,209	.....	180.2	4,324,938	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	833.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific* ¶ ..... Cal. Nev. & Utah	135,021,029	8,080,469	10,234,033	1,461,793	54,276,500	85,192,285	306,606	15,382,538	1,213.1	7,203,691	6,842,307	1,875,343	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	27.4	37.0	4-8.5	109	57	44	1,965	Central Vermont..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,811,811	648,184	1,204,687	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	18.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,182,315	*	372,892	23,826	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,384	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.)..... Penn.	1,084,893	.....	57,142	26,037	648,763	500,000	990	.....	22.8	67,547	180,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Charlotte, Col. & Aug..N. C., S. C. & Ga.	680.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	5C	....
Sept. 30, 1879	423.0	9.8	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio ..... Va. & W. Va.	54,238,716	*	534,267	183,248	23,762,136	22,526,315	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire..... N. H. & Mass.	2,795,259	322,266	.....	305,141	2,163,300	806,500	27,396	35,480	64.9	574,267	184,282	504,487	602,750	161,598	3	100	....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton ..... Illinois.	19,095,603	*	3,537,160	4,668,315	12,490,872	11,627,850	2,597,983	579,373	840.4	3,609,638	843,429	2,634,177	8,755,677	2,706,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois..... Illinois.	4,136,343	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152.0	1,000,088	146,218	749,340	1,020,794	389,445	—	100	....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa..... Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	104.0	.....	.....	.....	568,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	718	Chicago & West Michigan. ..... Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,237	345 467	654.283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	13066	Chicago & Northwestern. Ill. Wis. & Mich.	73,865,795	*	8,318,766	2,811,506	36,513,610	37,688,000	11,448 446	5,983,000	1,627.6	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah..... Illinois.	7,22 .440	*	.....	.....	4,112,500	2,961,000	168,940	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah..... Wisconsin.	211,342	*	.....	.....	13 400	25,000	109.942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11633	Chicago, Burlington & Quincy... Ill. & Ia.	58,112,329	16,536,547	3,722,846	1,834,371	31,004,456	27,270,225	16 536.547	4,492,865	1,857.3	8,600,517	2,070,184	4,686,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,240.193	233,825	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,983,744	41,349,500	1,501,292	3,531,638	2,231.0	7,655,701	1,555,446	2,559,784	10,012,820	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1879	340.4	484 2	696 7	4-8.5	495	134	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,820	2,477,183	50,000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,906,375	2,822,121	7,541,294	15,271,492	6,386,968	6	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	23,861,189	8,480,830	.....	.....	27,428,780	25,437,000	347,860	.....	293.4	4,290,681	980,204	4,670,023	6,540,364	3,643,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	18,176	12,642	18,810	7,740	6	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,046,241	*	1,966,942	84,724	4,687,300	2,013,000	34,946	359,661	195.5	1,219,194	335,541	787,760	1,332,496	440,790	8	50	....
Dec. 31, 1879	166.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶.....Ark.	7,010,817	*	961,167	5,199	4,096,135	2,648,500	1,528,826	L. 293,278	165 2	283,329	54,516	.....	365,160	156,329	—	100	....
Sept. 30, 1879	94.8	63.6	12.4	4-8.5	78	211	19	381	Long Island ¶.....N. Y.	6,271,300	.....	.....	.....	3,260,600	2,479,712	725,886	.....	325.6	1,712,474	5,043,848	286,071	1,617,960	338,350	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,082	48,403	502,500	.....	.....	L. 86,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.2	209.7	—	5-0	186	67	33	3,112	Louisville & Nashville.Ill., T.,Ky. & Ala.	32,703,992	*	13,326,077	1,367,520	9,059,361	23,902,820	10,425,568	3,909,759	1,859.9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	82	28	17	611	Louisville, Cincinnati and Lexington.Ky.	5,995,352	*	86,083	307,923	1,860,608	3,764,700	622,498	241,567	232.3	.....	395,673	403,338	1,129,682	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago.....Ind.	3,000,000	*	52,854	2,502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696,621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	5	Louisv., N. A. & Ohio....Ind., Ill. & St. L.	1,308,366	.....	.....	3,937	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	.....	6,185	.....	387,800	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,286	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,458,541	895,075	116,082	3,603,300	6,721,018	34,223	328,309	354.9	917,353	553,364	396,107	1,508,477	638,297	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	.....	40,124	53,132	1,000,000	.....	31,964	103,295	26.1	.....	.....	.....	175,360	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	185.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,826	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,858	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,198	Michigan Central.....Mich.	33,679,901	*	1,770,782	195,221	18,738,204	13,691,000	.....	3,116,801	803.7	7,097,061	1,445,655	3,513,819	7,346,794	2,647,202	8½	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,611	3,162	6,714	.....	122,300	72,300	787	.....	10.2	17,782	14,860	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.6	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	162.8	6.0	9.2	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,691,421	*	68,738	24,586	6,000,000	1,110,000	107,731	.....	158.8	261,793	76,983	158,950	287,506	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	18	6	3	286	Minneapolis and St. Louis....Minnesota.	3,769,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	134,382	—	100	....
Sept. 30, 1880	100.0	—	3.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,280	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,612,500	*	31,000	10,840	2,147,500	2,365,000	41,240	.....	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	676.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	.....	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,921	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,667	1,564,245	800,000	15,122,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,893	1,782,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,716 439	*	294,871	83,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.5	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	806.0	1,468,475	238,980	338,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	206,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,384	2,331	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,300	.....	.....	124,450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,476	232,738	300,000	300,000	207,739	142,782	53.6	328,630	846,963	829,081	435,258	144,911	7	100	....
Mar. 31, 1880	43.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	.....	.....	55	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	46.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T. Ala. & Ky.	14,360,900	*	178,593	976,160	6,849,900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,156	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	413	Naugatuck.....Connecticut.	1,903,484	224,086	62,526	150,138	2,000,000	.....	33,563	317,670	56.5	295,326	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19,814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,461	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,666	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,315	36,403	—	100	....
Sept. 30, 1879	58.5	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	.....	9,428	35,224	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	50	....
Sept. 30, 1880	5.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	220,746	27,198	4,018	.....	164,050	99,878	.....	.....	5.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,315	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84 223	100,749	2,460,000	2,659,000	271,386	214,323	144.6	400,047	360,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	5-0	5	15	5	29	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,664	391,500	47,638	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	100,000	136,523	1,500,000	1,492,500	99,006	155,108	121.0	517,283	365,008	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	3	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,588	N. York & N. England..M., R. I. & Conn.	27 087,986	1,616,306	322,786	665,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River.N.Y.	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,543	9,441,243	25,747,558	10,496,383	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	181	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	5,500,000	.....	.....	17.5	2,979,666	29,575,912	.....	5,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western..N. Y. & Pa.	158,035,707	*	1,537,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,393,376	5,491,431	8,715,892	18,693,109	7,049,182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford..N.Y. C. & Mass.	12,889,584	2,154,455	768,623	2,104,052	15,500,000	.....	331,481	2,145,283	152.5	2,462,382	4,800,507	1,348,687	4,294,285	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Oswego Midland.....N. Y.	26,377,340	*	.....	.....	6,800,522	16,078 500	6,524,436	.....	344.0	410,479	213,161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn. & R.I.	2,645,022	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,131	*	58,610	21,289	985,350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	68	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	.....	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,705,179	1,580,879	7,920,566	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern.....New Hampshire.	3,068,400	*	424,147	491,913	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	489,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn. Dak., Wash. &c.	95,697,160	1,243,531	9,187,252	1,108,858	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	108,982	245,696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren.....Pa.	135,816	.....	.....	.....	150,000	.....	750	.....	10.4	46,324	151,888	15,195	75,790	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,819	1,938,028	539,433	7,133,800	5,787,000	636,697	754,619	299.2	2,466,588	5,526,279	1,871 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	199.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,678	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,723	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	(Five months ending May 31, '80			1,138,627	721,059	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,883,000	1,441,194	48,283	83,240	185.7	286,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	.....	.....	.....	7,000,000	3,999,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.6	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225,915	451,400	91,104	.....	55.0	.....	47,670	22,624	89,974	22,398	—	50	....
Dec. 31, 1879	47.1	16.9	75.1	4-8	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	803,206	.....	63.0	.....	9,415	1,548,630	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.....Pennsylvania.	59,975,140	*	81,173,558	12,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,667	5,048,645	13,684,042	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,289,700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,126	—	100	....
Nov. 30, 1879	88.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,043,345	.....	125,092	47,896	38,040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va. & N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,593	29,524	67,782	202,936	54,767	—	100	....

Nov.	30,	1879	102.9	228.6	713.4	4-8.5	475	428	76	20248	Philadelphia & Reading	Penn	30,513,089	9,355,442	67,357,546	16,637,139	34,278,175	77,924,761	11,650,279	—	—	826.0	10,303,755	7,908,648	12,325,566	13,106,352	4,119,011	—	50	....
Oct.	31,	1880	96.3	15.8	149.0	4-8.5	78	130	50	1,318	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,213,690	*	3,076,773	534,868	11,585,750	3,740,500	548,073	955,908	—	212.7	1,874,822	.....	.....	3,263,110	1,366,223	8	50	....
Dec.	31,	1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	425,427	93,108	472,075	.....	767,790	192,428	.....	.....	—	9.1	49,200	143,893	71,488	141,245	19,604	—	50	....
Dec.	31,	1879	68.0	2.3	13.3	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,155	—	70.3	309,515	.....	371,461	335,649	157,923	—	50	....
Dec.	31,	1879	192.3	8.1	198 9	4-9	109	40	28	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,834,910	1,679,297	1,439,976	8,437,200	12,497,000	2,128,367	—	—	1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,039	—	50	....
Dec.	31,	1879	468.4	—	2? 9.3	4-9	278	165	59	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & L.	38,619,721	*	200 000	.....	26,043,586	13,510,000	.....	.....	—	468.4	8,319,823	2,254,341	8,679,382	8,452,383	3,951,254	7	100	....
Dec.	31,	1879	96.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buf	N. Y. & Pa.	8,473,622	587,500	34,188	111,768	4,959,450	4,125,955	62,585	59,068	—	120.0	441,927	236,554	625,669	467,126	190,331	—	50	....
Dec.	31,	1879	24.0	—	1.3	4-9	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	613,367	———	13,301	3,394	399,600	200,000	30,460	———	—	24.0	61,106	63,123	121,808	77,599	33,349	—	100	....
Sept.	30,	1879	23.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	.....	.....	724,277	———	16,000	———	—	23.7	24,030	19,211	13,782	25,807	1,616	—	100	....
Sept.	30,	1879	94.0	—	10.0	4-8.5	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	*	52,915	87,556	1,052,186	2,649,000	186,781	114,999	—	94.0	190,603	82,514	120,879	271,494	102,046	—	100	....
Sept.	30,	1879	52.5	—	7.0	4-8.5	7	9	3	137	Portland and Rochester	Me. & N. H.	1,966.211	292,835	.....	.....	636,011	1,500,000	527,274	.....	—	52.5	171,068	109,004	106,829	145,702	19,252	—	100	....
Dec.	31,	1879	112.0	—	4.0	5-0	11	9	3	193	Port Royal and Aug	S. C. & Ga.	2,529,331	*	46,082	40,143	750,000	1,750,000	36,879	78,646	—	112.0	(15 mo	nths.	115,269	220,177	84,742	—	100	....
Sept.	30,	1879	38 5	—	1.9	3-0	2	1	1	50	Potomac, Fred. and Pied.	Va.	969.447	*	.....	.....	1,468,000	125,000	5,000	.....	—	38.5	37,160	6,675	23,025	23,177	6,715	—	100	....
Sept.	30,	1879	42.7	—	2.2	4-8.5	4	5	—	60	Poughkeepsie, Hartford & Boston	N. Y.	1,449.920	*	.....	.....	850,000	535,000	38,216	.....	—	42.7	61,402	45,000	20,252	51,844	8,516	—	100	....
Sept.	30,	1879	22.8	—	2.3	4-8.5	5	3	2	77	Providence and Springfield	R. I. & Mass.	920,981	102,407	37,220	37,220	517,150	500,000	10,000	46,796	—	22.8	54,889	76,861	35,564	79,988	39,302	—	100	....
Sept.	30,	1880	48.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester	R. I. & Mass.	2,926,363	614,025	.....	502,141	2,000,000	1,242,000	568,519	261,970	—	65.8	710,586	1,849,912	787 521	1,089,644	337,656	5	100	....
Sept.	30,	1879	13.6	—	3.0	4-8.5	5	10	—	25	Providence, Warren and Bristol	N. J.	744.287	*	.....	.....	437,917	20,000	.....	.....	—	13.6	.....	213,105	49,419	89,864	15,421	6pf	100	....
Dec.	31,	1879	230.3	—	3.7	4-8.5	6	—	—	250	Pueblo, and Ark Valley	Col.	6,809,000	*	2,036,947	110,260	6,084,260	2,591,000	173,490	107,518	—	230.3	(Includ	ed in Less	ees return	s.)	.....	.....	—	100	....
Jan.	30,	1879	286.6	58.5	15.0	4-8.5	33	42	11	431	Que., Mon., Ottawa and Occid.	Ind.	10,500,000	*	.....	.....	.....	———	7,811,245	.....	—	340.0	480,763	179,767	87,463	341,098	69,230	—	100	....
July	31,	1879	97.0	—	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	1,252,293	132,676	1,500,000	320,000	22 416	542,553	—	97.0	(14 m os.	58,178	.....	295,051	69,284	—	100	....
Sept.	30,	1879	22.5	2.3	2.5	4-8.5	7	7	5	113	Richmond and Petersburg	Va.	1,152,291	*	1,229,810	41,675	1,008,600	225,000	18,859	19,225	—	24.8	72,556	114,651	99,049	154,623	73 071	4	100	....
Sept.	30,	1879	80.0	—	7.2	4-8.5	18	14	10	121	Richmond, Fred'burg and Potomac	Va.	2,509,718	67,553	439,309	101,009	1,530,500	847,784	77,176	595,597	—	80.0	167,937	119 575	68,005	314,840	162,864	—	100	....
Sept.	30,	1879	38 5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va	682.867	*	.....	.....	497,500	273,000	.....	.....	—	38.5	56,255	20,351	83,409	124,035	41,074	—	100	....
Sept.	30,	1879	107.6	—	10.7	4-8.5	11	10	5	246	Rochester and State Line	N. Y.	2,437,417	*	.....	.....	22,094	2,349,900	111,709	.....	—	107.6	400,565	104,098	325,210	275,898	39,813	—	100	....
Jan.	30,	1879	91.0	—	4.5	4-8.5	5	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	.....	.....	1,500,000	150,000	24,366	.....	—	91.0	219,205	95,936	206,737	365,892	102,028	5½	100	....
Sept.	30,	1879	141.1	48.5	84.9	4-8.5	52	50	25	1,175	Rome, Watertown and Ogdensburg	N. Y.	11,315,878	*	.....	.....	5,293,900	7,759,900	639,256	.....	—	403.9	1,079,013	514,770	371,083	1,143,289	308,648	—	100	....
Sept.	30,	1879	22.0	—	3.8	4-8.5	4	4	2	104	St. Croix and Penobscot	Me	364,000	*	27,383	18,508	100,000	200,700	1,014	108,177	—	22.0	24,844	12,271	....	38,662	19,457	—	100	....
Mar.	31,	1880	10.5	—	0.5	4-8.5	2	3	3	16	St. Johns	Florida	218,000	*	.....	.....	110,000	108,000	.....	.....	—	10.5	22,750	.....	.....	26,852	16,656	5	100	....
Jun.	30,	1879	52.5	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont	1,589,229	*	.....	.....	789,909	730,000	.....	.....	—	59.0	127,202	48,038	43,806	129,517	37,866	—	100	....
Dec.	31,	1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,693	171,988	22,063,420	6,786,087	804,117	335,032	—	392.4	1,103,388	94,355	471,310	1,672,488	948,494	—	100	....
Dec.	31,	1879	193.2	71.0	....	4-8.5	14	13	4	655	St. L., Alton & T. H	Ill. & Ind.	11,768.400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	165,179	—	264.0	.....	.....	.....	1,501,453	498,731	—	100	....
Dec.	31,	1879	459.5	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,694,908	*	4,455,468	593,522	21,468,961	30,068,657	1,692,841	———	—	684.9	2,483,149	652,757	981,139	5,292,611	2,372,592	—	100	....
Dec.	31,	1879	41.5	18.7	2.5	4-9	—	4	1	94	St. Louis, Salem and Little Rock	Mo.	1,431.474	128,838	12,607	14,180	746,860	978,100	53,704	.....	—	60.2	.....	.....	.....	83,165	37,722	—	100	....
Dec.	31,	1879	158.3	—	29.8	4-8.5	32	14	10	792	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,330,209	*	1,550	2,069	3,928,016	4,499,000	227,546	———	—	158.3	1,142,765	204,730	900,294	1,317,287	362,897	—	100	....
Jun.	30	1879	156.0	—	22.0	4-8.5	24	10	4	485	*St. Paul and Duluth*	Minn.	9,097,866	*	.....	.....	9,097,866	———	———	———	—	169.0	373,425	61,525	252,922	469,416	113,718	—	100	....
Jun.	30,	1880	207.1	395.4	37.9	4-8.5	65	*	—	1,498	St. Paul, Minn. and Man	Minn. & Iowa	31,686,882	*	570,990	1,582,102	15,000 000	16,324,900	1,522,707	992,367	—	356.0	.....	.....	.....	2,933,108	1,632,595	—	100	....
Dec.	31,	1879	49.5	—	7.0	4-8.5	3	3	2	66	Sacramento and Placerville	Ca.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691	—	49.5	.....	20,004	33,120	149.253	58,163	—	100	....
Jan.	30,	1879	60.0	—	2.0	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	.....	.....	2,321,080	2,137,000	418,297	31,467	—	60.0	42,621	11,200	11,000	53,244	11,557	—	100	...
Sept.	30,	1879	63.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N. Ala	Ga.	1,558,945	*	.....	.....	815,255	500,000	.....	.....	—	63.0	.....	.....	.....	52 960	22,375	—	100	....
Sept.	30,	1879	80.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke. Va. & N. Carolina		2,140,813	*	.....	.....	1,299,600	215,004	100,500	1,218,427	—	80.0	269,388	32,450	226,337	477,365	179,124	7	100	....
Dec.	31,	1879	27.3	3.8	12.2	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,460	———	.....	.....	569,450	1,994,000	.....	.....	—	31.1	(Lessed to Northern Central.	Rental	$204,671.	12	50	....
Nov.	30,	1879	95.0	—	8.5	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046.631	147,940	25,000	.....	200,000	1,105,000	159,375	———	—	46.0	.....	27,851	288,465	150,283	54,916	—	100	....
Sept.	30,	1879	32.3	—	1.5	4-8.5	3	2	2	23	Shepaug	Conn.	268,524	*	.....	6,625	299,700	400.000	.....	.....	—	32.5	38,394	10,956	20.528	54,175	18,605	—	100	....
Jan.	30,	1879	61.5	51.7	5.9	4-8.5	5	3	4	92	Sioux City and Dakota	Iowa & Dak.	3,246.381	*	.....	.....	2,400,000	900,000	.....	.....	—	113.2	730.863	23,784	74,684	277,338	75,619	—	100	....
Jun.	30,	1880	107.4	—	8.9	4-8.5	15	8	6	124	*Sioux City and Pacific*	Neb. & Iowa.	5,355.551	*	.....	.....	2,068,400	3,256,320	329,757	89,980	—	80.5	222,288	59,625	211,117	289,490	109,666	7pf	100	....
Sept.	30,	1879	25.0	—	1.0	4-8.5	2	1	1	12	Somerset	Maine	799,488	*	94,837	.....	377,574	450,000	78,662	*	—	25.0	15,750	8,049	8,075	19,908	3,199	—	100	....
Sept.	30,	1879	183.0	6.3	26.0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	.....	.....	3,461,767	6,208,810	810 018	———	—	183.3	590,226	83,017	468,195	873,197	314,586	—	100	....
Aug.	31,	1879	141.0	166.6	21.5	5-0	36	28	9	392	Southwestern (C. of Ga.)	Ga.	4,291,300	*	.....	.....	3,892,800	399 000	.....	.....	—	310.5	471,550	.....	.....	751,576	307.624	7	100	....
Jun.	30,	1879	167.5	—	13.8	4-8.5	14	3	3	289	Southern Minnesota	Wis. & Minn.	6,468,934	*	69,682	102,594	1,784,200	4,739,900	103,621	118,519	—	167.5	251,455	52.028	148,394	534,426	202,004	—	100	....
Sept.	30,	1879	39.0	—	3.4	5-0	5	4	2	31	Spartanb., Union and Col	S. C.	1,540,882	*	.....	.....	751,296	548,370	125,000	———	—	69.0	.....	7,682	.....	75,616	20,834	—	100	...
Jun.	30,	1879	108.0	—	10.0	3-0	11	5	—	275	Springfield Southern	Ohio.	1,334,511	154,670	.....	.....	635,241	192,700	.....	.....	—	108.0	.....	73,889	91,477	117,400	10,292	—	100	....
Dec.	31,	1879	24.0	—	1.0	4-8.5	1	2	1	—	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	.....	1,000,000	400,000	41,678	.....	—	24.0	32,790	8,154	.....	68,688	16,070	—	100	....
Sept.	30,	1879	18 0	—	0 8	4-8.5	4	9	—	7	Staten Island	N. Y.	480,000	*	.....	.....	210,000	300,000	.....	.....	—	18.0	72,988	356,128	.....	264,518	85,346	20	100	....
Dec.	31,	1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236.500	.....	.....	—	34.0	104,230	.....	.....	123,168	22,091	—	100	....
Dec.	31,	1879	81.0	—	38.5	4-8.5	18	8	4	448	Syracuse, Bing. and New York	N. Y.	4,039,029	*	12,662	253,805	2,004,000	2,020,000	216,695	65,605	—	81.0	484,623	145,196	1,238,735	829,842	327,231	4½	100	....
Sept.	30,	1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089.660	*	.....	.....	801,400	261,400	.....	.....	—	43.5	84,240	85,417	50,178	72,278	3,768	—	100	....
Oct.	31,	1879	79.7	34.1	39.6	4-8.5	44	22	17	1,465	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,600,000	793,627	1,262,660	—	113.8	1,018,962	282,586	1,287,601	1,092,374	404,371	8	50	....
May	31,	1880	179.7	264.1	42.7	4-8.5	52	21	12	928	Texas and Pacific	Texas.	27,418,108	*	2,489,888	338,408	7,902,500	21,220,633	618,866	454,485	—	443.8	1,545,829	194,788	525,093	2,589,222	1,045,704	—	100	....
Dec.	31,	1879	44.0	4.0	13.4	4-8.5	16	8	3	942	Tioga and Elmira State Line	Pa.	1,589,886	506,099	.....	.....	580,980	629,500	.....	1,417,559	—	54.5	287,829	73,186	691,137	387,225	171,671	—	50	....
Jun.	30,	1879	79.0	—	11.7	3-6	12	15	3	273	Toronto and Nipissing	Ca.	1,600,000	*	.....	.....	193,350	1,276,915	290,382	.....	—	106.5	194,303	89,613	84,894	172,155	45,551	—	50	....
Jun.	30,	1879	191.0	—	16.0	3-6	20	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,888	*	.....	.....	782,284	3,365,665	16.349	.....	—	191.0	310,025	118,652	92,855	284,947	80,512	—	100	....
Sept.	30,	1879	34.7	—	16.7	4-8.5	15	7	5	451	Troy and Boston	New York.	1,981,912	*	1,103,588	———	1,609,010	2,199,500	408,149	———	—	46.0	425,505	278,267	812,189	593,896	288,519	—	100	....
Sept.	30,	1879	74.0	—	5.3	4-8.5	7	8	2	134	Ulster and Delaware	New York.	1,073,359	*	1,751,912	16,846	1,139,500	1,582,600	170,017	———	—	74.0	129,008	84,694	123,894	178,283	18,673	—	100	....
Dec.	31,	1879	1,087	5.0	20.0	4-8.5	176	121	41	3,116	*Union Pacific*	Nebr. Wy. & Utah.	114,493,812	*	.....	.....	36,762,300	77,731,512	.....	.....	—	1,042.4	7,001,569	.....	992,886	13,201,077	7,725,574	—	100	....
Dec.	31,	1879	404.3	—	34.7	4-9	242	3.1	49	3,655	United New Jersey (Pa.)	N. Jer.	35,320,457	*	.....	.....	20,490,400	19,976,000	.....	.....	—	404.3	5,538,128	7,204,654	5,052,995	9,088,884	2,914,947	—	100	....
Apr.	30,	1880	36.5	—	1.5	4-8.5	6	7	5	29	Utah Central	Utah.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	—	36.5	.....	.....	.....	447,084	291,972	11	100	....
Dec.	31,	1879	106.0	—	7.5	4-8.5	6	5	3	91	Utah Southern	Utah.	3,450,000	*	.....	.....	1,500,000	1,950,000	.....	.....	—	106.0	.....	.....	.....	327,588	177,042	—	100	....
Sept	30,	1879	87.0	—	13.8	4-8.5	18	20	14	212	Utica and Black River	New York.	2,378,738	418,847	183,100	238,519	1,771,720	1,112,000	54,736	180,751	—	180.1	432,840	213,019	108,880	475,508	184,977	2	100	....
Sept.	30,	1879	71.0	—	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	.....	.....	2,000,000	.....	207 337	.....	—	98.0	174,364	100,026	88,003	166,951	def. 4,106	—	100	....
Dec.	31,	1879	75.7	21.7	16.8	4-8.5	15	12	8	4	Utica, Chenango and Susq. Valley	N. Y.	4,148,103	*	.....	.....	4,000,000	.....	148,103	.....	—	97.4	406,078	217,658	325,600	821,756	def. 253	6	100	....
Feb.	28,	1879	140.0	2.0	10.0	5-0	17	10	5	91	Vicksburg and Meridian	Miss.	3,046,444	———	134,110	81,077	1,397,603	3,166,973	88,474	.....	—	142.0	144,330	43,666	45,597	329,176	70,315	—	100	....
Dec.	31,	1879	82.2	1.5	37.0	4-8.5	24	10	4	349	Virginia and Truckee	Nevada.	3,715,350	712,279	.....	.....	6,000,000	1,000,000	.....	.....	—	53.7	468,810	.....	396,854	1,388,261	552,752	5½	100	....
Dec.	31,	1879	40.8	1.4	2.5	4-8.5	2	2	1	38	Wabash, Chester and West	Ill.	468,212	*	.....	.....	250,000	200,000	26,273	———	—	42.3	———	16,103	38,782	39,474	def.3,996	—	100	....
Dec.	31,	1879	710.5	628.4	210.5	4-8.5	331	125	77	7,995	Wab., St. L. & Pacific	O., Ind. & Ill.	.....	———	.....	.....	40,000,000	35,267,250	.....	.....	—	1,301.7	.....	.....	.....	8,224,565	2,624,777	—	100	....
Sept.	30,	1879	33.4	—	5.0	4-8.5	20	2	3	16	Wallkill Valley	N. Y.	293,799	*	660,000	11,893	330,000	532,000	108,691	———	—	33.5	80,828	69,830	60,738	85,012	14,423	—	100	....
Sept	30,	1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	192,162	*	.....	.....	225.000	288,900	.....	.....	—	10.2	14,500	23,761	22,185	37,008	16,041	3½	100	....
Sept.	30,	1879	51.7	—	2.8	4-8.5	5	7	6	66	Washington and Ohio	Virginia.	1,944,790	*	.....	.....	1,777,927	387.300	128,400	.....	—	51.7	99,745	28,889	27,839	97,470	22,281	—	100	....
Sept.	30,	1879	238.5	121.0	18.0	4-8.5	31	39	14	522	Wash. City, Va. Mid. & Gt. So. Va & N. C.		10,160,949	*	.....	.....	4,265,297	8,095,949	1,815,004	.....	—	389.5	825,137	131,911	514,018	984,738	347 682	—	80	....
Oct.	31,	1879	26.3	—	5.0	4-8.5	11	23	5	70	West Chester and Philadelphia	Pa.	1,547,105	163.012	349,717	143,209	821,300	1,100,000	53,146	228,598	—	26.3	246,190	738,127	95,439	304,452	128,585	7	50	....
Dec.	31,	1879	83.5	47.0	18.4	4-9	20	50	13	222	West Jersey	New Jersey.	2,395,749	459,297	1,082,971	138,450	1,359 750	2,523,000	102,845	91,372	—	128.4	471,745	659,862	162,467	544,151	248,886	2	100	....
Aug	31,	1879	116.0	51.0	8.3	5-0	10	13	8	280	Western of Alabama	Alabama.	3,275,012	*	177,000	43,082	———	2,553,000	722,011	220,082	—	167.0	322,840	.....	.....	679,493	254,968	—	100	....
Sept.	30,	1879	192.0	20.7	26.2	4-8.5	39	12	12	612	Western Union	Wis. & Ill.	8,062,297	*	68,377	14,885	4,000,000	3,500,000	284,353	306,207	—	212.7	585,993	160,264	348,422	773,551	234,716	—	100	....
Sept.	30,	1880	163.5	17.0	13.0	4-8.5	28	22	11	370	Wilmington and Weldon	N. C.	3,840,224	*	13.900	154,752	1,456,200	1,619,100	49,792	383,784	—	180.5	464,494	.....	.....	608,178	188,928	3	100	....
Sept.	30,	1880	189.0	—	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta.	N. C. & S. C.	2,586,582	*	26,195	243,999	960,000	1,600,000	112,315	154,411	—	189.0	396,561	.....	.....	847,446	148,423	—	100	....
Dec.	31,	1879	249.9	70.0	17.9	4-8.5	25	18	6	627	Wisconsin Central	Wis.	19,823,023	*	.....	.....	11 435,800	8,166,000	.....	193,091	—	446.7	708,741	167,083	328,078	851,091	358,982	—	100	....
Dec.	31,	1879	108.0	—	11.5	4-8.5	5	4	2	548	Wisconsin Valley	Wis.	2,883,789	306,132	104,723	28,767	2,026,256	1,149,745	78,278	39,087	—	90.0	.....	38,197	124,152	225,983	92,386	—	100	....
Sept.	30,	1880	46 1	—	21.0	4-8.5	19	22	6	367	Worcester and Nashua	N. H. & Mass.	2,121.982	390,686	.....	(484,804	1,769,800	1,000,000	3,804	172,878	—	94.5	462,662	371,019	467,479	575,800	189,301	—	100	....
Jun.	30,	1879	65.0	—	2.0	3-0	8	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	23.5	22,765	3,972	16,147	4,446	1,369	—	100	....

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending June 4, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad...	197,011	3,528,033	3,283,582
Schuylkill Canal....	18,626	115,820	159,910
Lehigh Valley.....	141,444	2,638,282	2,059,382
Del., Lack. & Western.	91,402	1 629,954	1,880,630
Shamokin Valley....	19,218	421,494	324,217
Central New Jersey.	55,193	1,617,743	1,368,457
United R. R. of New Jersey.....	.....	604,247	396,119
Pennsylvania Coal ..	36,411	469,075	385,901
Delaware and Hudson	77,954	1,390,417	1,250,092
Huntingdon & Broad Top Mt.....	14,174	189,005	212,860
Penn. and New York.	82,484	668,128	557,940
Clearfield, Pa.....	46,972	985,967	539,601

The total tonnage of anthracite coal from all the regions for the week ending June 4, as reported by the several carrying companies, amounted to 614,057 tons, against 369,334 tons in the corresponding week last year, an increase of 244,723 tons. The total amount of anthracite mined for the year is 10,537,154 tons, against 8,744,255 tons for the same period last year, an increase of 1,792,899 tons. The quantity of bituminous coal sent to market for the week amounted to 94,378 tons, against 100 711 tons in corresponding week last year, a decrease of 6,333 tons. The total amount of bituminous mined for the year is 1,997,364 tons, against 1,649,726 tons for the corresponding period last year an increase of 347,638 tons. The total tonnage of all kinds of coal for the week is 708,435 tons, against 470,045 tons in corresponding week last year, an increase of 238,390 tons, and the total tonnage for the coal year is 12,534,518 tons, against 10,393,981 tons to same date last year, an increase of 2,140,537 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending June 4 was 164 458 tons, of which 115,754 tons were coal and 48,704 tons coke. The total tonnage for the year thus far has been 3,772,283 tons, of which 2,648,257 tons were coal and 1,088,026 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended June 4 were 45,785 tons, and for the year to that date 774, 732 tons, a decrease of 73,469 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 23,507 tons; year, 576,3 02 tons; decrease as compared with 1880, 5,648 tons. Chesapeake and Ohio Canal—week, 13,434 tons; year, 119,177 tons; decrease as compared with 1880, 45,361 tons. Pennsylvania Railroad—week, 8,776 tons; year, 78,651 tons; decrease as compared with 1880, 22,558 tons. The Coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 38,010 tons; year, 733,077 tons. Baltimore and Ohio Railroad—week, 1,549 tons; year, 30,620 tons. George's Creek and Cumberland Railroad—week, 5,9 85 tons; year, 8,990 tons. The Reading Railroad tonnage for last week, ending June 11, was 112 ,000 tons, of which 32,800 tons were sent to and 38,000 tons shipped from Port Richmond, and 6,300 tons sent to and 8,900 tons shipped from Elizabethport.—[Phila. Ledger, June 13.

Two conventions considering important and practical matters connected with railroads have been in session this week; that of the master car builders in this city and the master mechanics at Providence. Among the prominent things considered by the former was the revision of rules governing the interchange of freight cars, and by the latter the best form of construction of locomotives and the best means for producing combustion of coal economically.

Chesapeake and Ohio Canal.

At the annual meeting of the stockholders of the Chesapeake and Ohio Canal Company, held at Annapolis, Md., on the 6th inst., the President, Arthur P. Gorman read the annual report of the directors, which shows as follows :

For the fiscal year ended December 31, 1880, the earnings of the canal from tolls and wharfage were $349,045 44; total accrued revenue, $372,616 07; expenditures for operating, &c., $227,277 11, showing net earned revenue of $145,338 96. Actual net revenue over all expenses, $85,531 20. Actual receipts, with balance of $12,938 67 in treasury January 1, 1880, $364,724 39. Balance in hand January 1, 1881, $42,831 38. Actual receipts in 1880, $351,785 72. Liabilities on account of indebtedness to repair damages by flood of 1877 were, on January 1, 1880, $196,432 46, and January 1, 1881, $161,697 08. Of this amount $87,000 were repair bonds, issued under act of 1878. Of the cash on hand December 31, 1880, $16,500 of the amount in the Farmers and Merchants' National Bank of Baltimore has been attached, and is therefore not available until a decision of the court is had. The case is pending in the United States Circuit Court for the District of Maryland. Mr. J. F. Ayers, a well known accountant, has been employed to close the old books of the company and to open a new set, which will be kept by him. Notwithstanding the delay, trouble and loss caused by strikes of boatmen in the spring and summer of 1880, and by ice in the winter of the same year, the actual tonnage of the canal for the year was 615,423 tons, of which amount 577,305 was delivered at Georgetown, and 38,118 was delivered at various points along the line of canal. The tolls and wharfage charged on coal during the year were: Wharfage at Cumberland, 4 cents; tolls—Cumberland to Georgetown—51 cents, total, 55 cents; average to the boatmen 90 cents; freight by the Baltimore and Ohio Railroad—Cumberland to Locust Point—$2 09. The canal was maintained in good condition during the year, the telephone being of the greatest use. By it the company have secured not only great economy, but a more prompt dispatch of business.

Indiana State Bonds.

The Indianapolis Journal says that the warrant of the State Auditor was drawn on the 6th inst. for the payment of the internal improvement bond of 1836, upon which Henry Coghlan, of London, England, has obtained judgment against the State, and then adds:

The principal of the bond was $1,000, and interest thereupon has accumulated during the 45 years of its existence to the extent of $1 563 16, making the total to be paid upon this and all of the same series of bonds still unpaid, $5,563 16 upon each bond. The question as to what course shall be taken with the remaining bonds, which are all in the hands of Mr. Coghlan will shortly be decided, but not until after a decision has been reached by the Supreme Court upon the power of the State officers to borrow money to pay the same. With a view of getting an early opinion from the court an arrangement was made for the reopening of the pending suit of Coghlan against the State, after the petition for a re-hearing had been refused, in order that briefs might be filed on either side, with a view of ascertaining the legal authority vested with the Governor and State officers to borrow the requisite amount to discharge the indebtedness of the State upon the outstanding bonds. Probably the Supreme Court will decide this question before the adjournment for the Summer vacation.

The contract for the construction of the Kentucky Central Railroad from Paris to Winchester will be let on the 1st of July.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 14.

	W.8.	Th.9.	F.10	Sat.11.	M.13.	Tu.14.
Allegheny Val. 7s-10s	....	....	127	....	....	....
7s, Income	54	57	53	....	58	58
Camden & Am. 6s, 1883	106½	106½	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1589	114	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	37	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	21¾	21½	....	....	....	....
Preferred	57½	57¾	....	57¾	58	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	16	15¾	15½	....	15½	....
Preferred	24¾	24¾	24¾	24¾	....	24¾
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	47	47¼	47½	47	47	46¾
6s, 1884	108	....	....	....	108	....
Gold Loan	....	120	....	....	....	....
Railroad Loan	118	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	63¼	....	....	63	63	63
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	138	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	122¾	....	122	....	....	....
Little Schuylkill	55	54¾	55½	....	....	53
Minehill & Sch. Haven	....	....	....	61¾	61¾	....
North Pennsylvania	60½	....	....	....	....	....
1st mortgage 6s	....	109½	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	56¾	....	56¾	56¾	56¾	56
6s	103¾	....	104	....	104	....
Northern Pacific	43½	43¾	43½	44¾	45½	45¾
Preferred	83½	83	83¾	85¾	85½	84¾
Pennsylvania R. R.	66½	66¾	66¾	66¾	66¾	66
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	30¾	30½	30	30½	30½	29¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	127	....	....	....	....	127
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	96chp	98	96	98¾	96½	97¾
Philadelphia and Erie	27¾	28	28	27¾	28	....
1st mortgage, 7s	106¾	....	....	107¾	....	108
2d mortgage, 7s	....	....	....	....	121	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.	23¾	24	24½	24	23¾	22½
7s	103½	103¾	103¾	....	....	....
Schuylkill Navigation	....	....	....	....	15½	....
Preferred	15	....	....	15½	....	16½
6s, 1872	107	....	....	....	....	....
6s, 1882	90¾	90¾	....	....	....	....
United Co. of N. Jersey	....	....	....	....	200	200
Hestonville, (Horse)	21½	....	....	....	....	21½
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending June 14.

	W.8	Th 9.	F.10.	Sat.11.	M.13.	Tu.14.
Baltimore and Ohio	210	....	....	....	....	205
6s, 1880	....	....	....	....	....	....
6s, 1885	109½	109½	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	114	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	124	....	....	123¾	123¾	123¾
2d mortgage, 7s	92¼	92¾	92¾	92¾	92½	92¼
3d mortgage, 8s	52¾	52¾	....	53¾	53¾	53¾
Northern Central ($50)	56¾	56¾	56¾	56¾	56¾	56½
2d mortgage, 6s 1885	....	....	....	111	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	110½
Pittsb. & Connellsv. 7s	....	....	....	127	....	....
Virginia 6s, Consol	85	....	84¾	84¾	83¾	....
Consol. Coupons	....	86	....	....	95¾	....
10-40 bonds	56¾	56¾	56¾	56¾	56¾	56¾
Deferred Certificates	....	....	....	....	17¾	....
Western Maryland	18	....	....	18	....	....
1st M., end. by Balt.	121½	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M. do.	125¾	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 15.

	Th.9.	F.10	Sat.11	M.13	Tu.14	W.15.
Adams Express	136½	....	135	135	138	....
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	87	87½	84½	84½	84½	
Atlantic & Pacific Tel.	....	....	55½	....	....	....
Burl., C. R. & Nor.	....	....	....	....	82	81½
1st mortgage 5s	102½	102	102½	102½	....	102
Canada Southern	75½	76½	76½	77½	75½	75½
1st mortgage guar.	104½	104	....	....	104	104
Central of N. Jersey	103½	104	103½	103½	103	101½
1st mortgage 1890	....	121	....	....	....	....
7s, consolidated, ass.	....	119	119½	....	120	120
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	....	105	....	....	104	104
Adjustment	....	110½	....	....	....	....
Central Pacific	96	98½	98	100½	101½	101½
6s, gold	117½	....	....	117½	....	....
1st M. (San Joaquin)	....	111½	....	111	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	107	....	....	....	....	....
Chesapeake and Ohio	30½	30½	31	31½	31	31½
Chicago and Alton	143½	147	143	143	143	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	123	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	167	166½	167½	167½	165½	166
7s Consol, 1903	....	....	....	....	132½	....
Chic., Mil. and St. Paul	126½	127	127	127	126½	124½
Preferred	134	....	133	133	133	133
1st mortgage, 8s	....	....	....	....	137	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	132	....
1st M. (La Crosse div.)	....	....	128	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	122½	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	129½	....	130½	....	131	....
Chic. & Northwestern	129	129	130½	129½	130	129½
Preferred	140½	141	141½	....	139½	....
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	111
Consolidated 7s	....	....	135	....	....	....
Consol. Gold bonds	....	126	126½	126½	....	....
Do. reg.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	145	145	144½	144½	143½	
6s, 1917, c.	130	....	....	....	....	130
Clev., Col., C. and Ind.	97½	97½	98½	99	99	
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	140	....	140	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	26½	27½	26½	27½	27½	27½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	110½	110½	110½	110½	110½	110½
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	109½	....	....	....	....	....
7s, 1894	....	119	....	....	120	....
Del., Lack. & Western	126½	126½	126½	126½	125½	124½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	109	....	....	....	....
4th mort. 5s, ext.	109½	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	....	132½	132½
Great Western 1st mor.	112	....	....	....	....	....
2d mortgage	111	....	....	....	111	111½
Hannibal & St. Joseph	83	83	....	....	83½	82½
Preferred	114½	....	....	113½	113½	114
8s, Convertible	111½	....	112	112	112	....
Houston & Tex. Cent.	89½	....	....	91½	92	93
1st Mortgage	....	....	....	....	....	117
Illinois Central	142½	142½	142½	142½	142	141
Lake Shore & Mich So.	131½	131½	132½	131½	131½	130½
Consol. 7s	133½	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	107½	107½	108½	107½	108½	107½
7s Consolidated	....	....	....	....	....	....
Manhattan	26½	27	27½	27½	27½	27½
Metropolitan Elevated	92	92½	92½	92½	91½	94½
1st Mortgage	104	103½	103½	103½	103½	103½
Michigan Central	110½	111½	111½	111½	111	110
7s, 1902	....	....	....	130½	....	130½
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	129½	127½	....	....	....	126½
1st mortgage	138	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	120	121	121½	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	127	....	....	....	126	....
N. Y. Cent. & Hud. Riv.	148½	149	149½	149½	149½	14 6½
6s, Sinking fund, 1883	....	....	106½	....	....	....
6s, Sinking fund, 1887	....	—	....	....	....	....
1st mortgage	....	....	138	....	139	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	110	110	111	111½	111	110½
1st mortgage	117½	....	....	117½	117½	....
N. York and Harlem	....	....	....	....	....	250
Preferred	....	....	....	....	....	....
1st mortgage	135	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
N. Y., Lake Erie & W.	47½	48½	47½	47½	47½	46½
Preferred	88½	89½	88½	88½	88½	87
2d Consolidated	104½	104½	104½	104½	104½	103½
New 2d 5s fund	....	100½	....	....	....	101
N. Y., N. Haven & Hart	....	....	....	190	....	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	43½	43½	44½	45½	44½	44½
Preferred	82½	84	85½	86	84½	84½
Ohio and Mississippi	44½	44½	44½	44	44½	43½
Preferred	118½	118½	119	....	118	....
2d mortgage	....	....	....	125½	....	....
Consolidated 7s	....	....	....	122½	....	....
Consol. Sinking fund	....	....	....	....	122½	....
Pacific Mail S. S. Co.	52½	53½	53	54½	54½	53½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	272	275	....	....	....
Philadelphia & Reading	60	59½	60	59½	59½	58
Pitts., Ft. W. & Chi. gtd	....	....	....	....	141	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	133	....
3d mortgage	....	125	....	....	....	....
Pullman Palace Car	142½	146½	146	144½	143½	142½
Quicksilver Mining Co	....	....	....	19	....	....
Preferred	62	62	62	....	62	62
St. Louis & San Fran.	51½	51½	52½	53½	54½	53½
Preferred	77½	78	79½	80	80½	79½
1st Preferred	111½	111	112	112½	113½	114
St. L., Alton and T. H.	68	....	68	69	70	....
Preferred	96½	....	....	....	98	97
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	....	....	82	84	86½	84½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	115
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	127½	126½	128½x	129½	128½	128½
1st mortgage	120	120	....	....	119½	120½
Land Grant 7s	119	118½	....	....	....	....
Sinking Fund 6s	....	....	....	....	130½	....
United States Express	74	74½	75	75	74½	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	115	....	....	....
2d mortgage	112	....	....	....	....	....
7s, Consolidated	....	....	....	105	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	54½	54½	55½	56½	56½	56
Preferred	94½	94	94½	95½	94½	93½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	128	129	128	130½	130½	131½
Western Pacific bonds	114	....	114½	....	114½	114½
Western Union Tel.	128½	129½	131½	133	134½	133
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending June 15.

	Th.9.	F 10.	Sat.11.	M.13.	Tu.14.	W.15.
Atch., Top. and San. Fe.	147½	147	147	146½	147½	146½
1st mortgage	125	....	....	126½	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	174	174½	175	....	174½
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	....	....	107	....	....
Boston and Maine	163½	163	163½	....	....	164
Boston and Providence	....	....	....	....	....	170
Boston, Hart. & Erie 7s	83½	84	....	85½	84½	84
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	115	116
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	....	167½	....	166	166½	165½
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	80½	81½	....	81½	81½	81½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	51½	51	50	51½	53	52½
New 4½ Bonds	....	109½	....	109½	....	109½
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	110
N. Y. & New England	83	82½	....	85	83	82
7s	123	122	....	123	....	....
Northern, N. H.	....	....	197½	198	....	196½
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ.	....	56½	56½	56½	....	56½
Preferred	....	....	....	....	....	....
Old Colony	....	....	....	134	....	133½
Ph., Wil. & Balt. ($50)	....	....	....	67	....	....
Portl'd, Saco & Ports.	....	....	....	116	....	117
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	120½	....	....	122	....	....
Pullman Palace Car	141	146½	145½	145	143½	141
Union Pacific	127½	....	128½	129½	129	129½
6s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Vermont and Canada	....	....	....	20	....	20
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	65	65	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	77	77	....
Middlesex (")	127	125	....	....	....	....
Cal. & Reels Mining Co.	238	236	237	236	237	238½
Quincy	87	....	87	87	87	86½

New York Stock Exchange.

Closing Prices for the week ending June 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
Federal Stocks:—						
U. S. 4s, 1907, reg.	116½	....	117	....	117	....
U. S. 4s, 1907, coup.	118	....	....	....	....	118
U. S. 4½s, 1891, reg.	114½	....	....	....	116½	....
U. S. 4½s, 1891, coup.	....	....	....	....	....	....
U. S. 5s, 1881, reg.	101	102½	....	102½	101½	....
U. S. 5s, 1881, coup.	103	103½	....	....	103½	....
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s continued at 3½	....	103½	....	103½	103½	
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— May 27	June 3
Baltimore and Ohio (sterling)	116 —117	116 —117
Central of New Jersey $100 shares	103 —108	105 —107
Do. Cons. Mort. Oct. '79 coupon	122 —124	122 —124
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	103 —105	105 —107
Del., Gd. Haven & Mil. Equip. bds.	117 —119	118 —120
Do. Con. M. 5 p.c. till '84 after 6 p.c.	112 —113	113 —115
Illinois Central $100 shares	149 —151	148 —150
Lehigh Valley Consol. mortgage	118 —122	118 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	127 —129	127 —129
Do. $100 shares	155 —157	155 —157
Do. Mort. bonds (eq.)	123 —125	123 —125
N. Y., Lake Erie & West., $100 shs.	51½ — 51½	51 — 51½
Do. 6 p. c. pref. $100 shares	93 — 96	93 — 95
Do. 1st Con. Mort. Bonds (Erie)	133 —135	133 —135
Mort. Funded Coupon bonds	130 —132	130 —132
Do. do. 2d do.	107 —109	108 —109
Do. 2d Consol. Mort. bonds	103 —105	104 —106
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	67½ — 68	67½ — 68½
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	68½ — 69½	68 — 69
Do. Con. Sink. Fund Mort.	122 —124	123 —124
Philadelphia & Reading $50 shares	30 — 31	30½ — 31½
General Consol. Mortgage	118 —120	118 —118
Do. Improvement Mortgage	104 —106	105 —107
Do. Gen. Mort. '74, ex-deferd. cou.	96 — 98	97 — 99
Do. Scrip for the 6 def.) coupons.	94 — 99	94 — 99
Pittsbg, Ft. W. & Chic. Equip bds.	109 —111	110 —112
St. Louis Bridge 1st mort. gold bonds	127 —129	129 —131
Do. 1st pref. stock	94 — 96	99 —101
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, June 16, 1881.

There have been free offerings of capital to-day at 3 per cent on stocks and at 2@2½ per cent on government bonds. The closing quotation for call loans was 3 per cent.

The posted rates for foreign exchange to-day were 4.85@4.87; and 4.84½@4.86½. Prime bankers' 60 day bills were 4.83¾@4.84½, and 4.85¾@4.86¼; cables were 4.86¼@4.86¾ and commercial bills ware 4.82½@4.82¾. The actual rates for Continental exchange were as follows: francs, 5.21⅞ and 5.19¾ respectively; marks, 91¼ and 94¾ and guilders 40 and 40¼.

The Receivers of the Philadelphia and Reading Railroad Company will pay the unpaid one-half of the July, 1880, coupon of the General mortgage bonds of that company on the 11th of July next.

The Treasurer of the United States at Washington has issued a call for the 8 per cent General Stock of the Corporation of Georgetown which becomes redeemable on the 1st of July, 1881. It will be paid, principal and interest, at the Treasury, and cancelled by Treasurer Gilfillan, Commissioner of the District Sinking Fund. The total amount of the stock is $20,000.

The Treasurer of the Safe Deposit Company of Baltimore is now prepared to deliver to holders of the certificates representing the first mortgage bonds of the Orange, Alexandria and Manassas Railroad Company the new bonds of the Virginia Midland Railroad Company to which they are entitled under the scheme of reorganization,

The new bonds cover principal and unpaid interest up to 1st July, 1879, and bear interest at 5 per cent, payable 1st March and 1st September. The interest from 1st July, 1880, to March 1, 1881, will be paid in cash, at the rate of 5 per cent per annum.

A decision was rendered on the 9th inst. by the Commissioner of Internal Revenue at Washington, as to the taxation of capital and deposits of private banks, which will be of interest to all non national banks. The decision referred to—and which is a re-affirmation of the decision made some weeks ago in the case of the International Bank of Chicago—is in the case of the Corn Exchange Bank, also of that city, which was required to pay $32,350 in back taxes and penalties. Of this sum $20,764 was for deposits of State and county taxes, which the bank had not returned, claiming that they were not taxable. This amount is paid under protest with the declaration that the case will be taken to the courts to test the construction of the law made by the Internal Revenue Bureau. The question involved, however, has been decided now by the Secretary of the Treasury and the Commissioner of Internal Revenue in two cases, after careful examination by the law officers of the Government, and this ruling undoubtedly will be upheld by the courts. Private bankers will do well to treat all deposits of public funds which are subject to be checked against as a general deposit that must be returned to the Government for purposes of taxation. Two Chicago banks within a month have thus been compelled to pay in back taxes, fees and penalties $80,000. The examination now being made will extend to other cities. All banks which are not national come within this law, and are subject to the Commissioner of Internal Revenue.

The bonds of the Columbia and Greenville Railroad Company have been placed on the regular call of the Baltimore Stock Exchange. The road and its branches are 163 miles in length. The mortgages are, first $2,000,000 and second $1,000,000, both at 6 per cent. The net earnings from 23d October, 1880, date of possession by present company, to March 31st, 1881, are officially stated to be $190,000.

The Governing Committee of the New York Stock Exchange have admitted to dealings at the Board the following securities:

Georgia Railroad and Banking Company—$4,200,000 capital stock.

Texas and Pacific Railway Company—$1,725,000 first mortgage 6 per cent, gold construction bonds upon the Rio Grande division, being an additional issue upon road completed, and numbered 5,001 to 6,725 inclusive.

Louisville and Nashville Railroad Company—$2,000,000 sinking fund 6 per cent bonds on the South and North Alabama Railroad.

Houston and Texas Central Railway Company—$3,000,000 general mortgage 6 per cent gold bonds, Nos. 1 to 3,000.

Ohio Southern Railroad Company—$3,840,000 stock, $1,920,000 first mortgage bonds, and $1,920,000 second mortgage income bonds.

Indianapolis, Decatur and Springfield Railway Company—Trust certificates of the Central Trust Company, issued in exchange for the old second mortgage bonds, for the purpose of facilitating the exchange of securities pending the readjustment of the indebtedness of the company.

The Petersburg Railroad Company, of Virginia, gives notice that on 1st of July next all matured first mortgage bonds with past due coupon and registered interest on same, and interest thereon, will be paid at the company's office, in Petersburg, Va. After July 1, all interest on all matured bonds will cease.

The closing quotations on Thursday were: Adams Express, 137@139; American Express, 83½@85; American District Telegraph, 52@55; Chicago, Burlington and Quincy, 162½@164; Canada Southern, 74½@74¾; Chicago and Northwestern, 125@125¼; Central Pacific, 101¼@101½; Chicago, Milwaukee and St. Paul, 123⅜@124½; do. pref., 132@132½; Chicago, Rock Island and Pacific, 143½@144; Cleveland, Columbus, Cincinnati and Indianapolis, 98@98¾; Columbus, Chicago and Indiana Central, 26½@26¾; Delaware and Hudson Canal, 109¼@109⅜; Delaware, Lackawanna and Western, 122⅛@122⅝; Hannibal and St. Joseph, 83@83½; do. pref., 112@113½; Lake Erie and Western, 58¼@58¾; Lake Shore and Michigan Southern, 128@128⅛; Metropolitan Elevated, 96@96½; Manhattan Elevated, 28¾@28⅞; Michigan Central, 109@109¼; New York Elevated, 110¼@111; New York, Lake Erie and Western, 45¾@45⅞; do. pref., 86@86½; New York Central and Hudson River, 145⅛@145¾; Ohio and Mississippi 43⅜@43⅝; Ohio Central, 34¼@34⅜; Pacific Mail, 52⅛@52⅝; Panama, —@275; St. Louis, Alton and Terre Haute, —@69; do. pref, 96¼@96¾; Texas and Pacific, 69¾@70; Union Pacific, 128@128⅛; United States Express, 73@75; Wells Fargo Express, 132@134; Western Union Telegraph, 132¼@132¾; do. ex. certif., 90⅜@91; Wabash, St. Louis and Pacific, 55⅛@55½; do. pref., 93@93½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Atchison, Colorado and Pacific 1st, 105; Am. Dock and Imp. bonds, ass., 132½; Boston and New York Air Line, 50; Buffalo, Pittsburg and Western, 47¾; Boston, Hartford and Erie 1st, 82¾; Baltimore and Ohio, Parkersburg Branch 1st, 112; Clev., Col., Cin. and Ind. consol., 124½; Cairo and Fulton 1st, 117½; Chicago and Milwaukee 1st, 125; Chicago, St. Louis and New Orleans, 84; Chesapeake and Ohio 1st pref., 46⅞; do. 2d pref., 33¾; do. 1st, Series B, 90½; do. cur. int. def., 66½; Chicago, St. Paul, Minneapolis and Omaha, 45; do. pref., 107; do. consol., 105¾; Cincinnati, Sandusky and Cleveland, 62½; Central Iowa, 39¾; Cedar Falls and Minnesota, 34; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass. sup., 121; do. Inc., 75; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 110¾; Chicago, Burlington and Quincy 8s, 110; Denver and Rio Grande, 111⅜; do. 1st, 121½; do. 1st consol., 121½; Dubuque and Sioux City, 88; Danbury and Norwalk, 70; Denver, South Park and Pacific 1st, 110½; Delaware and Hudson Canal, 1st Penn. div., 126; Evansville, Henderson and Nashville 1st, 106½; Houston and Texas Central 2d M. L., 133; do. 1st, Western div., 114; International and Gt. Northern 1st, 112½; do. 2d, inc., 101¼; Indiana, Bloom. and Western, 52⅞; do. 1st, 97; do. Inc., 85; Indianapolis, Decatur and Springfield 2d, 78½; Keokuk and Des Moines, 26; Kansas Pacific 1st consol., 108¾; do. 6s, Denver div. ass., 114½; Lehigh and Wilkesbarre consol. ass., 111½; Lake Erie and Western, 57½; do. 1st Sandusky div., 106½; do. Inc., 85; Louisville, New Albany and Chicago 118; do. 1st, 110½; Louisville and Nashville Gen'l mort. 6s, 109¼; do. N. O. and M. div, 1st, 107½; Laf., Bloom. and Muncie 1st, 111; do. Inc., 85; Manhattan Beach, 55½; Marietta and Cincinnati 1st pref., 18; Mobile and Ohio, 35; do. 1st deben., 116; do. 2d deben., 65¼; do. 3d deben., 57; do. 4th deben., 56½; do. new mort., 116; Missouri, Kansas and Texas, 51½; do. 6s, 97; do. consol. ass., 111⅝; do. 2d, 88¾; Missouri Pacific, 112½; do. 1st, consol., 108½; do. 2d, 118¾; Memphis and Charleston, 92; do. 1st, 103⅞; Milwaukee, Lake Shore and Western, 61⅝; do. 1st, 107; Metropolitan Elevated 2d, 91; New Orleans Pacific 1st, 102¾; New York City and Northern Gen'l mort., 96; Nashville, Chattanooga and St. Louis, 91; New York, Ontario and Western, 37⅝; Norfolk and Western pref., 64; New York, Penn. and Ohio inc., 66¼; North Pacific 1st, coupon, 106¾; New York Lake Erie and Western inc., 91; Ohio Central, 34¾; do. 1st, 106¾; do. Inc., 66; Oregon Railway and Nav., 167; do. 1st, 112; Ohio Southern, 34; do. 1st, 99¾; do. Inc., 61; Ohio and Mississippi 1st, Springfield div., 120; Peoria, Decatur and Evansville, 49½; do. Inc., 93½; Rensselaer and Saratoga, 146; Rochester and Pittsburg, 43¼; do. Inc., 56½; Rome, Watertown and Ogdensburg, 48; do. 1st consol., 106; St. Paul, and Sioux City 1st, 112⅞; St. Louis, Kansas City and Northern, Omaha div. 1st, 120; Southern Ohio 1st, 99; do. Inc., 60; St. Louis, Alton and Terre Haute div., bonds, 80; St. Paul and Duluth, 35; do. pref., 82; St. Paul, Minn. and Man., 99¾; do. 1st, 115; Southern Pacific of California 1st, 106½; South Pacific 1st 106½; St. Louis and Iron Mt. 1st pref. Inc., 100; do. 2d pref., Inc., 95; do. 5s, 94; do. Ark. Branch 1st, 100; St. Louis and San Francisco 2d, class A, 107; do. B, 97; Toledo, Delphos and Burlington, 34; do. 1st, 100; do. inc., 64; Texas and Pacific, 71⅞; do. 1st, 111½; do. consol. 6s, 106; do. Inc., L. G., 94; do. Rio Grande div., 1st, 101¾; Texas and St. Louis, 45; Toledo, Peoria and Western 1st, 119; Wabash, St. Louis and Pacific 1st, Chicago div., 99¾; do. Gen'l mort.,, 102; Arkansas 7s, L. R., & Ft. S., 17½; Alabama Class A, 76⅝; Georgia 7s, new, 114; do. 7s, gold, 119¼; Louisiana consol, 7s, 63; Tennessee 6s, old, 74; do. new, 73¾; Virginia 6s, def., 17; Am. Dist. Tel., 54; Sutro Tunnel, 2½; Canton Co, 73¼; Colorado Coal and Iron, 63¼; do. 6s, 102; Consolidation Coal, 40; Cam. Coal, 43; Maryland Coal, 31½; New Central Coal, 31; Cumberland Coal, 15½; Spring Mt. Coal, 52½; Central Mining, 4; Caribou, 3½; Deadwood, 7½; Excelsior, 1¾; Homestake, 20½; Little Pittsburg, 3⅛; Mariposa, 5½; Ontario, 37; Standard, 24; Stormont, 3; Silver Cliff, 6½.

Philadelphia.—Am. S. S. Co., 6s, 108½; Buffalo, Pittsburg and Western pref., 37; Belvidere Del-

aware 3d, 109; Central Transp., 45; Catawissa new pref., 57; Delaware Division Canal, 48½; do. 6s, 105; Huntingdon and Broad Top Mt. consol. 5s, 93; New Orleans Pacific 1st, 103½; Norfolk and Western pref., 64½; Philadelphia, Germantown and Norristown, 110; Pennsylvania R. R. Allotments. 15⅞; Philadelphia and Reading R. R. income 7s, 85; do. consol. 7s, 65; do. scrip, 76; Pennsylvania Canal 6s, 100½; Schuylkill Nav. 7s, B. L., 60; Shamokin, Hazleton and Wilkesbarre 2d, 35; Texas and Pacific, 72; do. consol. mort. 6s, 105½; do. 6s, Rio Grande div., 102; Union and Titusville 7s, 109; West Jersey and Atlantic, 20; do. 6s, 110; West Jersey 1st, 120. The latest quotations are: City 6s, 115@116; do. free of tax, 131@132; do. 4s, new, 106@111; Pennsylvania State 6s, 3d series, 105½@106; do. 5s, new, loan, 119@—; do. 4s, new, 111@—; Philadelphia and Reading R. R., 29⅛@29⅜; do. consol. mort. 7s, coup. 127¼@128; do, reg., 127¼@128; do. mort. 6s, 121@—; do. 7s, 1893, 121@—; do. new conv., 65@66; United New Jersey R. R. and Canal, 199½@200; Buffalo, Pittsburg and Western, 23¼@23½; Pittsburg, Titusville and Buffalo 7s, 103½@103⅞; Camden and Amboy mort. 6s, 1889, 114½@115; Pennsylvania R. R., 66@66⅛; do. gen'l mort., coupon, 129½@130½; do. reg., 128½@130½; do. consol. mort. 6s, reg., 120@121; Little Schuylkill R. R., 55½@55¾; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 15¼@15½; do. 6s, 1882, 90@95; do. 1872, 105@108; Elmira and Williamsport pref., 55@60; do. 6s, 117@—; do. 5s, 100@102; Lehigh Coal and Navigation, 46½@46⅝; do. 6s, 1884, 108@108½; do. R. R. loan, 117@118¼; do. Gold Loan, 120@121; do. consol. 7s, 118@120; Northern Pacific, 44⅝@45; do. pref. 84¾@85¼; North Pennsylvania, 60@60¼; do. 6s, 109½@110; do. 7s, 118@118½; do. Gen'l mort. 7s, reg., 123@125; Philadelphia and Erie, 27@27½; do. 7s, 120@121; Minehill, 61¾@62; Catawissa, 21⅜@21⅝; do. pref., 57⅜@57⅞; do. new pref., 52⅜@52⅝; do. 7s, 1900, 125@—; Lehigh Valley 62½@63; do. 6s, coupon, 127@128½; do. reg., 126@127; do. 2d mort. 7s, 135@138; do. consol. mort., 121½@123; Fifth and Sixth streets (horse), 136@137; Second and Third, 111@116; Thirteenth and Fifteenth, 80@82; Spruce and Pine, 50@52; Green and Coates, 80@—; Chestnut and Walnut, 95@100; Hestonville, 21½@—; Germantown, 70@75; Union, 119@125; Lombard and South, 25⅞@26; West Philadelphia, 80@90; People's, 25@26; Continental, 106@108.

Baltimore.—Atlantic Coal, 1 50; Atlanta and Charlotte, 81⅞; do. 1st, 111½; Baltimore City 6s, 1890, 116; do. 6s, 1893, 118; do. 5s, 1900, 128; do. 5s, 1894, 118; do. 4s, 1920, 111½; Baltimore and Ohio 1st pref., 125½; do. 2d pref., 123¼; Columbia and Greenville 1st, 108½; Central Ohio pref., 55; Cincinnati 7.30s, J. &. J., 131; Charlotte, Columbia and Augusta, 48; George's Creek Coal, 106½; Marietta and Cincinnati 1st Sterling, 121; Maryland Defense 6s, 105⅛@—; Norfolk and Western pref., 64½; North Carolina 4s, 89; Richmond and Allegheny, 60; Richmond and Danville bonds 1890, 108; do. 1885, 104; Union R. R. endorsed by Canton Co., 119; Virginia Midland 1st 112; do. 2d, 111½; Wilmington, Columbia and Augusta, 6s, 113. The latest quotations are: Atlanta and Charlotte, 81@81⅞; Baltimore and Ohio, 205@210; do. 6s, 1885, 109¼@109½; Cincinnati and Baltimore 7s, 118@—; Canton 6s, gold, 106@—; Columbia and Greenville 1st, 108¼@108½; do. 2d, 96⅞@97¼; Marietta and Cincinnati 1st, 123¾@124; do. 2d, 92¼@92⅝; do. 3d, 53⅜@53½; Northern Central, 56¼@56⅜; do. 6s, gold, 1894, —@118; do. 5s, 1926, 102@103¾; Norfolk and Western pref., 64⅜@—; Orange Alex. and Manassas 7s, 108½@110; Richmond and Danville, 105@106¼; do. bonds, 1885, 103⅞@104¼; Richmond and Alleghany, 64@—; Wilmington, Columbia and Augusta 6s, 112@114½; Baltimore City 6s, 1884, 105@—; do. 1886, 108@109; do. 6s, 1890, 116@116½; do. 5s, 1894, 118@118¼; do. 5s, 1900, 122¼@—; do. 5s, 1916, 125@—; Virginia Consols, 84@84⅜; do. 10-40, 56¼@56½; do. consol. coupons, 95¾@96; do. Black Scrip, 16½@20.

Boston.—Atchison, Topeka and Santa Fe plain 5s, 99; do. 7s, Dutch Stamp, 125; do. 7s, guar., 123½; Atlantic and Pacific Block, 104½; Boston Water Power, 10¼; Boston Land, 10½; Boston, Clinton, Fitchburg and New Bedford, 30; do. pref, 132; Burlington and Missouri River in Nebraska 6s, non-exempt, 105½; Chicago and West Michigan, 93; Chicago and Eastern Illinois, 109; Central of Iowa, 40; Cincinnati, Sandusky and Cleveland 7s, 107; Chicago, Milwaukee and St. Paul Dubuque div., 6s, 109¼; Detroit, Lansing and Northern pref., 115; do. 7s, 123; Flint and Pere Marquette, 36¼; do. pref., 101; Iowa Falls and Sioux City, 88; do. pref., 131; Kansas City, Lawrence and Southern 5s, 108; Kansas City, Topeka and Western 7s, 127; Kansas City, St. Joseph and Council Bluffs 7s, 124½; Kansas City, Fort Scott and Gulf, 96¾; do. pref., 132½; do. 7s, 115; Louisiana and Missouri River R. R., 30¼; do. pref., 53½; Little Rock and Ft. Smith, 88½; do. 7s, 118; Mexican Central Blocks, new, 102; do. old, 115; Massachusetts Central 6s, 99½; New Mexico and Southern Pacific 7s, 122¼; Nashua and Rochester, 60; New York and New England 6s, 113; Ogdensburg and Lake Champlain 6s, consol., 108; do. Income, 76½; Republican Valley 6s, 106¼; Rutland, 6¾; do. pref., 31; do. 6s, 106; do. 5s, 85; Summit Branch, 25½; Sonora 1st 7s, 99⅞; do. No. 4, 120; do. No. 3, 290; St. Paul, Minn. and Man., 100; Toledo, Delphos and Burlington, 17¼; do. 6s, M. L., 64; do. Income Dayton div., 63¾; Wisconsin Central, 31¾; do. 1st series, 78; do. 2d series, 62; do. 7s, 78; Atlantic Mining 13; Allouez, 2; Blue Hill, 4; Catalpa, 2¼; Crescent, 1¼; Copper Falls, 6; Douglas, 3; Duncan, 2½; Empire, 62½c.; Franklin, 11¾; Harshaw, 9; Huron, 4; Mesnard, 50c.; Osceola, 32; Pewabic, 13; Ridge, 3⅝; Silver Islet, 46½; Sullivan, 3¼.

The many New Yorkers who will seek summer pleasure among the Berkshire Hills, and in the picturesque valley of the Housatonic will have this season a very enjoyable way of reaching those attractive spots. By taking the Bridgeport steamer at pier 35 East River they can connect with the 5 o'clock train from Bridgeport, running through to Pittsfield. In this way a delightful sail on the Sound is afforded, and the journey by rail through the Housatonic Valley is made during the part of the day and early evening when traveling is pleasantest, and when the varied natural attractions of that beautiful locality are most striking and effective.

The directors of the Northern Railroad Company of Long Island having accepted the plans and specifications for the construction of the road between Astoria and Northport, have requested Colonel Lane, the engineer, to take the contract for building the road. It is reported that $2,000,000 worth of bonds are to be issued.

OFFICE OF THE STARR-GROVE SILVER MINING CO.,
No. 2 NASSAU-ST, CORNER OF WALL-ST.,
NEW YORK, June 15, 1881.

DIVIDEND NO. 8.

THE BOARD OF TRUSTEES HAVE THIS DAY declared the regular monthly dividend of TEN CENTS a SHARE, being ONE PER CENT ON THE CAPITAL STOCK of the Company, payable on the 30th inst. at this office. The transfer books will be closed from the 21st to the 30th inclusive.

WILLIAM S. CLARK, President.
JOHN R. BOTHWELL, Secretary.

Brown, Brothers & Co.,

NO. 59 WALL ST., N. Y.,

BUY AND SELL

BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.

Issue Commercial and Travelers' Credits *IN STERLING,*

AVAILABLE IN ANY PART OF THE WORLD.

And in France, in Martinique and Guadaloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

Paine, Webber & Co.,

BANKERS AND BROKERS,
(Members of the Boston Stock Exchange.)

53 Devonshire St., Boston.

Devote special attention to the purchase and sale of Stocks and Bonds in the Boston market, the careful selection of securities for investment, and the negotiations of commercial paper.

WM. A. PAINE. WALLACE G. WEBBER. C. H. PAINE.

John H. Davis & Co.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth,

BANKERS,

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH.
GEO. B. SHELDON.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,599,578	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany.....100	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	.....	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M. & N.	May 81 4
Boston and Providence.100	4,000,000	M. & N.	May 81 4
Attleborough Branch.100	131,700	J. & J.	Jan. '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'81 5
Burl. & Mo. Riv. in Neb.100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,159,500	October	Oct.'80 1½
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref..... 50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*..... 50	539,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,860,400	F.M.A.N	1 1
" " pref.100	769,600	F. & A	1 3½
Central of Georgia.....100	7,500,000	J & D.	1 4
Central of New Jersey.100	18,563,200	quarterly	Apl. '76 2½
Central Ohio*..... 50	2,425,000	J. & J.	J
" pref..... 50	400,000	J. & J	Jan. 81 3
Central Pacific 100	54,276,500	F. & A.	Feb. '81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. 81 4
" pref....100	2,425,400	M. & S.	Mar '81 4
Chicago, Burl. & Quincy.100	31,004,456	quarterly	June '81 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12 279,483	A. & O.	Apl. '81 3½
Chicago & N. Western.100	14,988,247	J. & D	June'81 3
" " pref.100	21,625,353	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	50,000,000	quarterly	May '81 1½
Chicago & West Mich....100	5,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,500	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	June'81 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Mar. '81 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb. '81 4
Concord..... 50	1,500,000	M. & N.	May '81 5
Concord and Ports.*.....100	350,000	J. & D.	D & '80 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Feb. '81 2
Connecticut River.....100	2,100,000	J. & J.	July '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	June 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*..... 2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor....100	1,825,800	F. & A.	Aug.'80 2½
" " pref.100	2,503,280	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*..... 50	1,400,200	J. & J.	Jan 81 3
East Mahanoy*..... 50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga...100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,900	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & D.	June '81 2½
Eel River.....100	3,000,000	quarterly	June '81 2½
Elmira, Jef. & Canand*..100	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	600,000	M. & N.	Nov.'80 1
" " pref. 50	500,000	J. & J.	Jan. '81 3
Erie and Pittsburg*..... 50	1,000,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '81 3
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia.....100	4,200,000	J. and J.	July '81 3
Hannibal & St. Jo. pref..100	5,183,924	F. & A.	Feb. '81 3
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '81 3
Housatonic, pref.....100	1,180,000	quarterly	Apl. '81 2
Illinois Central.....100	30,000,000	M. & S	Mar. '81 3½
Iowa Falls & Sioux City*100	4,025,000	quarterly	June '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May, '81 1½
Ia. So. & Mo. Northern. 25	600,000	quarterly	May, '81 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May, '81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,350,000	quarterly	May, '80 1½
Kentucky Central.....1 9	500,000	J. & D.	Dec. '80 1
" " pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	48,466,500	quarterly	May, '81 2
" (guar.).100	833,500	F. & A.	Feb. '81 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	17,382,555	quarterly	Apl. '81 1½
" pref. 50	106,800	quarterly	July '81 1½
Little Miami*..... 50	1,871,460	quarterly	Mar. '81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*..... 50	$2,646,100	J & J.	Jan. 81 3½
Louisville & Nashville...100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence.....100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,480,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	May '81 1½
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	823,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific..... 100	42,416,000	quarterly	Apl. '81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800.000	M. & N	May '81 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp...100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R...100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	....
" " pref....100	8,146,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '81 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S. C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '81 1½
Northern Central 50	5,542,000	J. & J.	July '81 3
Northern N. Hampsh...150	3,098,400	J. & D.	June'81 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	May 81 2
Oswego and Syracuse*.100	482,400	F. & A.	Aug. 80 1½
Panama.....100	7,000,000	quarterly	May '81 5
Paterson and Hudson*.100	632,000	J & J.	Jan. '81 4
Paterson and Newark*.100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Apl. '81 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 100	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June 81 5
Philadelphia & Reading 50	82,726,375	quarterly	Jan. '76 2½
" " pref.... 50	1,551,800	quarterly	July '76 2½
Phila. and Trenton*.....100	1,259,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt.... 50	11,572,760	J. & J.	July '21 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apr. '81 1½
" Special Imp..100	5,204,300	quarterly	Apl. '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual	Nov.'80 3
Providence & Worces..100	2,000,000	J. & J.	July '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,000	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½s
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 80c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '86 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*....100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	449,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	July '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	.....	.....
" " pref.100	20,000,000	quarterly	May 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon..100	1,463,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan '81 5
Balt., Cat. & El. Milla...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121.000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (NY)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	July '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark .100	200,000	— & —	3
42nd St. & G. St. Ferry ...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300,000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July 79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A.J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan.'79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '81 3
South Boston 100	600,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '81 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 2½
Delaware and Hudson.....100	20,000,000	.....	June'81 1½
Delaware and Raritan*.100	5,847,400	quarterly	Apl. '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.) 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	3,000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May '81 $5
Central Mining Co.....100	.....	Annual.	Feb '81 $5
Consolidation (Md.) Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I....100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '81 5
Molongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Apl. 81 3
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car....100	5,990,200	F.M.A.N	May '81 2
Quicksilver, common....100	6,708,706	.....	.....
preferred.....100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual	Feb. '81 5
Quincy R. R. Bridge.....100	1,760,000	J. & J	Jan. '81 5
Sioux C. & I.F. L. & L. Co.100	600,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'81 3½
Topeka Equipment Co..100	256,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	80,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,967,951	2,031,000	1,820,600	1,490,323	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,466	1,599,534	1,510,846	1,326,812	17,311 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,644	134,134	259,208	232,146	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	437,824	426,327	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,883	191,695	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	188,120	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,082	226,399	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	857,733	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	.....	.....	.....	.....	.....	.....	.....	.....
1881	916,950	803,490	941,699	846,000	809,700	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,398	162,027	145,416	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,023,823	2,194,423	2,546,028	2,923,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,457	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	86,075	217,613	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	299,880	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,323	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,038	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,293	283,399	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490.195	451,560	408,241	349.053	395.300	442,000	543 555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	480,300	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,699	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,482	320,963	425,685	382,642	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	928,603	933.143	1,199,268	1,028,791	1,122,706	952.049	1,065,980	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,153
1881	811,617	816,922	1,119,591	1,023,482	1,144,661	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A., Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
†New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No
Jersey City, N. J	*First National Bank*	671 to 750	19,089 to 19,088
Lynn, Mass	*National City Bank*	121 to 150	66,797 to 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20, 1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 to 750	19,089 to 19,088
Lynn, Mass	*National City Bank*	121 to 150	66,756 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1863. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

At the recent annual meeting in Georgetown, Del., of the Junction and Breakwater Railroad Company, the receipts for the past year were stated to be $75,281, and operating expenses $44,744, being an increase over the net earnings of any previous year of 27 per cent. The road was reported in good condition. The funded debt of the company has been refunded at 4 per cent, making an annual saving in interest account of $13,000. The proposition to extend the road to Rehoboth Beach, and from there to Rehoboth Bay, was practically settled in the affirmative.

At Ottawa, Canada, on the 11th inst., the Supreme Court in the case of Erb vs. the Great Western Railway Company, decided that an ordinary bill of lading, granted by the agent of a railway company, is not conclusive as to its contents in favor of third parties as against the railway company. The effect of this decision is that every person making advances on the faith of a bill of lading does so at his peril.

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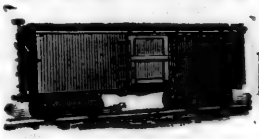
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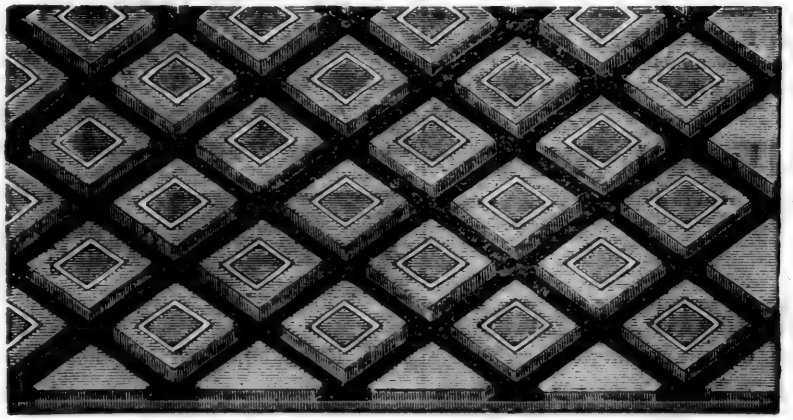
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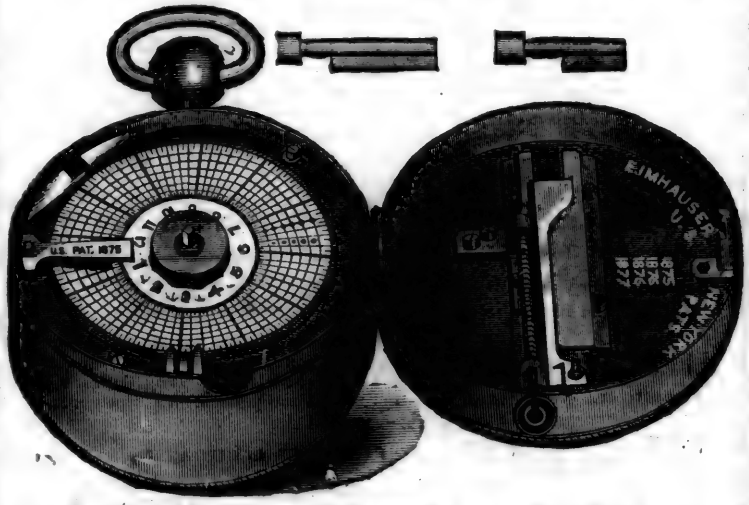
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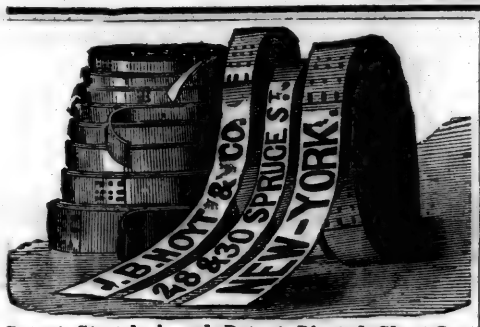
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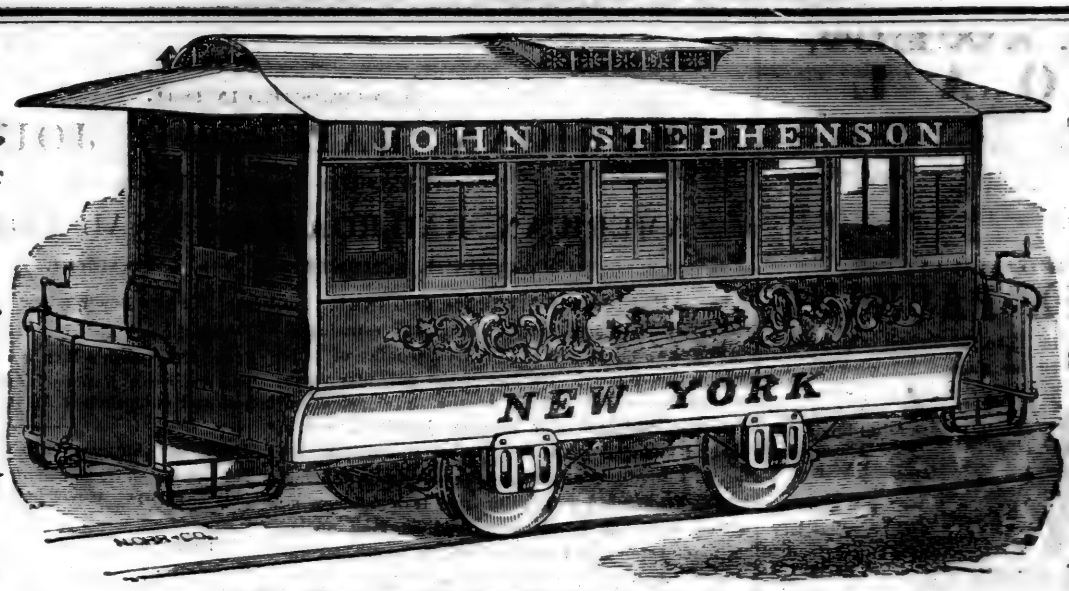
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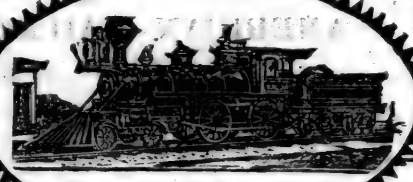
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AMERICAN RAILROAD JOURNAL,

PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL COMPANY,

JOHN H. SCHULTZ - - - - - President.

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

The *American Railroad Journal*, one of the most honest and outspoken of American papers.

From THE JOURNAL OF COMMERCE, New York.

The *American Railroad Journal*, a most valuable weekly newspaper, is now half a century old.

From THE CINCINNATI PRICE CURRENT.

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From THE NORWICH (Conn.) DAILY BULLETIN.

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 26.] NEW YORK, JUNE 25, 1881. [WHOLE No 2,357, VOL. LIV.

THE ELECTRICAL RAILROAD IN GERMANY.

The following description of the electrical railroad at Lichterfelder, Germany, is given in a recent letter to the New York Times, written by W. M. Griscom from Berlin:

I was invited on Sunday, the 15th of this month (May), by the chief engineer of the firm of Siemens & Halske, the world-renowned manufacturers of electrical cables and apparatus, to witness the trial opening of their new electrical railway. From the complete success of what might be called an experiment in the use of electricity as a motive power on this new railway, I feel sure our people at home will be interested in some of the details of its construction and operation, as well as some of the objects proposed to be accomplished by the application of electricity as a moving force. The electrical railway was built for the purpose of showing that passenger trains could be run on it, and freight trains as well, and, in addition to secure to Germany the credit due her for the first practical railroad carrying passengers operated by electricity. The electrical railroad is built from a small village called Lichterfelder to the principal Cadet school in Germany (9 kilometres from Berlin,) and is 2½ kilometres in length. The width of the track is 1 metre, the rails are of steel, and rest on cross-ties of wood, and this is all the insulation they have; in fact, the whole road is constructed in the ordinary manner.

A short distance from the roadway in the machine building of the water-works the dynamo-electrical machine is placed, and is driven by a 10-horse power engine, which furnishes the current of electricity which is conducted by means of an insulated cable under ground to one of the rails of the railway. From this rail the electric fluid passes by means of the tire of the car wheel (resting on this rail charged with electricity) by a system of springs in contact and rubbing against it to the electric engine fastened underneath the car, and after serving its purpose in driving the engine is conducted to the tires of the wheels on the opposite side, and from these wheels to the opposite rail they are in contact with, thus completing the electrical circuit. I will explain that the tires of the car wheels are isulated from the hub and axles by the use of wooden disks. The electrical engine is placed equidistant between the two sets of car wheels, as before stated, underneath the car. Its rotating shaft lies parallel to the two car axles. On the end of the engine-shaft is a small grooved pulley, and connected with the car wheels are drums with similar grooves. Small belts made of spiral steel wire connect the pulley and the drums, one set of belts running to the drum on the front wheel and the other to the one on the back axle. By this arrangement of steel belts the power is transferred from the engine to the car wheels. The starting and stopping of the car and engine are arranged by the movement of a crank on either platform of the car, which breaks or connects the electric current; there are also a car break and bell signal, all within easy reach of the conductor, who can run the car as well as receive fares and tickets. The car itself was built at Cologne and is similar to a one-horse car on an American horse railway. It is handsomely fitted up and can be run either way without turning. By resolution of the authorities the rate of speed is limited to 15 kilometres an hour, but on the return trip from the Cadet school with 20 persons on the car we ran at least 30 miles an hour at a steady continuous rate, proving that a high speed was attainable.

When one considers the entire absence of smoke, cinders, and other discomforts incident to the use of steam locomotives, this invisible noiseless power seems a great step forward in the mode of moving railway trains. Some of the advantages of the employment of electricity as a power may be stated as follows: A great saving in the force required to move the train, as there is no boiler, water, or coal required to be carried with it. The cars can be built much lighter, as no dead weight is transported, and are much more easily controlled by the brakes in stopping. The electric engine occupies little space underneath the car, is of small weight, and free from danger. Water-power can be utilized to produce the required electric current (it need not be near the railway,) thus doing away with the use of coal and steam engines. When two tracks are needed they can both be supplied with power to move their respective trains. Two or more cars can be run together as a train, or at intervals behind each other. Much credit is due Mr. C. Frischer, the chief engineer, for his great perseverance in overcoming the many difficulties in the way of this great enterprise, as also the firm of Siemens & Halske for their liberal expenditure of capital for the building of the car and railway. In fact all the promoters of the electrical railway at Lichterfelder may well feel proud of the success that has attended the opening of the first of the kind in the world. In conclusion I will add that the road is now open for passenger business, and the car is making regular trips between Lichterfelder and the Cadet school.

W. M. GRISCOM,

BERLIN, Friday, May 20, 1881.

MR. LAWSONS' THEORY OF BOILER EXPLOSIONS.

In a recently published article D. T. Lawson claims that the only explosive element in a steam boiler is superheated water; that water, highly superheated, explodes by a sudden reduction of the pressure from its surface by bursting into steam, which instantly fills over 1,700 times the space occupied by the water. When the water is thus superheated the engineer opens the cylinder port, and instantly the steam fills the cylinder, creating a vacuum to that extent over the superheated water in the boiler, a portion of which bursts into steam to restore the reduced pressure, instantly striking every square inch of the boiler with concussive force many fold greater than the regular pressure of the steam, and consequently numerous explosions occur just as steam is turned into the cylinder at starting, and before its passage from the boiler has become uniform. Another prolific source of explosions, Mr. Lawson claims, is the sudden condensation of steam over the superheated water in the boiler, thereby creating a vacuum

nd conse quent removal of pressure, when instantly the water bursts into steam with a concussive force that is generally irresistible.

New Albany and St. Louis Railway.

The names and addresses of the parties to whom the contracts for the graduation and masonry and trestle work and pile bridges of the New Albany and St. Louis (Air Line) Railway have been awarded are as follows:

Graduation and Masonry—John A. Inman, Smileytown, Ky.; John Cummings & Son, Corning, O.; John Serpel & Co., Mears, Col.; Townsley, Burgess & Co., Williamstown, Ky.; D. J. Conger, New Albany, Ind.; Murphy & Lentz, St. Matthews, Ky.; Hayes & Powell, Edwardsville, Ind.; F. P. Mulholland, Cincinnati; Samuel Black & Co., Louisville; M. J. Kennedy & Co., Hanceville, Ala.; Murphy & Bradford, New Albany; Jas. Donnegan & Co., Evansville.

Trestle Work and Pile Bridges—McLane & Everdon, Leavenworth, Ind; Upton, Johnson & Co., Somerset, Ky.; M. G. Kennedy & Co., Hanceville, Ala.; James Donnegan & Co., Evansville, Ind.

A provision in each contract requires the work to be done so that the track laying will be completed and the cars running through from New Albany to St. Louis by January 1, 1882. The route is the shortest by seventy-three miles between Louisville and St. Louis, and passes through the Southern Indiana coal fields, a distance of forty six miles. When completed the road will be the most important and valuable line between Louisville and St. Louis. The office of the company is at New Albany, Indiana.

Central Pacific Railroad.

The following letter has been addressed by Mr. Theophilus French, Commissioner of Railroads, to the Hon. Leland Stanford, President of the Central Pacific Railroad Company:

DEPARTMENT OF THE INTERIOR,
OFFICE OF COMMISSIONER OF RAILROADS,
SAN FRANCISCO, Cal., June 6, 1881.

SIR: The results of my examination of the books and accounts of your company, and also my present views in regard to matters bearing upon the eventual repayment to the United States of both the principal and interest of the subsidy bonds and questions collateral thereto, may not be uninteresting to you at this time. First, however, let me note that many of the conditions which existed during the years immediately subsequent to 1873 no longer interpose to complicate matters. California is gradually emerging from its business torpor; labor is finding employment, and at better prices; State politics are reaching a more settled condition, and the near future is full of promise not only to the railroad but to the producing and other interests of the Pacific slope generally, as evidenced by the largely increased business of your company during the last 11 months, as compared with that of the 11 months ending May 31, 1880, and which I find to be as follows:

	Eleven Months. 1881.	Eleven Months. 1880.	Increase.
Earnings	$20,642,552	$16,077,497	$4,565,055
Operat'g expenses and rentals	11,641,708	9,668,599	1,973,109
Surplus earnings.	$9,000,844	$6,408,898	$2,591,946

And let me further note that I am more than ever impressed with the expediency, not to say necessity, of a consolidation of your lines with those of the Union Pacific, so as to fulfill or carry out the original intention of Congress, as set forth in the charter acts. such consolidation being the only means to obviate many serious difficulties, present and prospective, which will doubtless involve other companies and interests and tend to impede in some measure the prosperity of the whole country.

After careful consideration, Mr. E H. Miller, Jr., the Secretary of your company, and myself have arrived at a satisfactory conclusion as to a basis for pro-rating business between the subsidized and unsubsidized portions of the railroad operated by your company; but while the settlement of 1879 was made upon the nearest approximation to that which was believed to be fair and equitable, and the settlement of 1880 still more so, we both recognize the impossibility of fixing any absolutely permanent basis for such settlements, owing to the changing circumstances and conditions which are liable to occur from time to time. By the settlement of 1880 the total amount required from your company under the law will be little over $1,000 000, of which about $800,000 has been already paid by transportation. This sum, and a much larger sum probably, for 1881, can, I am satisfied, be readily paid by your company without in any way preventing or interfering with the payment of dividends of at least 6 per cent per annum hereafter.

The uncertainty which attaches to the ascertainment of the amount payable to the Government annually under existing law, and the vulnerability incident to any company subject to special legislation by Congress, indicate that at an early day all of the subsidized companies should negotiate loans sufficient, on a basis of present value, to discharge their debts to the United States when the same shall become due; and to place the fund beyond peradventure the amount might be deposited in the Treasury of the United States and interest allowed at such rate as agreed upon.

Since my last interview with you, I have read the lease under which your company is operating the Southern Pacific Railroad. The Southern Pacific Company erroneously reported to me that this lease was terminable when eastern connections were made. Your own company failed to report the terms of the lease at all and no copy had been forwarded to me as requested. Now, upon reading the lease, it appears that it has nearly four years yet to run, which fact puts an entirely different phase upon the main question at issue in regard to the Southern Pacific—that of the probable cancellation of this lease whenever the road should begin to show a large increase of earnings. I have now no doubt but that the increase of net earnings of the Southern Pacific in the next four years will largely exceed any losses of the past four years, its gross earnings for 1880 being nearly $4,000,000, with considerable net earnings over and above both operating expenses and rental, so that the lease will eventually result in a large gain rather than any loss to your company. For this and other reasons I shall deem it my duty at an early day to communicate with the Attorney General of the United States with a view to the discontinuance of proceedings instituted against your company in the Circuit Court of the United States for the Southern District of New York.

Very respectfully,

THEOPHILUS FRENCH, Commissioner.

The Hon. LELAND STANFORD President Central Pacific Railroad Company, San Francisco, Cal.

A contract was signed in this city on the 18th inst. at the office of P. P. Dickinson, engineer and contractor, for the construction of the Cincinnati and Southeastern Railroad, which runs from Newport, opposite Cincinnati, along the Ohio river to Maysville, and thence in a southeastern direction, on what is called the Pound Gap Charter, through West Liberty, Kentucky, to intersect the East Tennessee, Virginia and Georgia and Norfolk and Western at Bristol, Tennessee. The officers of the road are Charles G. Miller, president, and Charles R. Mackey, vice president, both of Franklin, Pa.

Philadelphia and Reading Companies.

The following is the comparative statement of the Philadelphia and Reading Railroad Company and the Philadelphia and Reading Coal and Iron Company for the month of May, 1881 and 1880:

	1881. Month.	1881. Year to date.
Gross receipts:		
Railroad traffic ...	$695,897 39	$3,427,655 51
Canal traffic.....	78,007 48	28,544 93
Steam colliers, ...	4,827 69	96,647 87
Richmond coal barges	1,290 89	1 196 64
Total Railroad Co.	$779,523 45	$3,554,044 17
Reading Coal & Iron Co	46,331 11	295,186 72
Total of all...	$825,854 56	$3,849,231 17
Tonnage and passengers:		
Tons of coal on railroad	630,267.00	3,389,848.06
Tons of merchandise...	626,073.06	2,981,663.00
Passengers carried..	863,399	4,613,836
Coal transp. by steam colliers..	45,928.00	246,905.00
Tons of coal mined:		
By Coal and Iron Co	298,377.19	1,502,218.01
By tenants....	121,550.19	660,507.01
Total mined from lands owned and controlled by Co. and from leasehold estates.	419,928.18	2,162,725.02

	1880. Month.	1880. Year to date.
Gross receipts:		
Railroad traffic....	$481,243 93	$3,370,627 07
Canal traffic..... ..	53,672 35	56 409 01
Steam colliers,.....	L1,800 82	105,783 90
Richmond coal barges..	1,308 88	6,240 85
Total Railroad Co..	$534,924 34	$3,529,060 83
Reading Coal & Iron Co.	11,635 97	L164,199 01
Total of all....	$546,560 31	$3,374,861 82
Tonnage and passengers:		
Tons of coal on railroad.	526,298.13	3,207,969.12
Tons of merchandise....	528,128.10	2,980 209.12
Passengers carried	839,548	4,448,970
Coal transp. by steam colliers	47,896.00	265,044.00
Tons of coal mined:		
By Coal and Iron Co	247,777 02	1,543,219.04
By tenants	80,922.10	520,109.12
Total mined from lands owned and controlled by Co. and from leasehold estates....	337,699.12	2,063,328.16

The Chief of the Bureau of Statistics reports that the total value of the exports of petroleum and petroleum products from the United States during the month of April, 1881, were $2,752,-716; April, 1880, $1,995,182; ten months ended April 30, 1881, $31,401,223; ten months, ended April 30, 1880, $32,607,997.

The Brazil Enterprise says that the survey of the Greencastle, Eel River and Vincennes Railroad has been completed through Clay county, and the line established via Poland, Bowling Green and Clay city.

AMERICAN Railroad Journal. ESTABLISHED 1832.

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AMERICAN RAILROAD JOURNAL COMPANY,

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New York, Saturday, June 25, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

WHILE the stamp tax which the State Legislature has imposed upon brokers may seem small, an illustration of its extent considered from another standpoint is seen from the statement recently made by a broker to the superintendent of the Produce Exchange, that his brokerage fees on a $10,000 transaction in wheat amounted to $2 50. Out of this the stamp expenses would be $2, leaving the broker 50 cents.

CONCERNING the objection sometimes made to railroad lawyers occupying prominent positions in public or political life, the Boston Advertiser sensibly says: "It is illogical to oppose a man simply because he has been retained, as a lawyer, to give advice to corporations, or to defend one corporation in a contest with another. The doors to public life are none too wide open now for the ablest man, and it is not worth while to make the entrance narrower than it is."

IT is estimated by an authority on the subject that the saving to shippers through the reduction of railroad freight rates in this country during the past ten years over the rates previously existing has amounted to over twelve million dollars. Such a reduction would have been possible only with the system of long lines under one control which able management has effected. It is under this much criticised and poorly understood system of consolidation of interests that the railroads are enabled to make the greatest saving for the people.

SOMETIME ago, while Commissioner French's action in regard to the Central Pacific Railroad was creating a little apprehension in the minds of some as to its aim and effect upon the stock of the company, the JOURNAL made an authentic and detailed statement concerning the workings of the road and a comparison of influences affecting Central Pacific and Union Pacific stock. We felt warranted in prophecying at the time that the showing made by the road would naturally result in the stock in question reaching the relative position which it was claimed it merited. The much discussed letter from Commission French to President Stanford, published in another column, and the advance made in the price of the stock within the past week, seem to prove the reliability of the prophecy.

THE Convention of the American Bankers' Association to be held at Niagara Falls, August 10, promises to be an event of great importance in the financial world. Among the subjects to be discussed are "The Currency of the Future," "The Causes and Prevention of Panics," "The Industrial Progress of the South and West," "The Perils and Safeguards of the Financial Situation," "The Decrease in the Rate of Interest," and "The Progress of the Through Traffic between the West and Europe." A number of prominent Canadian and European bankers and capitalists are expected to be present in addition to a large representation from the 6,000 banks in the United States. Among the gentlemen acting as a general and local committee of arrangements are George S. Coe, of New York; R. M. Nelson, Selma, Ala.; Morton McMichael, Philadelphia; W. G. Deshler, Columbus, Ohio; Logan C. Murray, New York; H. G. Nolton, Henry Martin, J. R. Smith and F. L. Danforth, of Buffalo; T. G. Orton and A. R. Seaward, of Rochester; F. R. Delano, of Niagara Falls; T. T. Flager, of Lockport, and C. H. Tew, of Jamestown. F. R. Delano, of the Cataract Bank, will give information on the subject of hotel rates to the members of the association generally.

THERE has been considerable indignation expressed at the operations of an alleged organization whose purpose was said to be the dissemination of false news tending to depreciate the value of certain stocks. It is a fortunate thing that the plans of this so called "Syndicate of Liars" have been exposed, and doubtless innocent parties have been put on their guard by the statements that have been published concerning the inventions which are said to have been floated in the interests of those desiring to depress the market. But there is quite as much need perhaps that innocent parties should be placed on their guard concerning exaggerated statements that are in free circulation for stock jobbing purposes in the other direction. There never was a time when good railroad securities of recognized solidity and worth were more universally recognized as desirable investments than now, and never were the conditions of our country more favorable for making their popularity more justifiable and growing. At the same time, in this year of remarkable activity in railroad extension and new construction enterprises, a class of securities have come into market to which a close inspection and study should be given before faith can safely be placed in them or in reports circulated concerning them, while some of the old securities have undergone changes which may materially affect their character, rendering a fresh study of these also the part of wisdom for the average investor. The relations of transportation and traffic are constantly changing, and there is no more worthy field for the exercise of careful and continuous study for investment seekers than is found in the varied and lengthening list of American railroad securities.

The Atlanta Exposition.

The scope of the Atlanta Exposition has been increased sufficiently to cover wool and other textiles, and the arrangements being made now give promise of an enterprise that will assume proportions similar to those of a Worlds' Fair. The original plans of the main building have been considerably enlarged and various other buildings of a "Centennial" character are to be erected, including a judge's hall, restaurant, press pavilion, etc. Among the buildings of most general interest will be one to contain specimens collected by the railroads west of the Allegheny Mountains and south of the Ohio, the other similar exhibits by the railroads east of the Alleghenies and south of the Potomac, and a third building of equal dimensions with the last named, which will contain the miscellaneous exhibitions of minerals, natural wool, and agricultural products from individual collections in all parts of the South.

H. I. Kimball, Director General of the exposition, in a recent interview with a Times reporter gives the following particulars concerning the condition of the enterprise and the arrangements as now planned.

"The people of Atlanta have entered heartily into the work of preparation, and are aiding the executive officers in all ways to make it a success. The committee and advisory committees in various parts of the country report great activity in their respective sections, and the applications for space coming from all quarters in such volume as to insure a display second only to the Centennial, and far exceed-

ing that in the completeness of some special departments. The certainty of a hearty co-operation on the part of foreign manufacturers, not only of cotton, but of many other varities of goods will make that part of the exposition exceedingly attractive and of large practical value. Arrangements are being made by the various railroad companies for excursion rates to visitors, so that the citizens of every portion of the country will be able to enjoy the benefits of this exposition. The three hotels of Atlanta have either commenced or will make extensive additions to their already very considerable accommodations, and a new hotel is to be constructed quite similar to that which was erected near the Exhibition grounds in Philadelphia, in which 400 guests will be accommodated. Besides this every available room in the houses of our citizens will be placed at the disposal of our committee for the comfortable entertainment of visitors.

"The exposition will be opened on Wednesday, the 5th day of October, on which occasion the President of the United States, the members of his Cabinet, and the Justices of the Supreme Court will be present. Arrangements also are nearly effected for a Governors' Day, which will follow immediately after the centennial exercises at Yorktown are ended; then we expect to receive the Governors of all the States it the Union and the French naval officers who took part in the centennial exercises at Yorktown as our guests.

"At intervals during the exposition we shall have addresses made in Assembly Hall by some of the most distinguished representative men of this country, and seasonable announcements will be made of the time and name of such speaker, so that visitors from a distance who desire to hear may make their arrangements to be present. It is our expectation that this discussion, participated in by eminent representative men of all sections of the Republic, will be one of the most pleasing and profitable features of the exposition. Our chief of the department of transportation has made some of the cheapest excursion rates yet known, and there is no doubt that more people will go South this Fall than ever before. The rate from Chicago to Atlanta and return is but $15. We expect similar reductions on other routes."

Manufacturing.

A company has been organized at Toledo, O., for the manufacture of the Wilmington patent car wheel.

The locomotive works at Paterson pay out annually about $1,650,000 in wages to 3,300 workmen.

The Bordentown Locomotive Works Company has been organized by the parties who recently leased the old Camden and Amboy shops at Bordentown, N. J.

There is a possibility that extensive passenger car locomotive works will be established at St. Louis through the contemplated consolidation of several large iron companies of that section.

J. G. Brill & Co., Philadelphia, are manufacturing double decked passenger cars, the first of their kind ever made in this country, for the steam beach roads at Cape May, N. J.

The Georgia Car Company, is to build a car factory at Cartersville, Ga. The principal parties interested in the company are: L. P. Grant, A. J. Orme, J. H. Flynn, J. M. Brown, R. A. Anderson and C. E. Martin.

Clark, Reeves & Co., Phœnexville, Pa., have the contract for building a new bridge over the Hudson at Albany. The bridge is to be built for two railroad tracks, a roadway for vehicles beneath and two sidewalks. It will have a draw span 400 feet long and two fixed spans of 253 feet each.

The Scientific American makes the following statement concerning the economy of grinding the chilled treads of car wheels: During the year 1880, the number of wheels ground at the Sacramento shops of the Central Pacific road was 3,400, of which 510 were new wheels. Of the 2,890 old wheels ground, ninety per cent were more or less flattened. The cost of grinding is estimated as follows:

Labor in running the Gowan machines	$1,347 13
Emery wheels	1,075 34
Repairs of machines, and lubrication	438 00
Power	250 00
Royalty, 50 cents per wheel	1,700 00
Interest on cost of four machines	320 00
Yearly depreciation of same	400 00
Add for contingencies 10 per cent	555 05
Total cost	$6,083 52

The cost of replacing with new wheels the 90 per cent or 2,601 flattted wheels that were worthless except as scrap (including interest on 1,300 new wheels to be kept in stock, and deducting value of old wheels as scrap at $8.50 each), is estimated at $24,578.77, from which deduct $4,653.16, or $1.78-9 per wheel, for grinding the 2,601 wheels, leaves $19,925.58 as the total saving by the use of the machines.

Organization.

E. M. McGuire has been elected a director of the Cincinnati, Richmond and Chicago Railroad Company in place of J. M. Ridenour.

The Fairplay, Mount Sheridan and Leadville Railroad Company has filed articles of incorporation in Denver, Col.

Articles of incorporation of the Salt Lake and Western Railroad were filed at Carson, Nevada, on the 17th inst. The road will run from Salt Lake, through Nevada, to San Francisco, Cal.

Articles of association were filed in the office of the Secretary of State of Wisconsin on the 16th of June, of the Oconto and Shawano Railroad, with a capital stock of $100,000. The object is the construction of a railroad between those two towns.

The Utah Central, Utah Southern and Utah Extension railroads have been consolidated under the name of the Utah Central Railway, extending from Ogden through Salt Lake City to Frisco a distance of 260 miles. The new organization has 42,250 shares of $100 each, about $15,000 per mile.

The directors of the Springfield Northern (Sidney) Railway Company, recently elected, are: P. P. Mast, Geo. W. Hastings, Thos. J. Pringle, D. P. Jefferies, Chas. R. White, Springfield; S. T. McMorran, Ezra H. Furrow, St. Paul; H. Wilson and D. W. Campbell, Sidney. The officers are: President, P. P. Mast; vice-president, H. Wilson; secretary, Chas. R. White.

At a meeting of the incorporators of the St. Louis, Texas and Gulf of Mexico Railroad, held on the 14th inst, Brad. Bonner, of Long View, was elected president, N. R. Easton, of New York, vice-president, and Saml. Cundiff, of Long View, secretary and treasurer. The road is to be broad gauge, and will run from Marshall to Sabine Pass, with a branch at Galveston.

Articles of incorporation have been filed in Yavapal County, Arizona, by the Arizonan Northern Railroad Company. The company has a capital of $8,000,000 and proposes to construct a road from Prescott City, Arizona, to Salt Lake City, Utah, with various branches. Also a line from Prescott to Durango, Col.

The charter of the St. Louis, Texas and Gulf of Mexico Railroad was filed at Austin, Texas, on the 20th inst.; capital $8,125,000. The road will have its termini at Sabine City and Galveston, and will also tap the International and Great Northern Road. The principal business offices will be at Marshall, where the organization took place.

The directors of the Boston, Hoosac Tunnel and Western Railway Company, as now constituted, are: Gen. Wm. L. Burt, Elisha Atkins, Dr. Estes Howe, Frederick L. Ames, E. B. Phillips and Wm. V. Burt of Boston; Chas G. C. Franklyn, David J. King, H. M. Benedict and Enos Wilder of New York city; Geo. I. Post, Fairhaven, N. Y.; Myrogan P. Bush, Buffalo, N. Y.; Josiah Case, Oneida, N. Y.

At the annual meeting of the directors of the St. Paul and Duluth Railroad Company at St. Paul, Minn., on the 21st inst., the following officers were elected: President, Joseph Smith, Jr., of St. Paul; vice-president, W. H. Rhann, of Philadelphia; secretary and treasurer, E. R. Sewell, of St. Paul; assistant secretary, C. A. Richards, of New York; executive committee, S. H. Merrill, of Milwaukee; J. Hill and E. W. Winter, of St. Paul.

At the annual meeting of the stockholders of the Rock Island and Peoria Railroad Company in Rock Island, H. H. Porter, D. Dows, W. H. Decker and P. L. Cable were elected for a term of two years. The directors chose officers as follows: President, P. L. Cable; vice-president, R. R. Cable; secretary, C. Lynde, and treasurer, Joseph Gaskell. During the year 11,000 steel rails, 219,945 ties, 262,628 feet of lumber and 9,000 feet of piling were used in construction and repairs.

The Valparaiso and Laporte Railroad Company has been incorporated to build a road from the western terminus of the Pittsburg, Fort Wayne and Chicago Railroad near Valparaiso to La Crosse on the Columbus, Chicago and Indiana Central, a distance of twelve miles. It is entirely an interest of the Pennsylvania Company, which owns 150 shares of the stock. The directors are: T. D. Messler, J. J. Brooks, J. E. Davidson, J. W. Renner, C. B. Gorham, J. J. McCracken, J. R. Casey.

The board of directors of the New York, Pittsburg and Chicago Railroads held a meeting at Salem, Ohio, on the 20th inst., and consolidated the Pennsylvania and Ohio links under the above name. Gen. James S. Negley, of Pittsburg, was elected president: Gen. James A. Robinson, of Kenton, Ohio, vice-president; James S. Negley, Jr., secretary, and W. N. Riddle, of Pittsburg, treasurer. Gen Negley stated that the road would certainly be built through Ohio within twelve months.

At the annual meeting of the Burlington and Northwestern Railway the following gentlemen were elected directors: Thomas Hedge, Charles Mason, E. D. Rand, Lyman Cook, W. W. Baldwin, T. W. Barhydt, David Leonard, Richard Spencer, Robert Donohue, George Millard, George P. Louman, John S. Cameron, P. P. Squires, Dr. A. W. Chilcote, Norman Everson. T. W. Barhydt was re-elected president. The road is a narrow gauge, 52 miles in length, extending from Burlington to Uppington, Ia. The

policy of the directors is to run the road to Oskaloosa.

Articles of incorporation of the Postal Telegraph Company were filed in the office of the Secretary of State of New York on the 20th inst. The company is to have wires in all parts of the United States, and is permitted to form telegraphic communication with foreign countries. The capital is placed at the small sum of $3,000, with power to increase the same to $21,000,000. The stockholders are Henry Cummins, Henry E. Fanshaw and Samuel C. Gallaher. The company is to go into existence on June 21, 1881, and is to continue until 1961.

Railroad Earnings.

Earnings of the Flint and Pere Marquette Railroad for week ending June 14, $38,215 00, corresponding week last year, $29,241 15.

Earnings of the Hannibal and St. Joseph Railroad for second week in June were $43,144, corresponding week last year $41,783.

Earnings of the Indiana, Bloomington and Western Railway for week ending June 8, $28,742 89, corresponding week last year, $24,863 84.

Earnings of the Denver and Rio Grande Railway for the second week of June $133,825, corresponding week last year, $68,936; miles now operated 776, miles operated last year 505.

The aggregate increase of earnings of the Great Western Railway of Canada to June 10, over corresponding period last year, was $176,602; earnings for week ending June 10, $85,136, corresponding week last year, $92,768.

Earnings of the Chicago and Grank Trunk Railway for week ending June 11, $25,947, corresponding week last year, $20,352; aggregate increase of earnings for 23 weeks over corresponding period last year, $115,511.

Earnings of the St. Paul, Minneapolis and Manitoba Railway week ending June 14, $100,996 29, corresponding week last year, $60,015 57; from Jan. 1 to June 14, $1,733,814 84; correspondiag period last year, $1,316,860 09.

Personal.

Mrs. Thomas A. Scott will shortly go to Europe with her young children to remain for several years.

It is expected that the Marquis of Lorne will return to England next autumn.

M. De Lesseps talks of using the electric light for illuminating the Suez Canal, in such a way as to enable ships to go through as well by night as by day.

Sir Edward Watkins, chairman of the Southeastern Railway Company, has made a report which indicates the practicability of tunneling the channel.

S. S. Spencer has been appointed general manager of the Trans-Ohio division of the Baltimore and Ohio Railroad.

J. G. Humphries has been appointed secretary to the receivers of the Philadelphia and Reading Railroad Co., and Daniel Jones controller.

Col. Joseph Hill, of St. Louis, superintendent of the Vandalia Line, begins on July 1 his thirtieth year in railroad service.

It is proposed to erect a $15,000 statute in Titusville, Pa., to the memory of Col. Drake, the discoverer of petroleum.

John M. Courtney, president of the New York, West Shore and Chicago Railroad Company, died at "Idlewild," Cornwall-on-the-Hudson, last Sunday, aged fifty six years. He was one of the projectors of the New Orleans, Mobile and Texas Railroad and was also formerly agent of the New York Mail Steamship Company at New Orleans, and president of the National Marine and Fire Insurance Company of that city.

Emmons Raymond president of the Passumpsic Railroad Co. is rebuilding the hotel at Owls' Head, the summer resort recently purchased by him on Lake Memphremagog.

J. Price Wetherill, formerly mining engineer of the Philadelphia and Reading Coal and Iron Company, has taken charge of the zinc works at Bethlehem, Pa.

C. Shaler Smith of St. Louis was among the prominent engineers who attended the annual meeting of the Civil Engineers' Association, held at Montreal last week.

H. J. Kimball has gone to the North and West by invitation of exchanges and commercial boards, in the interests of the International Cotton Exhibition to be held at Atlanta next fall.

The grave of William Penn in Buckinghamshire, England, is marked by a very simple small headstone, bearing the inscription "William Penn, 1718." It is nearly hidden by grass and wild flowers.

Wm. H. Vanderbilt and family spend the early part of the summer at Sharon Springs, and later go to Saratoga, where they will occupy one of the United States Hotel cottages.

Franklin B. Gowen discussed before a large audience in Philadelphia last week the position which that city should hold in relation to the railroad questions of the day.

James H. Hopkins, president of the Pittsburgh Southern Railroad, has been consulting with heavy property owners in West Virginia concerning the route of the proposed extension of his road through that State.

President William L. Burt of the Boston, Hoosac Tunnel and Western Railway announce that owing to the resignation of Mr. Gaddis, the duties of the general manager until further notice will be performed by the president.

The management of the Canadian Bank of Commerce of New York (owing to the death of J. G. Harper) has been committed to the charge of J. H. Goadby and B. E. Walker, the latter having received the appointment as joint agent with Goadby.

William E. Goodyear, formerly connected with the Government survey between California and Mexico, died last week in East Haven, Conn., aged 50 years. He rode on horseback from the Atlantic to the Pacific in 1853. During the war he was a scout under General Terry.

Sir Edward Thornton is to sail for England July 6th. His successor Hon. Lionel S. Sackville West, will not arrive for some time, and the First Secretary of Legation, Victor A. W. Drummond, Esq., has been appointed British Chargo d'Affaires at Washington during the interim.

When C. C. Waite left Cincinnati on his way East to take his position in the office of the New York Lake Erie and Western Railroad Co. he was the recipient of many tokens of regard from his former associates, among other compliments extended being the use of special car "No. 100, Pittsburg, Fort Wayne and Chicago Railway," Mr. McCullough's private car, furnished by the Pittsburg, Cincinnati and St. Louis Railroad.

James Stephenson has been appointed general passenger agent, and Herbert Tatum assistant general passenger agent of the Grand Trunk Railway, in Hamilton, Ont., with headquarters at Montreal. James Stevenson, assistant superintendent of the Atlantic district, will also be removed to Montreal, and have charge of the divisions between Kingston and Richmond and Rouse's Point, Lachine and Province Line; and A. Gregory will be removed to Richmond and take charge of the district between Richmond and Portland and Point Levi.

Interest and Dividends.

The Attleboro' Branch Railroad Company has declared a dividend of $3 50 per share, payable July 1.

The Boston and Lowell Railroad Company has declared a dividend of $10 per share, payable July 1.

The Old Colony Railroad Company has declared a dividend of $3 per share, payable July 1.

The Chicago, Iowa and Nebraska Railroad Company has declared a dividend of $4 per share, payable July 1.

The New England Car Company has declared its first semi-annual dividend of 5 per cent, payable July 1.

The Denver and Rio Grande Railroad Company has declared a dividend of 1½ per cent., payable July 11.

The directors of the Lehigh Valley Railroad Company have declared a quarterly dividend of 1½ per cent payable on and after July 15.

The Railway Car Trust of Pennsylvania will pay a quarterly dividend of 1½ per cent on series A, B, C, D and E stock, on the 1st of July.

The Chicago, Rock Island and Pacific Railway Company has declared a quarterly dividend of 1¾ per cent., payable Aug. 1.

The Quincy Railroad Bridge Company has declared a semi-annual dividend of $5 per share, payable July 1.

The Receivers of the Philadelphia and Reading Railroad Company will pay on the 1st of July the coupon of the General Mortgage deferred sterling scrip then falling due.

The directors of the St. Louis and San Francisco Railway Company have declared a dividend of 3½ per cent on the first preferred stock, payable August 1, out of the net earnings for the six months ending June 30.

At a meeting of the Executive Committee of the Western Union Telegraph Co., held on the 21st inst., it was ordered that the two dividends of 1½ per cent each, heretofore declared, be payable on and after the 15th day of July, proximo, to stockholders of record at the close of the books on the 28th of June.

Holders of the income and indemnity bonds of the Houston and Texas Central Railway Company are requested, in accordance with previous notice and the deed of trust, to present the said bonds for payment and redemption with accrued interest at the company's office, Houston, Tex., on Friday, July 22. Interest will cease on that day.

Holders of certificates representing the third mortgage bonds of Orange and Alexandria Railroad Company are requested to present the same to the Treasurer of the Safe Deposit Company of Baltimore, and receive in exchange the new bonds of the Virginia Midland Railroad Company, third series, which bear interest at 5 per cent for 5 years and 6 per cent for 30 years following.

A new branch of the Atlantic Avenue (Brooklyn) Horse Car line has been opened. The route is a continuation of the present road from the Long Island Railroad depot along the south side of Atlantic Avenue to Washington Avenue,

through the latter avenue to Butler Street, and thence to Nostrand Avenue.

Railroad Law.

SUPREME COURT OF TENNESSEE.

LANE VS. EAST TENN., etc., R. R. Co.

EJECTING PASSENGER—RULE OF COMPANY—NOTICE.

A regulation by a railroad company prohibiting travel upon freight trains unless a ticket is procured, is a reasonable one, and the company has a right to enforce it.

Notice of such regulation is properly made by posting printed notices in conspicuous places, but it would seem where such regulation had been but recently adopted and had not been generally published, it would not be unreasonable to require that passengers should have their attention called to the matter before taking passage on the train.—[Ed. Chicago Legal News.

The plaintiff, on the afternoon of the 4th June, 1877, entered a "caboose" attached to a freight train on defendant's road at Jonesboro, intending to go to Carter's Depot, twelve miles distant, and near to which place he lived. Soon after the train started he was called on by the conductor for his ticket, but had none. He, however, offered to pay his fare in money, but the conductor refused to receive it, and required the plaintiff to leave the train, causing it to stop for that purpose within a distance of from three hundred yards to a half mile of the depot at Jonesboro. The plaintiff left the train and walked back to the depot, carrying with him some articles he had purchased. He was compelled to wait from that time, about 5 P. M., until the next train, 9:20 the same evening, and was consequently delayed until after midnight getting home.

This action was brought to recover damages. Under the construction of the Circuit Judge there was a verdict for the plaintiff for fifty dollars. Both parties moved for a new trial, and being refused, have appealed in error. The defense was, that by a regulation of the company, which went into effect on the first day of June, three days before the occurrence, passengers were not permitted to travel on freight trains without first procuring a ticket of the depot agent, and conductors of freight trains were not permitted to receive the fare of passengers. This defense was set up by a special plea, to which the plaintiff, by leave of court, filed two replications: 1st. That he had no notice of the regulation; and 2nd. That there was no agent present from whom he could have purchased a ticket. This latter, however, was disproven; so the real issue of fact upon which, under the charge of the court, the jury found for the plaintiff was, whether or not the plaintiff had notice of the regulation in question. It appears from the plaintiff's testimony, that previous to that time he had been in the habit of riding on freight trains without a ticket, and it was not denied that it had been the habit of the company to carry passengers in that way.

McFARLAND, J.—We do not doubt that such a regulation was reasonable, and the company had the right to adopt it: See 2 Redfield on Railways, 283; Law vs. Illinois C. R. R. (Iowa) 10 Am. Railway Rep. 66; R. R. vs. Patterson (Illinois). 7 Ib. 168. And so the Circuit Judge instructed the jury; but he also held that it was incumbent on the defendant to show that it had given notice to the traveling public, and especially to the plaintiff, of the new regulation. It is insisted, in argument, that no notice was required in regard to a freight train; but we are of opinion that in view of the previous course of business of the company in allowing passengers on freight trains without restriction, notice of the change was necessary, and without such notice passengers had the right to presume that they might travel as formerly.

Perhaps the most serious objection to the charge is, that it apparently was intended to mean that the notice should have been given to the plaintiff personally, and that printed notice posted in the depot and on the inside and outside of the cars were not sufficient. The publication of such notice, in such manner and for such a length of time as to give the public reasonable opportunity to be informed, and to raise a fair presumption of notice in fact, ought to be sufficient. We are of opinion that ordinarily actual personal notice of the new regulation would not be necessary. But in this instance the plaintiff had been in the habit of riding on freight trains without a ticket. The change had only gone into effect three days before, and had not been generally published. Under such circumstances it would not be unreasonable to require that passengers should have their attention called to the matter before they got on the train or before it started, at least until the regulation had been adopted and had been generally published.

There was very strong and direct testimony to show that the plaintiff was notified by the director of the company of the necessity of procuring a ticket, but this he denied in his own evidence, and it being a mere conflict of testimony, we cannot disturb the finding of the jury.

There is certainly no ground to grant a new trial to the plaintiff. It clearly appears that the conductor treated him politely, used no force, and he was subjected to no harsh treatment in any manner. He was told of the regulation and the necessity of the conductor obeying his instructions, and was asked to leave the train, and did so. No special damage was shown, and the delay and inconvenience were by no means serious.

Judgment affirmed.

Running Telegraph Wires through Sewers.

A large force is now engaged in running the wires of the Mutual Union Telegraph Company through the city of Washington, D. C., by using the common sewers. The numerous wires which are intended to make all the connections inside the city are twisted in cable form and covered with a non-conductor and waterproof coating. Outside the city limits these wires will emerge from the sewers and join those placed upon poles. The cable, made of the twisted wires, is attached firmly to the arched roof or top of the sewer, and thus raised above all interference from water, except in case of floods. The cables are laid by men who are enveloped in rubber clothing and provided with safety lamps, provision being made for conducting fresh air to the workmen by means of india rubber tubes attached to their rubber suits. The wires are passed down through the manholes of the sewers. This is an important experiment and one which all large cities will watch with great interest, for the reason that if successful the unsightly poles now used to disfigure the streets will be abolished.

Utilizing Tin Scraps.

The utilization of the refuse in manufacturing has almost become general, about the last to yield being tin scraps. It has been but a few years since a process was developed by which leather scraps could be utilized and made into many useful and cheap things. Tin scraps were generally supposed to be absolutely "good for nothing," not even to stop a rat hole or fill up a sunken lot. A few years ago William Batty, associated with John Rowe, erected a furnace and foundry on a lot running from Hazel to Moore street, in the First Ward, and tried the experiment of melting down tin scraps and galvanized iron refuse and procuring a superior article of iron from them. They claim to have succeeded and are now regularly engaged in the business, giving employment to 17 or 18 hands. They say that in France, England and other countries, efforts have been made to procure a solid metal from tin scraps, but without success.

The establishment is conducted under the name of the "Phœnix Manufacturing Company, Limited," and occupies 140,142,144, 146 and 148 Hazel street, and from 140 to 154 Moore street, and comprises a furnace, cupola and foundry. Three dollars per ton are paid for tin scraps, delivered on the premises. These are placed in the furnace and carbonized to such an extent as to make a soft iron or semi steel. It is claimed that one ton of tin scraps will make a ton of metal, and by condensing the fumes from the furnace with water eighty pounds of oxide of tin are recovered. The latter article is said to be very valuable. By introducing pure carbon in a pulverized state into the melt, by a process it is claimed peculiar to the inventors, graphite enters into the metal greatly improving it.

The company manufacture nearly all their production of metal—the establishment having a capacity of three tons a day—into semi-steel grate bars, sad irons, street car boxes, &c. In their manufacture of street car boxes they claim to use steel which gives durability; a small admixture of graphite which absorbs the lubricating oil, and a like proportion of tin which smooths the bearing parts. For some of the processes in the making of soft iron and its subsequent manufacture into other articles patents have been applied for.—[Phila. Ledger.

Master Mechanics Association.

At the meeting of the Master Mechanics Association held at Providence last week the following officers were elected: President, J. N. Lander; vice presidents, Reuben Wells, Louisville; James Sedgely, Cleveland; secretary, J. H. Setchel of Cincinnati; treasurer, S. J. Hayes of Chicago. John W. Hill of Cincinnati presented a paper on the quality of steam. The resolution concerning the standard car-bearing journal-box, and pedestal adopted by the Car Builders' Association, was reported by the committee of conference and adopted. A paper was presented by M. N. Forney on attachments to locomotive boilers to prevent accidents by scalding. Committees and subjects were appointed for next year and the convention adjourned to meet at Niagara Falls the third Tuesday in June, 1882.

The prospectus has been issued in London of the Alabama, New Orleans and Texas Pacific Junction Railway Company. The prospectus states that the object of the company is to acquire a link which must eventually connect the Atlantic cities with New Orleans, the Gulf of Mexico and the trans-Mississippi system of railroads. The

share capital is to be £5,000,000. The first issue will be £150,000 pounds, in £10 preferred shares, of which it is stated £100,000 has been already taken.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER, & Co.,

Cincinnati, June 21, 1881.

The market is as active as could be expected, this being one of the quietest months of the year. The Mills here and in this vicinity are still idle owing to the strike, and this naturally has some depressing influence on the market for Grey Forge Iron. The demand for Strong Foundry and Chilling Irons is active.

	No.		Mos.
FOUNDRY.			
Hanging Rock Charcoal	1	26 00@28 00	4
Strong Neutral Coke	1	24 50@25 00	4
American Scotch	1	21 50@22 50	4
GREY FORGE.			
Neutral Coke		21 00@22 50	4
Cold Short		20 00@21 50	4
CAR WHEEL AND MALLEABLE.			
Hanging Rock Cold Blast		37 50@40 00	4
" Warm "		30 00@32 00	4
Southern Car Wheel		33 00@37 00	4
Lake Superior 1 and 2		33 00@35 00	4
Lake Superior 3 and 6		35 00@37 00	4

Dow's Grain Elevator.

Dow's grain elevator, the largest in America, is now in operation adjoining the Columbia store, South Brooklyn. This elevator has been over a year in building, and has cost its owner, David Dow, nearly $2,000,000. It has a capacity of 2,500,000 bushels for storage, besides extra transfer facilities, and dockage for half a dozen vessels or more which can load at a time, differing from all other elevators hitherto built. It has three enormous towers as high as the building on which they rest. These with the engine house, contain all of the machinery, leaving the warehouse proper fire-proof, without an opening for a belt or shaft, consisting of a large number of separate fire-proof stores.

This elevator is fully equipped with scales made by Richie Brothers, Philadelphia. This firm also have their scales in use at the elevator of the Pennsylvania Railroad Company, Washington street wharf, Philadelphia, and at the new Erie elevator, Jersey City, N. J.

Immigration.

According to the Report of the Chief of the Bureau of Statistics at Washington, there arrived in the customs districts of Baltimore, Boston, Detroit, Huron, Key West, Minnesota, New Bedford, New Orleans, New York, Passamaquoddy, Philadelphia, and San Francisco, during the month ended May 31, 1881, 122,999 passengers, of whom 117,482 were immigrants, 3,447 citizens of the United States returned from abroad, and 2,070 aliens not intending to remain in the United States. Of the total number of immigrants, there arrived from England and Wales, 10,700; Ireland, 18,879; Scotland, 2,275; Austria, 3,574; Belgium, 197; Denmark, 2,060; France, 640; Germany, 34,810; Hungary, 415; Italy, 1,783; Netherlands, 2,800; Norway, 6,812; Poland, 813; Russia, 451; Sweden, 16,523; Switzerland, 1,511; China, 1,405; Dominion of Canada, 11,418; and from all other countries, 916. The number of immigrants arrived in the above-named districts during the eleven months ended May 31, 1881, was as follows: from Germany, 175,306; Dominion of Canada, 110,611; England and Wales, 57,861; Ireland, 61,796; Scotland, 12,628; China, 7,443; and from all other countries, 138,649—total, 564,294.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses, and net earnings of the New York, Lake Erie and Western Railroad Company for the month of April, 1880 and 1881, were as follows:

	1880.	1881.
Gross earnings	$1,643,151	$1,709,057
Working expenses	962,827	1,117,689
Net earnings	$680,323	$591,868

—showing an increase in gross earnings of $65,906, with an increase in working expenses of $154,861, making a decrease in the net earnings of $88,955.

For the first seven months of the fiscal year (October 1 to April 30) the gross earnings, working expenses and net earnings were:

	1879 '80.	1880-81.
Gross earnings	$10,464,485	$11,849,557
Working expenses	6,725,142	7,752,839
Net earnings	$3,739,343	$4,096 718

—showing an increase in gross earnings of $1,385,072, an increase in working expenses of $1,027,696, and an increase in net earnings of $357,375.

The Iowa Railroad Commissioners have decided that the Chicago, Rock Island and Pacific, the Chicago and Northwestern, the Chicago, Burlington and Quincy, the Burlington, Cedar Rapids and Northern (maine line and Pacific division), the Kansas City and St. Joseph and the Wabash are class A railroads; the Des Moines and Ft. Dodge and the Sioux City and Pacific, class B; and all others class C. The first cannot charge over 3 cents per mile for passengers, the second 3½ per cent, and the 3d 4 cents.

In the case of Rufus Hatch against the Western Union and other telegraph companies, Judge Truax, of the Superior Court this city, on the 21st inst., dismissed the complaint and dissolved the injunction restraining the Western Union Company from issuing their scrip for the increase of $15,000,000 of capital stock. The action is similar to that brought against the same company by Wm. S. Williams, a decision in which was rendered on the day previous.

The citizens of Augusta, Ga., have subscribed $200,000 to the proposed John P. King cotton factory. The balance, $740,000, is expected to be made up in New York and other Northern cities.

The ceremony of the inauguration of the Mexican and Cuantla Railroad took place on the 18th inst., the President of Mexico presiding. The road is nearly 86 miles in length.

The San Juan division of the Denver and Rio Grande railway has been opened to Arboles, 402 miles from Denver, and 48 miles from Durango. The Eagle river branch from Leadville has also been opened to Crane's peak, 18 miles from Red cliff and 288 miles from Denver.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for May, 1881, as compared with the same month in 1880 shows

An increase in gross earnings of	$188,931
An increase in expenses of	227,223
An increase in net earnings of	$211,758

The five months of 1881, as compared with same period in 1880, show

An increase in gross earnings of	$1,533,808
An increase in expenses of	1,107,357
An increase in net earnings of	$426,451

All lines west of Pittsburg and Erie for the five months of 1881 show a surplus over liabilities of $1,682,183, being a gain as compared with the same period in 1880 of $387,953.

The track of the St. Joseph Valley (Mich.) Railroad was completed to Oroncko township line June 13, which entitles the company to a second donation from the subscribers, amounting this time to 40 per cent. They expect to reach Berrien Springs by July 4, when the remaining 50 per cent will be due them.

In the suit of Wm. S. Williams against the Western Union Telegraph Company and others, Judge Truax has rendered a decision dismissing the complaint on its merits. The action was brought to restrain the issue of $15,000,000 of increased capital stock of the Western Union Telegraph Company.

At the meeting of the stockholders of the Richmond and Danville Railroad Company, held in Richmond, Va., on the 18th inst., the action of the board of directors in acquiring control of the Atlanta and Charlotte Air Line Railway was ratified.

The extension of the Missouri Pacific Railroad to its intersection with the Texas and Pacific Railway at Minnesota was completed on the 19th inst., and trains can now run through from St. Louis to San Antonio without change; also to Houston, Austin and other Southern points in Texas.

The last rail of the extension of the New York and Long Branch Railroad to Bay Head was laid on the 15th inst. This makes through connection with the Long Branch and Philadelphia Railroad to Philadelphia via Toms river, Barnegat and Whiting's.

The Augusta (Ga.) Chronicle says that the full capital of $900,000 for the proposed Sibley cotton mills in that city has been subscribed, and that it has been obtained without paying a cent of commission to anybody.

The first train on the Danville and New River Railroad reached Danville, Va., on the 18th inst. The track is now laid from Danville to Dan River, a distance of seven miles.

The Laredo Extension of the International and Great Northern Railroad is now completed 44 miles south of San Antonio, Texas.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1865	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,110,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1883	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	993,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	715,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1858-'90 (Balt.) skg fd.	2,833,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	2,882,966	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	6,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A. & T.H.	1,068,000	8	ril & Oct	New York.	1896	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage } A. Co. and	499,500	6	March & Sept.	"	1885	....
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	135,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,6 0	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	550,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1892	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,884,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	8	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,800,000	7	" "	"	1900	....
Chattel Mortgage	200,850	5	May & Nov.	"	'88-'99	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'96	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of L. I. (Flush., N.S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1908	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	...
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,610,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530 000	6*	" "	" "	1890	....
Income bonds.'Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	...
Income and Extension Bonds..	1,508,600	8	" "	"	1902	...
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1975, Sinking Fund...	39 ,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	838,47.	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage ..	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,349	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000.	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie du Chien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,316,000	7-3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4 000,000	6	" "	" "	1909	....
1st Mort. (Dav. & N. W.)	1,785,300	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division).	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	...
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1886	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	680,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,440,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mortgage guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000.	3,466,000	7	May & Nov	New York.	1897	...
2d Mortgage for $8,000.000	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1888	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1888	...
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	...
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6,	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1905	....
Consol. S. F. M. for $3.000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1902	....
2d Mortgage, guar	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.)'58	1,600,000	7	April & Oct.	" "	1888	....
1s Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort. (Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)....	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7.	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
2d Mortgage	661,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1906	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096.000	6	" "	" "	1892	....
Consol. sinking fund guar	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Clev land.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Elyria and Black Riv.	190,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund..	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage sk'g fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'92-'95	...
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	...
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Loganap't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,548	7	" "	" "	....	.. ..
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,429,500	7	April & Oct	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	.. ..
2d Mortgage, guar.	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, sk'g fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1,040,000	7*	" "	" "	1902	....
Consolidated Mortgage	9,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	5	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.).	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	750,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division	580,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar.	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., sk'g fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4*	" "	Bost. & Lond.	1905	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) sk'g. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	250,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1905	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1,722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1889	....
1st Mort. (Bay C. & L. Jag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. sk'g. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnstown & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold.	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1901	....
Geneva, Ithaca and Sayre:						
1st Mortgage, sk'g. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar.	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car....	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed....	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage.....	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage.....	3,000	7	" "	" "	1892	....
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage.....	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan.....	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1855	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)..	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.).	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage.....	507,200	7	Jan. & July.	Philadelphia.	1904	....
Hartford and Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	250,000	6-7	April & Oct.	New Haven.	'91-'98	....
Housatonic.						
1st Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873.....	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880....	300,000	5	April & Oct.	Boston.	1910	....
Houston, East and West Texas:						
1st Mortgage, gold.....	180,000	7*	May and Nov.	New York.	1898	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.).	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.).	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds..	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold.....	367,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage.....	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000.....	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000.....	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund..	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds....	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed.....	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold.....	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred.....	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred....	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage.....	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds.....	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage.....	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income.....	2,629,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series....	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R..	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage.....	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.....	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage.....	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.....	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed.....	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)..	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.....	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage.....	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage.....	335,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent..	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees...	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " " ...	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000.....	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage.....	600,000	8	.....	.....	....	....
New Mortgage.....	1,500,000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund..	4,000,000	7	Jan. & July.	Boston	....	....
Mortgage on Branches.....	1,325,000	....	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage.....	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.).	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)...	300,000	7	.....	"	1919	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage.....	4,495,522	7	" "	" "	1907	....
Income Bonds.....	2,488,174	6	April & Oct.	Boston.	1907	....
Kansas City,St. Louis & Chicago:						
1st Mortgage.....	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City,Top.&W.(A.,T.&S.Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000m)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold..	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold..	850,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1888	....
3d Mortgage.....	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P..	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage.....	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold.....	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)..	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension).	600,000	....	.....	" "	....	....
1st Mort. (La., Bl. & Muncie)...	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")...	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold.....	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd..	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,708,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)..	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,900	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	479,000	7	April & Oct.	New York.	1899	....
Lehigh and Lackawanna:						
1st and 2d Mortgages.....	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)...	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered.....	6,000,000	7	March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage.....	1,492,000	6	Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds.....	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage.....	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	19 8	....
Atlantic Ave. Improve. Certif.	114,900	7		" "	'81-'82	....
1st Mort. (Smithtown & C. t.Jet.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Ro kaway)	200,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $6,000,000	7,07 ,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	58,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debe ture Bonds 18 0	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:	$					
1st Mortgage	3,000,000	6				....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	...
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 900	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1888	...
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	...
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..		" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	...
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	...
4th Mortgage	4,000,000	5	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	...
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	...
1st Mortgage	2,482,200	6	March & Sept.	"	1908	..
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400 000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,264,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1886	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	...
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,000,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7			....	....
Income Bonds conv., non-cum.	2,000,000	3			....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*			1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,930,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New Yor	1898	....
1st Mort. (North rn Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	...
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,552	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....		.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan & July.	" "	1891	....
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $39,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort (St. L. and Lex.)	550,000	...	.....	.....	....	....
1st Mort. (Kan City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200 000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	700,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284.000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.		'81-'91	....
New Mortgage for $4,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mo. M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1913	....
1st Mort. (Tenn & Pacific K. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1888	....
2d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r	....
New Haven and Northampton:						
1st Mortgage	1,200,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1, 00,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	390,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1s mortgage	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,236	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,006	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold. Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,365,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1875	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peters'b.—See AtlM&O:						
North Carolina:						
1st Mortgage	210,000	6	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881 secured by stock	1,200,000	6	....	....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	238,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	....	....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	....	....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3 000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g. Mo. Div.	2,383,895	6	....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	Marc' & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& L.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	Marc'i & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,475.000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,916,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Ohio Central:	$					
1st Mortgage, gold	3.000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100.000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692 000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,895,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	800,000	7	March & Sept.	" "	906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm.	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	1890-'98	....
Consolidated Mortgage, guar	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,999	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
2d Mortgage, Income, 1880	859,200	7	....	....	....	....
Panama:						
General Mort., stg (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar	500,000	7	....	....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	19 0	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	6	June & Dec.	" "	1909	....
State lien for $1,500,000, stg fd.	4,091,675	6	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400.000	6	....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	....	"	1921	....
Pennsylvania & New York (L.V.):						
1s. Mortgage guaranteed	1,500,000	7	June & Dec	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.& P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1903	....
Peoria, Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	853,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	790,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1832.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan. & July.	New York.	79-'98	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1 81	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6	....	Philadelphia.	....	....
Loan of 1868, debenture	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1890	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £ coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499 900	7	Jan. & July	"	1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. s.g. sinking fund	19 686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832.760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	5 6,000	3-6	May & Nov.	Philadelphia.	1898	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	13,036,500	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	...
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	...
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0. 0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Se ies B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept	" "	1912	...
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	...
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	...
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3 1 Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds	100,000	7	Jan. & July.	" "	1887	...
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	...
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7*	April & Oct.	Philadelphia.	1902	...
Portland & Ogdensburg:						
1st Mortgage, gold	800 000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	360,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	...
Port Royal and Augusta:						
1st Mortgage	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	320,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	850,000	7	June & Dec.	Columbia.	1884	...
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	...
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)..	500,000	8	.....	"	1888	...
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,827	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.	177,316	6-.	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelphia.	'81-'86	....
Richmond and Petersburg:						
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	...
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage	1,500,000	6	Feb. and Aug.	Boston.	1893	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	...
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,000,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1916	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage	380,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	284,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	4 0,306	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064, 32	6*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1895	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	368,000	7	Jan. & July.	" "	1892	...
1st Mort., L. G., sinking fund...	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. (Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesbury:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage	2,100,000	7	.....	.....	1909	...
2d Mortgage, Income	1,400,000	...	.....	.....	....	...
Shenango and Allegheny:						
1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)....	1,628,020	6	" "	U S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency....	1,061,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,940	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	800,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N Y.						
1st Mortgage	261,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	3,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cancinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	6	March & Sept.	N. Y. & Bost	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'e)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	..
Loan of 1888 (United Compa'e)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1905 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	856,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,883,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	..
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	630,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,800,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	....	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1903	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" " ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
3d Mort " " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. " " ")	700,000	6	March & Sept.	"	1850	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb. & Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,148,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1896	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	580,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	128,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1880	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant go'd	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1888	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,908,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1895	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. 3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1894	....
	6,483,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,658,600	6*	June & Dec	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	676,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg.						
1st Mortgage, extended	1,709,350	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,302	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1916	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,323,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1907	
Bonds(S.F.) Conv. till May 1856	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,268,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. †(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,451	.....	177.2	877,547	289,615	653,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley†.....Pennsylvania.	21,564,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	.....	.....	.....	.....	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	.....	32,247	.....	1,656,433	1,500,000	12,989	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,869	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,907	6	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,500	1,700,000	4,750,000	165,215	168,846	269.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	166	47	33	2 480	Atlanta and West Point .....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	777,298	251,621	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	.....	.....	.....	.....	Atlantic and St. Lawrence..Me., N.H.& Vt.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,49;	2,269,843	4,135,296	648,808	—	100	....
Sept. 30, 1879	406.0	20.0	35.7	5-0	86	26	14	1,010	Atlantic, Mississippi and Ohio†..Virginia.	3,484,000	*	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	543,931	824,789	38,749	6	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	.....	.....	.....	.....	Attleboro Br. (Boston & Prov.).....Mass.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1879	379.0	53.0	466.5	4-8.5	544	241	173	11676	Baltimore and Ohio † ....Md. & W. Va	120,707	.....	1,350	87	181,700	.....	434	.....	4.0	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1879	31.0	—	37.6	4-8.5	.....	.....	.....	.....	Washington Branch † .....Maryland.	29,543,315	12,203,068	46,225,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	9,679,346	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1878	104.(	—	26.0	4-8.5	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	8,864,827	4,341,245	8	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,343,715	*	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	285,047	223,674	10	100	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,954,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,788	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	.....	.....	.....	.....	Bald Eagle Valley (Pa.) .....Pa.	8,311,505	695,509	114,388	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	895,965	347,455	669,772	173,570	—	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	1,050,000	*	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6†	50	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap..... Penn	132,152	*	.....	.....	75,350	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Dec 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	201,346	15,263	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	d ficit.	—	50	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	61	72	30	743	Boston and Lowell.....Mass.	24,616,781	3,145,400	872,416	2,689,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5.440,729	5,998,297	3,310,639	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	5,247,682	441,334	1,112,574	781,181	3,250,000	2,396,100	406,082	580,789	88.3	1,225,383	2,876,531	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	9,508,764	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,454,338	*	49,311	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	28 ,892	159,451	—	100	....
Sept. 30, 1880	26.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass	4,612,774	.....	665,043	220,75'	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,464	1,323,926	422,179	8	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	693	Boston, Concord and Montreal .....N. H	1,383,397	.....	1,451	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West..N.Y. Mass. & V.	2,850,000	*	1,919,274	188,067	1,800.000	2,555,800	15,849	585,694	165.8	124,307	119,015	178,235	183,866	40,455	—	100	....
Sept. 30, 1880	8 8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	1,831,242	*	257,599	5,665	415,430	.....	1,633,957	45,060	39.0	83,307	49,800	....	13,197	d ficit.	—	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	466,681	94,219	158,803	26,588	350,0 0	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brightho e..... Virginia	42,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	3	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	110,600	*	.....	.....	110,600	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island .N.Y	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.... N. Y. & Pa.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	877,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	386	Buffalo and Southwestern.....New York.	630,000	*	29,403	11,870	500,00	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	1,298,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	6,734,454	*	443,919	22,632	2,004,350	3,646,000	1,401,765	248,391	120.5	617.728	207-239	1,063,256	954,683	380,355	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	1,413,962	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	24,291	32,994	39.775	4,432	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	.....	.....	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1880	146.5	—	54.2	3-0	24	7	7	611	Cairo and St Louis..... Ill.	12,677,208	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,188	1,410 260	459,702	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	3	625	Cairo and Vincennes .....Illinois & Ind.	7,103,035	*	.....	.....	4,535,000	2,500,000	35,036	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,068	395,014	In Receiver's hands. No returns.						157.0	291,275	68,959	199,232	266,648	.....	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,888	168,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	.....	296,511	.....	.....	.....	—	100	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... Canada.	3,861,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	495,473	202,127	3½p	50	....
Dec. 31, 1879	229 6	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern..... ...Canada.	23,777,145	*	6,088,639	485,484	15,000 000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	.....	.....	.....	.....	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1880	42.0	—	12.3	4-8.5	22	15	5	325	Carolina Central.....N. C.	19,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	7pf	50	—
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612.135	79,541	.....	2,339	589,110	.....	18	13,21'	34.6	75,090	21,672	73,578	57,929	2,559	6†	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,703	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,663,349	*	.....	.....	4,921,056	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	52,766,60	6,341,209	.....	180.2	4,324,938	.....	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.6	194.3	4-8.5	264	302	68	5,244	*Central Pacific*†.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	85,192,285	306,605	15,382,538	1,213.1	7,203,591	6,842,307	1,875,348	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	273.4	31.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	44,941	105,122	195.0	366,525	62,384	95,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	.....	.....	.....	.....	Chartiers (P., C. & St. L.).....Penn.	1,084,893	*	37,142	26,037	648,563	500,000	980	.....	22.6	67,547	130,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Ch raw and Darlington..... ..S. C	660.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,581	—	100	....
Sept. 30, 1879	423.0	9.3	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio .....Va. & W. Va.	54,238,716	*	534,267	133,248	23,762,136	22,526,315	5,715,662	457,197	432.3	2,060,344	166,389	686,527	1,891,542	384.210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	413	Cheshire..... N. H. & Mass.	2,295,259	322,266	.....	305,141	2,153,300	803,500	27,396	35,480	64.0	574,267	184,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	193.6	4-8.5	187	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597.983	579,373	840.4	3,609 638	843.429	2,634,177	8,755,677	2,706,156	6	100	....
Aug 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,600,088	146,218	749,340	1,020,794	389.445	—	100	..
Jun. 30, 1880	80.0	24 0	10 2	4-8.5	15	6	5	200	Chicago and Iowa .....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	104.0	.....	.....	.....	569,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan.....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114.740	75,467	245.6	637,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	67.1	4-8.5	425	192	100	12066	Chicago & Northwestern.Ill. Wis. & Mich.	73,866,795	*	3,318,765	2,811,506	36,513,610	37,688,000	11,448 446	5,983,060	1,627.6	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,227,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	.....	146,571	270,586	45,477	—	100	....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chi ago and Tomah .....Wisconsin.	211,342	*	.....	.....	13 400	68,000	109,942	.....	30.6	12,896	.....	.....	.....	13,417	5.704	—	100	....
Dec. 31, 1879	486.5	1,273	474 9	4-8.5	374	149	70	11629	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 525.547	4,402,866	1,857.3	8,600,517	2,076,184	4,686,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	168.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,240.193	233,825	730,016	115 027	5,151,440	953,000	255,620	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I.&M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,661,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,320	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec 31, 1879	540.4	484 3	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich., Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,133	50,000,000	37,439,000	2,545,881	3,078,562	1,176.8	13,966,375	2,822,121	7,841,294	15,271,492	6,336,968	6	100	....
Nov. 29, 1879	16 .0	132.4	384.2	4-8.5	238	71	36	9376	Lehigh Valley.....N. Y. & Pa.	28,861,189	2,480,820	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,046,241	*	1,965,942	34,724	4,637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,382,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* †.....Ark.	7,016,817	*	961,167	8,199	4,066,185	2,648,500	1,525,826	L. 293,278	165 2	283,829	54,516	.....	362,160	166,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	21	19	381	Long Island †.....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48,408	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.	809.7	—	5 0	186	67	33	3,112	Louisville & Nashville..Ill., T.,Ky. & Ala.	32,703,942	*	13,326,077	1,267,520	9,059,361	2 ,902,820	10,425,589	3,909,759	1,839,9	5,627,177	.....	.....	7,455,843	3,227,644	8	100	....
Jun. 30, 1879	174.8	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,99 ,352	*	86,083	307,93	1,860,603	3,764,700	622,498	241,567	2323	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	288.2	.....	169,286	415,998	696 621	99,974	—	100	....
Jun. 30, 1879	35.5	—	0.2	4-8.5	2	1	—	8	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,803,885	*	.....	3,937	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17.108	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,135	.....	387,600	398,000	48,114	.....	22.1	40,055	23,802	100,849	50.235	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,300	354.9	917,358	553,364	396,107	1,508,377	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53.132	1,000,000	—	21,964	103,297	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	36	8	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,568	5,312,725	4,220,000	1,360,485	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	62,052	70,953	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5†	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,782	14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	19	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.8	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158.8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	288	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,671	284,900	393,649	114,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,000	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,240	.....	118.0	115,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	676.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621	296,652	676,755	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,893	1,783,784	—	100	....
May 31, 188	84.0	—	4.2	5-0	4	6	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	58,816	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,469,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14.400	2,774	11,884	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,475	232,738	800,000	300,000	207,739	142,732	53 6	328,580	546,963	829,031	435,235	144,911	7	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,160	6,849 900	7,612,000	948,594	206,178	453.5	1,488,464	212,277	.....	2,099,155	914,407	3†	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	418	Naugatuck.....Connecticut.	1,903,484	224,086	62,526	150,188	2,000,000	.....	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76.196	49,958	19.814	101,949	44,750	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	116,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	.....	.....	887,350	1,164,500	249,164	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	50	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	15,280	40,447	4,020	14,163	6,830	—	50	....
Sept. 30, 1880	13.0	—	1.7	4-8.5	3	4	2	58	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,989	44,081	13.0	47,318	123,445	62,327	122,856	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	24.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84,223	160,749	2,460,000	2,689,000	271,386	214,323	144.6	460,607	360,940	360,284	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,064	391,500	47,585	155,106	40,760	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern.....Conn. & Mass.	2,760,372	246,720	100,000	136,578	1,500,000	1,499,500	99,066	158,108	121.0	517,233	866,098	469,500	591,847	188,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach.....N Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	8	119	40	1,588	N. York & N. England..M., R. I. & Conn.	7 087,938	1,616,300	322,785	666,809	20,000,000	4,468,000	2,491,564	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717.141	—	100	....
Sept. 30, 1879	441.7	298.4	1 416	4-8.5	594	49	167	—	New York Central & Hudson River..N.Y.	137,757,152	*	4,050,054	2,282,191	89,428,300	40,418,508	5,112,049	9,100,589	1,018 3	16 861,509	8,130,543	9,441,248	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	181	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	6,500,000	.....	.....	17.5	2,979,666	29,875,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western..N. Y. &Pa.	158,035,707	*	1,587,562	2,978,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,293,576	5,491,431	8.715 992	18,693,109	7,049 188	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	1,548	N. Y., N. H. & Hartford..N.Y.C.& Mass.	12,889,584	2,154,455	768,623	2,1 4 052	15,500,000	.....	331,431	2,145,283	152.3	2,462,982	4,600,507	1,348,687	4,294,237	1,694 985	10	100	....
Sept. 30, 1879	249.0	15.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Osw go Midland.....N. Y.	26,377.340	*	.....	.....	6,800.522	16,078 500	,524,436	.....	344.0	410,479	213,161	216,100	528,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	26	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645.027	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8†	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556 700	210,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern †.....S. C.	2,148,131	*	53,610	21,289	985,350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,288	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Penney vania (P. & R.).....Pa.	8,291,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	—	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17.449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6 0 5	Northern Central.....Md. & Pa.	18,206.050	4 196,107	3,412.019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,705,179	1,530,879	7,920,566	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern.....New Hampshire.	3,068,400	*	424,147	491.913	3,068,400	100	287.393	628,567	82.9	502,138	133,012	509,358	489,005	112,439	5†	100	....
Jun. 30, 1880	722.0	—	80.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn .Dak.,Wash.&c.	96,697,160	1,243,531	9,137,252	1,108,583	92,412,645	3,881,834	9,610,981	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677.000	*	583,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245,696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren.....Pa.	135,816	—	.....	.....	150,000	—	750	.....	10.4	46,324	151,888	19,195	75,796	36,340	—	100	....
Sept. 30, 188	249.9	49.3	83.8	4-8.5	109	213	56	2,510	Old Colony.....Mass. & R. I.	10,598,336	1,191,319	1,938,028	529,433	7,133,800	5,737,000	636.697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	149.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,183	64,723	503,153	137,848	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,866,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m	os. ending	May 31, '80	1,138,627	721,059	2	100	....
Jan. 31, 1880	115.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,853,000	1,441,194	48,283	53,240	185.7	386,827	48,105	276,765	362,471	83,233	—	100	....
Dec. 31 1879	57.6	—	12.5	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,929,000	.....	.....	57.6	.....	28,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	255.915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-3	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,630	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania †.....Pennsylvania.	49,975,140	*	81,173,558	12,834,952	68,870,200	60,267,756	14,681,161	6,224,533	1,017.6	16,110,867	5,948,645	13,084,047	21,743,628	9,992 008	4†	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,239,700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	...
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,943,345	—	125,092	47,896	38,040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	66,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va.& N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,593	29,524	67,782	202,986	54,767	—	100	....

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending June 11, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad...	114,721	3,642,755	3,410 517
Schuylkill Canal....	16 177	131,997	168,949
Lehigh Valley.....	69,816	2,703.048	2,144,986
Del., Lack. & Western.	70,536	1 701,491	1,436,332
Shamokin Valley....	22 205	448,699	335,671
Central New Jersey.	86,118	1,703,861	1,430,906
United R. R. of New Jersey.....	24,857	659,850	432.728
Pennsylvania Coal ..	25,002	494,078	406,352
Delaware and Hudson	60,533	1,440,951	1 294,746
Huntingdon & Broad Top Mt.....	12,662	201,667	219,906
Penn. and New York.	27,883	695,512	575,451
Clearfield, Pa.....	43,462	1,029,429	581,788

The total tonnage of anthracite coal from all the regions for the week ending June 11, as reported by the several carrying companies, amounted to 428,954 tons, against 400,755 tons in the corresponding week last year, an increase of 28,-199 tons. The total amount of anthracite mined for the year is 10,966,107 tons, against 9,164,999 tons for the same period last year, an increase of 1,801,108 tons. The quantity of bituminous coal sent to market for the week amounted to 90,261 tons, against 96 192 tons in corresponding week last year, a decrease of 5,931 tons. The total amount of bituminous mined for the year is 2,087,-625 tons, against 1,745,918 tons for the corresponding period last year an increase of 341,707 tons. The total tonnage of all kinds of coal for the week is 519,215 tons, against 496,947 tons in corresponding week last year, an increase of 22,-268 tons, and the total tonnage for the coal year is 13,053,782 tons, against 10,910,915 tons to same date last year, an increase of 2 142,815 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending June 11 was 164 458 tons, of which 115,754 tons were coal and 48 704 tons coke. The total tonnage for the year thus far has been 3,772,283 tons, of which 2,684,257 tons were coal and 1,088,026 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended June 11 were 40,685 tons, and for the year to that date 815,418 tons, a decrease of 79,520 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows : Baltimore and Ohio Railroad—week 16,667 tons ; year, 593,477 tons ; decrease as compared with 1880, 8,737 tons. Chesapeake and Ohio Canal—week, 11,430 tons ; year, 130,607 tons ; decrease compared with 1880, 53,627 tons. Pennsylvania Railroad—week, 9,545 tons ; year, 88,196 tons ; decrease compared with 1880, 17,294 tons. The Coal was brought from the mines as follows : Cumberland and Pennsylvania Railroad—week, 35,194 tons ; year, 768,271 tons. Baltimore and Ohio Railroad—week, 1,165 tons ; year, 31,786 tons. George's Creek and Cumberland Railroad —week, 4,312 tons ; year, 13,301 tons. The Reading Railroad tonnage for last week, ending June 18, was 118,000 tons, of which 45,000 tons were sent to and 42,000 tons shipped from Port Richmond, and 15,000 tons sent to and 12,500 tons shipped from Elizabethport.—[Phila. Ledger, June 20.

From the report of Joseph Nimmo, Jr., Chief of the Bureau of Statistics, we learn that the total value of exports of breadstuffs from the principal customs districts of the United States for the month of May, 1881, was $19,804,575, as against $20,032,196 for May, 1880. The total fo the five months ended May 31, 1881, was $91,375,196 as against $94,100,895 for the corresponding period of last year. For the eleven months ended May 31, 1881, the total was $244,955,870, and for the eleven months' ended May 31, 1880, $253.876,828. The official tables from the National Bureau of Statistics indicate a considerable falling off in the value of wheat during the current fiscal year.

Iron and Coal Production.

From the Address of the President at the recent meeting of the Iron and Steel Institute, in London, Eng., we learn that the production of pig iron in the principal ironmaking countries of the world in 1869 and 1880, was :

	1869. Tons.	1880. Tons.
Great Britain.....	5,445.757	7,721,833
United States.....	1,916,641	4,295,414
Germany	1,180,579	1,950,000
France.....	1,018,899	1,733,102
Belgium.....	534,319	610,000
Totals.....	10,096,195	16,310,349

The production of coal throughout the world in 1869 and 1880, was :

	1869. Tons.	1880. Tons.
Great Britain.....	107 506 683	147,000,000
United States.....	28 100.000	63,500,000
Germany	26,774,000	42,161,000
France.....	13,509.000	18,857 000
Austria	4,100,000	6,000 000
Belgium	12 943 000	14,000 000
Russia	588,000	2,200,000
Spain	550,000	750,000
Totals.....	194,070,683	294,468,000

Stored Electricity in Use.

The London Engineering says that the electric tramway which Dr. Werner Siemens has constructed in Berlin, between the suburb of Lichtenfeld and the Cadettenhaus is now regularly opened for passengers, and is giving great satisfaction, and then adds :

The rails are of the ordinary pattern, but the gauge is only 3 feet 3 inches. A single car is propelled by the current at an average speed of nine miles an hour, though this rate can be doubled if necessary. A similar line has been erected at the Crystal Palace, Sydenham, as an attraction for visitors, but it is probable that electric tramways will be practically introduced into this country before many years are past. Velocipedes are now so common that it is not surprising to find that electricity has been applied to their propulsion. M. Trouve, the well-known French electrician, recently drove an English tricycle through the streets of Paris by means of electricity stored in a Plante secondary battery and a pair of Deprez electric motors. The tricicle, with its occupant and apparatus, weighed 400 pounds, and went at the speed of an ordinary cab ; but with some modification of the apparatus M. Trouve hopes to attain a rate of 12 or 15 miles an hour. The new secondary battery of M. Faure will also help his purpose, and we may anticipate that velocipedes driven by electric power will by and by prove useful to the invalided or the weakly. In Paris, too, electricity has been applied to work an air compressor at the toy balloon factory of MM. Chauchard et Cie., behind the Hotel du Louvre. The spare steam power of the engines has been utilized by the Gramme machines, one of which generates the current and the other transforms it into mechanical work. The energy thus transmitted is about a horse-power per minute.

A despatch from Beaumont, Texas, says that contracts for building the Sabine Pass Railroad are out and work will commence immediately.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 21.

	W.15	Th.16	F.17	Sat.18	M.20	Tu.21
Allegheny Val. 7 5-10s.....	....	....	....	....	....	....
7s, Income.....	....	....	....	....	58	....
Jamden & Am. 6s, 1885	107	....	....	....	107	....
6s, 1889.....	....	....	....	....	....	....
Mort. 6s, 1889.....	114½	....	....	....	....	115
Camden and Atlantic.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa.....	....	....	....	....	....	....
Preferred.....	58	58½	....	....	58	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	124½
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	15½	15½	....	....	15½	15½
Preferred.....	24	....	24	....	24½	24½
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	46½	46	46	46	45½	46
6s, 1884.....	....	....	....	....	....	....
Gold Loan.....	....	....	....	116	....	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	....	....	119	118½	....
Lehigh Valley	64½	62½	62½	62½	61½	61½
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg....	....	122	....	....	....	....
Little Schuylkill.....	56	....	56	....	56½	....
Minehill & Sch. Haven.	61½	....	....	....	....	....
North Pennsylvania ..	60	60	....	....	60	60
1st mortgage 6s.....	....	....	....	110	....	....
2d mortgage 7s.....	....	118	....	....	....	....
Gen'l mort. 7s, coup....	....	....	....	....	....	125
Gen'l Mort. 7s, reg....	....	....	....	....	....	....
Northern Central. ..	56	55½	55½	....	55½	55½
6s.....	104	104½	....	....	....	....
Northern Pacific	44½	43½	43½	43½	43½	43½
Preferred	84½	84	84	83	83	84½
Pennsylvania R. R. ..	66½	66½	65½	65½	63½	66½
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	128	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series.	....	....	104	....	....	....
do. 5s, new.....	....	....	....	119	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	29½	28½	28½	28½	28½	29
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s. .127	....	....	....	....	....	....
Consol. mortgage reg.....	127	127	....	....	....	....
Gen'l mortgage 6s....96	chp	95½	95½	....	....	95
Philadelphia and Erie	27	26½	26½	....	....	....
1st mortgage, 7s.....	108	....	....	....	....	....
2d mortgage, 7s.....	....	....	....	120	....	....
Pittsb., Cin. & St. L. 7s	124½	....	....	....	....	....
Pittsb., Titusv. & Buff..	23	22½	23½	23½	24	25½
7s.....	....	....	....	....	104	....
Schuylkill Navigation.....	....	....	....	....	....	....
Preferred.....	15½	....	....	14½	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	90½	....	....	....	....	....
United Co. of N. Jersey	....	198½	....	199	....	....
Hestonville, (Horse).....	....	21	21	21	....	....
Chestnut & Wal. (do).....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending June 21.

	W.15	Th 16	F.17.	Sat.18.	M.20.	Tu.21.
Baltimore and Ohio	....	....	200	200	200	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	109	....	....
Central Ohio ($50).....	48½	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	123½	....	....	....	....	....
2d mortgage, 7s.....	92½	91½	91½	....	....	....
3d mortgage, 8s.....	54½	52½	52	52	54½	52½
Northern Central ($50)	55	55½	55½	55½	....	55½
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1909.....	....	....	....	....	....	....
6s, 1900, Gold.....	....	....	....	....	....	....
6s, 1904, gold.....	118	....	117½	....	....	113
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol ..	84½	84	....	84½	85½	85½
Consol. Coupons	95½	....	15	....	....	....
10-40 bonds.....	56	....	56½	56½	57	57½
Deferred Certificates.	16	....	....	....	....	....
Western Maryland ...	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	114½
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred.....	....	....	....	....	111½	....
City Passenger R R.....	....	....	40	....	....	40

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
Adams Express	138	139	138½	139½	....	....
Albany and Susq.	....	127	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	84	....	84½	84½	....	85
Atlantic & Pacific Tel.	....	....	....	....	....	....
Burl., C. R. & Nor.	....	83	....	....	....	....
1st mortgage 5s	102	102	102½	102½	102½	....
Canada Southern	74½	75½	73½	72½	73½	74½
1st mortg gr. guar.	103½	103½	104	103½	104	....
Central of N. Jersey	101	101½	101½	101½	102½	102½
1st mortgage 1890	....	....	121½	....	....	....
7s, consolidated, ass.	119½	119	....	119	....	....
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	104	....	103½	....	102½	103½
Adjustment	99	109	....	111½	110	....
Central Pacific	100½	101½	102½	101½	101½	102
6s, gold	....	119	....	....	118½	....
1st M. (San Joaquin)	....	112	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	106½	....	106½
Chesapeake and Ohio	30½	30½	30½	30½	30½	30½
Chicago and Alton	141	140	140	139½	139½	141½
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Ohio., Burl. & Quincy	164	163½	163	163½	....	163
7s Consol., 1903	....	....	....	....	....	....
Ohio., Mil. and St. Paul	123½	123	123½	123½	124	124½
Preferred	132½	133	133½	....	134	135½
1st mortgage, 8s	137	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	131½	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	128½
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	129	....	....
Consolidated S. F.	131	130½	....	....	....	....
Chic. & Northwestern	125½x	125½	126	125½	126	126½
Preferred	....	....	....	....	....	140
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	133	....	....	....	....
Consol. Gold bonds	127	126½	126½	....	....	....
Do. reg.	....	....	....	....	....	....
Chic., Rock Isl. & Pac	143½	143½	144	143½	143	142½
6s, 1917, c.	130	....	....	....	....	....
Clev., Col., C. and Ind.	99	98½	98½	98	98½	98½
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	....	....	138
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chl., & Ind. Cent	26½	26½	26½	25½	24½	26
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	109½	109½	110½	109	109½	110½
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	111
7s, 1894	....	....	....	120	....	....
Del., Lack. & Western	122½	124½	123½	121½	123½	125½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 6s, ext.	....	....	....	....	....	....
3d mortgage	....	....	....	110	110	110
4th mort. 8s, ext.	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	132½	133	....	....	....
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	111	....	....	....	111½
Hannibal & St. Joseph	83½	83	84	84	83½	87
Preferred	112½	112½	113	113½	113½	116
8s, Convertible	....	....	112½	....	....	....
Houston & Tex. Cent.	94½	....	103½	103	102	101
1st Mortgage	....	116	....	....	....	....
Illinois Central	14	140½	140½	137½	138	138½
Lake Shore & Mich So.	128½	128½	128½	126½	128½	129½
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	125	126	....	126	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	107	107½	107½	107½	108½	107½
7s Consolidated	....	....	....	....	123½	123½
Manhattan	28½	28	27½	26	26	26½
Metropolitan Elevated	96	95½	92	90	89½	90½
1st Mortgage	104	104½	104½	104	104	....
Michigan Central	109½	110½	110½	109½	110½	110½
7s, 1902	....	....	....	....	....	130
M. S. and N. I 1st, S. F.	....	....	....	....	....	....
Morris and Essex	126	....	124½	126	125	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	121½	....	....	120	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	126½	....	....	....	....
N. Y. Cent. & Hud. Riv.	146½	146½	146½	145½	146	147½
6s, Sinking fund, 1883	....	....	....	....	....	105½
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	139	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	139
N. Y. Elevated	110½	110½	110	106	106½	107
1st mortgage	118	118½	118½	117½	117½	118
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	135	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
N. Y., Lake Erie & W.	45½	47	46½	45½	46½	47½
Preferred	86½	87½	86½	85½	....	88½
2d Consolidated	103½	104	103½	103½	103½	104½
New 2d 5s fund	100	100½	100	....	....	100
N. Y., N. Haven & Hart	....	....	....	185	....	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	44½	43½	43½	43½	43½	43½
Preferred	84½	83½	83½	82½	84½	85
Ohio and Mississippi	44	42½	43	44	45	43½
Preferred	....	116	117	....	....	....
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	52½	53	53½	52½	52½	53½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	57½	57½	57½	57½	58	61½
Pitts., Ft. W. & Chi. gtd	141	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	132	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	141	....	....	....	....	140
Quicksilver Mining Co	....	17½	....	19	19	19½
Preferred	....	68½	....	67	67	67½
St. Louis & San Fran.	52½	53	53½	52½	52½	52½
Preferred	78	78½	79½	80	79	79½
1st Preferred	113	....	114½	....	113½	....
St. L., Alton and T. H.	68½	....	....	....	66½	66
Preferred	96½	96	....	96	96	....
1st mortgage	....	....	....	....	....	116½
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S.	....	....	....	86	....	....
1st mortgage	123½	....	....	....	....	120
2d mortgage	114½	....	114½	....	115	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	128	128½	128½	128	128½	128½
1st mortgage	120½	121½	121	121½	121½	....
Land Grant 7s	....	....	....	119	118½	120
Sinking Fund 8s	130½	130	....	....	....	....
United States Express	....	72	74½	74½	73½	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	55½	55	55½	55½	57	57½
Preferred	93½	93½	92½	93½	94	94½
New Mort. 7s	116½	....	....	....	....	....
Wells-Fargo Express	132	135	142	142	140	140
Western Pacific bonds	....	....	115	....	114½	....
Western Union Tel.	132½	133½	136½	136½	135½	137
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending June 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
Atch., Top. and San. Fe.	146½	....	146½	146½	146	145½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	175	....	174½	174½	174½	175
7s, reg.	....	....	....	....	....	....
Boston and Lowell	108	....	....	....	....	....
Boston and Maine	164	....	165	165	165	....
Boston and Providence	171	....	171	....	172	....
Boston, Hart. & Erie 7s	82½	....	80½	80	79	80
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	116	....	....	....	....	....
4s	....	....	....	....	....	96
Chi., Burl. and Quincy	164½	....	163	163½	162½	163
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	30½	....	....	31½	32½	33½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	52½	....	51½	51	51	51
New 4½ Bonds	110	....	109½	109½	....	109½
Fitchburg	150	....	150x	150½	....	151
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	81½	....	....	80	80	80
7s	123	....	....	....	123	123
Northern, N. H.	....	....	119	110	110	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	56½	....	56	54½	53	53½
Preferred	....	....	....	....	....	....
Old Colony	....	....	134	134	....	130x
Ph., Wil. & Balt. ($50)	65	....	....	67	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ariz. Val.	....	....	....	....	....	....
7s	....	....	....	122½	....	....
Pullman Palace Car	141	....	....	139½	....	140
Union Pacific	....	....	128½	128½	128	129½
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	117	....
Sinking Fund 8s	....	....	....	128	....	127½
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	233½	....	233	....	231	....
Quincy	....	....	37½	37	....	....

New York Stock Exchange.

Closing Prices for the week ending June 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
Federal Stocks:—						
U. S. 4s, 1907, reg.	117	116½	117½	....	116½	116½
U. S. 4s, 1907, coup.	118	....	....	116½	....	117½
U. S. 4½s, 1891, reg.	....	....	115	114½	....	....
U. S. 4½s, 1891, coup.	....	....	114½	115	....	....
U. S. 5s, 1881, reg.	....	102½	....	....	102½	....
U. S. 5s, 1881, coup.	....	103½	....	103½	103½	....
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s continued at 3½	103½	103½	103½	103½	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— June 12.	June 3
Baltimore and Ohio (sterling)	116 —117	115 —117
Central of New Jersey $100 shares	105 —107	105 —107
Do. Cons. Mort. Oct. '79 coupon	122 —124	122 —124
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	105 —107	105 —107
Det., Gd. Haven & Mil. Equip. bds.	118 —120	118 —120
Do. Con. M. 5 p.c. till '84 after 6 p.c	113 —116	113 —116
Illinois Central $100 shares	146 —148	148 —150
Lehigh Valley Consol. mortgage	118 —122	118 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 —139	137 —139
Do. $100 shares	152 —153	155 —157
Do. Mort. bonds (ex.)	123 —125	123 —125
N. Y., Lake Erie & West., $100 shs.	49[illegible] — 49[illegible]	51 — 51½
Do. 6 p. c. pref. $100 shares	92 — 94	93 — 95
Do. 1st Con. Mort. Bonds (Erie)	134 —136	133 —135
Mort. Funded Coupon bonds	131 —134	130 —132
Do. do. 2d do.	107 —108	108 —109
Do. 2d Consol. Mort. bonds	103 —105	104 —106
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	67½ — 67	67½ — 68½
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	67½ — 68½	68 — 69
Do. Con. Sink. Fund Mort.	122 —124	122 —124
Philadelphia & Reading $50 shares	30½ — 31½	30½ — 31½
General Consol. Mortgage	116 —118	116 —118
Do. Improvement Mortgage	106 —107	106 —107
Do. Gen. Mort. '74, ex-defcrd. cou.	97 — 99	97 — 99
Do. Scrip for 6 def. ½ coupons	94 — 99	94 — 99
Pittsbg, Ft. W. & Chic. Equip. bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	129 —131	129 —131
Do 1st pref. stock	104 —106	99 —101
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, June 23, 1881.

The Money market was easy during the day, with 3@3½ per cent the ruling rates for demand loans. In the last hour, however, as high as 6 per cent was paid for money by the stock brokers, and the closing rate was 5 per cent.

The posted rates for prime bankers' sterling are 4.84½@4 85 and 4.86½@4.87; the actual rates are 4.84@4.84½; and 4.86@4 86½. Cable transfers are 4.86½@4.87. Prime Commercial Sterling, 4.82¾@4.83.

The following circular in relation to the continuance of United States registered bonds of the five per cent funded loan of 1881 was issued by the Treasury Department on the 20th inst.:

In the provisions of Circular No. 52, dated May 12, 1881, for the continuance of United States registered bonds of the five per cent funded loan of 1881, the limit of such bonds to be continued was fixed at $250,000,000 the bonds to be accepted in the order of their receipt at this department. The limit was reached on the 23d of May, the bonds presented being somewhat in excess of the amount fixed, while many persons who had notified to the department on or before that date their intention to present their bonds for continuance, and had proceeded in good faith to carry out their purpose, were unable for various reasons to surrender their bonds before the limit was reached. It is the desire of the department to extend to all, so far as practicable, an equal opportunity to continue their bonds; and to that end notice is given that United States registered bonds of the five per cent funded loan of 1881, respecting which the department was informed on or before the 23d day of May, and which through no fault or negligence of the owners,

failed to reach the department before the limit was reached, will be accepted for continuance, if transmitted to this office on or before the 1st day of July next.

The Controller of the Currency has declared the following dividends to the creditors of insolvent national banks: First National Bank of Newark, N. J., 5 per cent, making in all 90 per cent. People's National Bank of Helena, Montana, 15 per cent, making in all 80 per cent. National Bank of Poultney, Vt., 10 per cent, making in all 85 per cent. Third National Bank of Chicago, 5 per cent. making in all 100 per cent. Miners' National Bank of Georgetown, Col., 80 per cent, making in all 65 per cent. Merchants' National Bank of Fort Scott, Kansas, 15 per cent, making in all 60 per cent. First National Bank of Bethel, Conn., 4 per cent, making 100 per cent. First National Bank of Franklin, Ind., 10 per cent, making in all 100 per cent.

Treasurer Gilfillan issued a circular on the 21st inst., in which notice is given that on and after July 1, 1881, and until further notice, the charges for transportation of worn and mutilated United States notes received by the Treasurer of the United States, by express for redemption, in sums of $500 or multiples thereof, and of new United States not s returned therefor, will be paid by the government. On remittances not sent in the above amounts or consisting in any part of notes fit for circulation, or of other notes than United States notes, the entire charges at government contract rates will be deducted.

The holders of the Bald Eagle Valley Railroad first mortgage bonds maturing July 1, 1881, are notified that said bonds will be paid on that date at the office of the Pennsylvania Railroad Company, Philadelphia.

The stockholders of the Columbus and Hocking Valley Railroad company have voted to increase the capital stock to $5,000,000. The new stock is to be applied to improvements.

The Petersburg Railroad Company include in their notice of payment, on 1st July next, the past due coupons and registered interest of first mortgage bonds not yet matured, and all interest thereon.

At a meeting of the directors of the Danville and New River Railroad, held at Danville, Va., on the 16th inst., arrangements were made, in pursuance of authority from the stockholders, to mortgage the road for $200,000, in order to raise means to complete it.

The Commissioners of the Sinking Fund of Allegheny County, Penn., give notice that sundry bonds of the Allegheny County loan of 1863, maturing January 1, 1882, have been selected for the sinking fund, and will be paid off at the County Controller's office, in Pittsburg, on August 1, after which date interest will cease. The numbers of the bonds to be paid off are: 35, 36, 38 39, 40, 41, 42, 43, 44, 45, 48, 49, 51, 52, 53, 57, 58, 63, 64, 65, 66, 67, 68, 65, 70, 71, 72, 73, 74, 75, 78, 79, 80, 84, 86, 88, 89, 90.

A trust deed, executed in New York by the Mexican National Railway and Construction Companies, with Louis H. Meyer and Andrew H. Green as trustees, for $7,500,000, has been registered at the City of Mexico. It is the first time a deed of such a class was ever registered in that Republic.

The Indiana, Bloomington and Western Railway Company have filed in the Recorder's office, at Richmond, Ind., a mortgage on their eastern extension to the Central Trust Company of New York for $3,000,000, due in forty years, at six per cent interest.

The comparative statement of the business of the Philadelphia and Reading Railroad and the Philadelphia and Reading Coal and Iron Companies for the month of May make the following showing: Gross earnings of the Railroad, $1,688,801 68; expenses, $909,278 23. Gross earnings of the Coal and Iron Company, $962,458 34; expenses, $916,127 23. The total amount of coal mined from lands owned and controlled by the Coal and Iron Company and from leasehold estates for the year to date, 2,063,328 16 tons.

The stockholders of the Columbus and Hocking Valley Railway Company have voted to increase the capital stock of the company to $5,000,000. The new stock is to be applied to improvements.

The San Francisco Stock Exchange will adjourn from the 1st to the 6th of July. It is thought the Pacific Exchange will adjourn for the same period.

The closing quotations on Thursday were: Adams Express, 136@140; American Express, 83½@84½; American District Telegraph, 52¼@56; Chicago, Burlington and Quincy, 164@165; Canada Southern, 72⅞@73; Chicago and Northwestern, 126¼@126½; Central Pacific, 101¾@101⅞; Chicago, Milwaukee and St. Paul, 124¾@124⅞; do. pref., 134½@135½; Chicago, Rock Island and Pacific, 143¼@144; Cleveland, Columbus, Cincinnati and Indianapolis, 98½@99; Columbus, Chicago and Indiana Central, 25@25¼; Delaware and Hudson Canal, 109⅛@109¾; Delaware, Lackawanna and Western, 124⅜@124½; Hannibal and St. Joseph, 90@90⅛; do. pref., 115¾@116; Lake Erie and Western, 63⅛@63¼; Lake Shore and Michigan Southern, 128⅝@128¾; Metropolitan Elevated, 89½@90; Manhattan Elevated, 26¼@26½; Michigan Central, 109⅛@109¼; New York Elevated, 107@107¼; New York, Lake Erie and Western, 46⅝@46¾; do. pref., 88@88¼; New York Central and Hudson River, 146½@146¾; Ohio and Mississippi 42⅞@43; Ohio Central, 86¾@87; Pacific Mail, 52¼@52½; Panama, —@285; St. Louis, Alton and Terre Haute, 64@66; do. pref, 95½@97; Texas and Pacific, 69½@69⅞; Union Pacific, 130@130⅛; United States Express, 73@73½; Wells Fargo Express, 137@141; Western Union Telegraph, 136⅛@136¼; do. ex., 91¾@92; Wabash, St. Louis and Pacific, 57@57¼; do. pref., 94@94½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Am. Dock and Imp. 7s, ass., 132; Boston and New York Air Line, 62; Buffalo, Pittsburg and Western, 48⅛; Boston, Hartford and Erie 1st, 80; Cedar Falls and Minnesota, 36; Chesapeake and Ohio 1st pref., 46; do. 2d pref., 33½; do. 1st, Series B, 90⅛; do. cur. int., 65; Chicago, St. Paul, Minneapolis and Omaha, 43⅞; do. pref., 106⅛; do. consol., 104⅛; Cincinnati, Sandusky and Cleveland, 67½; Chicago, St. Louis and New Orleans, 81; Col., Chi. and Ind. Cent. Inc., 75¼; Clev., Col., Cin. and Ind. consol., 126½; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 110⅜; do. La. C. and D. div., 101; Clev., Painesville and Ashtabula 7s, 117; Cairo and Fulton 1st, 119; Denver and Rio Grande, 112; do. 1st, 120; do. 1st consol., 120½; Dubuque and Sioux City, 86; Denver, South Park and Pacific 1st, 110½; Galveston, Houston and Henderson 1st 89; Gulf, Colorado and Santa Fe 1st, 123½; Houston and Texas Central Gen'l mort. 6s, 106½; do. 1st, Western div., 114¼; Indiana, Bloom. and Western, 54½; do. 1st, 98; do. 2d, 85; International and Gt. Northern 1st, 112; do. 2d, inc. ass., 103; Indianapolis, Decatur and Springfield 1st, 109½; Jefferson 1st, 110; Kansas Pacific 1st consol., 109½; do. 6s, Denver div. ass., 114; do. 6s, J. and D, 1896, 114½; Keokuk and Des Moines, 25; Laf., Bloom. and Muncie 1st, 101½; Lehigh and Wilkesbarre consol. ass., 111; do. inc., 94½; Louisville and Nashville Gen'l mort. 6s, 109; do. N. O. and M. div, 1st, 107¾; Long Island, 60; Louisville and Missouri River, 22; do. pref, 42; Lake Erie and Western, 64⅞; do. 1st, 111½; do. Inc., 83; do. 1st, Sandusky div., 107; Louisville, New Albany and Chicago, 110; do. 1st, 110; Lake Shore div. bonds, 125⅝; Manhattan Beach, 54½; Metropolitan Elevated 2d, 90; Mobile and Ohio, 38; do. 1st deben., 100; do. 2d deben., 70½; do. 3d deben., 62¼; do. 4th deben., 60; Missouri, Kansas and Texas, 51⅞; do. consol. ass., 111¼; do. 2d, 87¼; do. 6s, 96½; Memphis and Charleston, 90¾; Milwaukee, Lake Shore and Western, 63; do. 1st, 101; Marietta and Cincinnati 1st pref., 17; do. 2d pref., 12; Missouri Pacific, 111¼; Nashville, Chattanooga and St. Louis, 90¼; do. 1st, 125; Norfolk and Western, 63; New York, Ontario and Western, 38⅜; do. pref., 90; Northern Pacific 1st, 106⅛; New Jersey Southern 1st, 107; New York, Lake Erie and Western inc., 90; New Orleans Pacific 1st, 103½; New York, Penn. and Ohio inc., 62; Ohio Central, 37¼; do. 1st, 107; do. Inc., 66½; do. 1st, Terminal Trust, 104½; Oregon Railway and Nav., 167¾; do. 1st, 112; Ohio Southern, 35½; do. 1st, 99⅝; do. Inc. 60¼; Ohio and Mississippi 1st, Springfield div., 121⅞; Peoria, Decatur and Evansville, 56½; do. Inc., 93½; Rochester and Pittsburg, 47; do. Inc., 59; Rome, Watertown and Ogdensburg, 46; do. 1st consol., 104¾; St. Louis and Iron Mt. pref. Inc., 100¼; do. Cairo, Ark. and Texas 1st, 113; do. Ark. Branch, 114½; St. Paul, Minn. and Man., 100; do. 1st, 114; do. 2d, 108; do. Dakota Ext. 1st, 108; St. Paul and Duluth pref., 87; St. Paul, and Sioux City 1st, 112¾; St. Louis and San Francisco 2d, class A, 107; do. B, 98; St. Louis, Kansas City and Northern, Omaha div., 120; Southern Pacific of California 1st, 106⅞; South Pacific 1st 110½; Toledo, Delphos and Burlington, 35¼; do. inc., 64½; Texas and Pacific, 70; do. Inc., L. G., 93½; do. 1st, 112; do. Rio Grande div., 1st, 101¼; Texas and St. Louis 1st, 95; Toledo, Peoria and Western 1st, 119½; Union Pacific Col. Trust 6s, 111⅝; Wabash, St. Louis and Pacific Gen'l mort., 101⅛; do. Chicago div. 1st, 99¾; Winona and St. Peter 2d, 122½; Alabama Class A, 80; Arkansas 7s, L. R., P. B. & N. O., 14; Georgia 7s, new, 116; do. 6s, 112; Louisiana 7s, consol., 58;

North Carolina 6s, S. F., 8; Tennessee 6s, old, 74⅞; do. new, 75; Virginia 6s, def., 17½; Am. Dist. Tel., 53; Sutro Tunnel, 1⅞; American Coal, 63; Colorado Coal and Iron, 64; do. 6s, 101⅞; Consolidation Coal, 40½; Maryland Coal, 81½; New Central Coal, 30½; Central Mining, 4½; Caribou, 3⅜; Deadwood, 8½; Excelsior, 2⅛; Homestake, 21½; Little Pittsburg, 8; Mariposa pref., 8; Silver Cliff, 6; Standard, 24¼; Stormont, 2½.

Philadelphia.—Am. S. S. Co., 29¾; do. 6s, 109; Catawissa new pref., 56¼; Central Transp., 45½; Chesapeake and Delaware Canal 6s, 92; Huntingdon and Broad Top Mt. consol. 5s, 92; Hestonville R. R. 6s, 106; New Orleans Pacific 1st, 10¾; Nesquehoning Valley, 59; Philadelphia and Reading scrip, 73; Pittsburg 7s, W. L., 126; do. 7s, Av., 109; Pennsylvania Co., 109; do. 4½s, 104; Philadelphia Germantown and Norristown R. R., 110; Shamokin, Hazleton and Wilkesbarre 2d, 35; Steubenville and Indiana, 6s, J. & J., 107¾; Susq Coal 6s, 120; Texas and Pacific, 1st, 110½; do. consol. mort. 6s, 105½; do. 6s, Rio Grande div., 101¾; do. Inc. L. G., 94⅜; Union and Titusville, 7s, 110; West Jersey R. R., 36; do. 6s, 1883, 103⅝; West Chester and Philadelphia 7s, 115. The latest quotations are: City 6s, 115@116; do. free of tax, 131@132; do. 4s, new, 106@111; Pennsylvania State 6s 3d series, 103½@104½; do. 5s, new, loan, —@119; do. 4s, new, 111@—; Philadelphia and Reading R. R., 28⅞@29; do. consol. mort. 7s, coup. 126¾@128; do. reg., 127@127½; do. mort. 6s, 120@—; do. 7s, 1893, 121@—; do. new conv., 65@66; United New Jersey R. R. and Canal, 199@200; Buffalo, Pittsburg and Western, 24⅛@24⅛; Pittsburg, Titusville and Buffalo 7s, 103½@105; Camden and Amboy mort. 6s, 1889, 114½@115; Pennsylvania R. R., 65¼@65⅜; do. gen'l mort., coupon, 126@130; do. reg., 128@128½; do. consol. mort. 6s, reg., 120@121; Little Schuylkill R. R., 56¼@56¼; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 14⅝@15; do. 6s, 1882, 90¼@95; do. 1872, 105@108; Elmira and Williamsport pref., 55@60; do. 6s, 117@—; do. 5s, 100@102; Lehigh Coal and Navigation, 46@46; do. 6s, 1884, 108@108½; do. R. R. loan, 118½@119¼; do. Gold Loan, 117@117½; do. consol. 7s, 118¼@118½; Northern Pacific, 43¾@44; do. pref. 84⅜@84¾; North Pennsylvania, 57@60; do. 6s, 109½@110¼; do. 7s, 118@121; do. Gen'l mort. 7s, reg., 124@125; Philadelphia and Erie, 26@26½; do. 7s, 120⅞@121⅛; Minehill, 62@—; Catawissa, 21⅜@21⅝; do. pref., 58@58½; do. new pref., 57@57½; do. 7s, 1900, 125@—; Lehigh Valley 61¼@61½; do. 6s, coupon, —@—; do. reg., 122@122½; do. 2d mort. 7s, —@138; do. consol. mort., 122@123½; Fifth and Sixth streets (horse), 186@187; Second and Third, 111@116; Thirteenth and Fifteenth, 82¼@82½; Spruce and Pine, 50@51; Green and Coates, 30@—; Chestnut and Walnut, 95@100; Hestonville, 20½@22; Germantown, 70@75; Union, 119@125; Lombard and South, 25⅞@26½; West Philadelphia, 80@88; People's, 25@25¾; Continental, 106@108.

Baltimore.—Atlantic Coal, 1 55; Atlanta and Charlotte, 81; do. 1st, 111; Baltimore City 6s, 1884, 106; do. 6s, 1890, 116½; do. 6s, 1893, 118⅛; do. 6s, 1900, 125; do, 1900 new, 126; do. 5s, 1894, 117¾; do. 5s, 1916, 125¼; Columbia and Greenville 1st, 108⅜; do. 2d, 94; Cincinnati 7.30s, J. & J., 133½; Marietta and Cincinnati 1st Sterling 1st consol. 120¼; North Carolina 4s, 90; Norfolk and Western pref., 63; People's Pass. Railway bonds, 102½; Parkersburg Branch, 12; Richmond and Danville bonds 1890, 108; Virginia Midland pref., 70; do. 1st, 113; do. 2d, 110¾; do. 5th, 102; Virginia Peelers 43; do. Peeler coupons, 19½; Virginia consol. coupons, July, 1881, 90; Virginia Black Scrip, 17. The latest quotations are: Atlanta and Charlotte, 83@84; do. 1st, 110½@111; Baltimore and Ohio, 200@210; do. 6s, 1885, 109@109½; do. Washington Branch, 200@—; Baltimore City Pass. R. R., 39⅝@40; Central Ohio 6s, 113½@114; Charlotte, Columbia and Augusta, 50@—; Chesapeake and Ohio Canal 6s, 64@65; Canton 6s, gold, 107⅛@110; Columbia and Greenville 1st, 108@109; Marietta and Cincinnati 1st, 124½@126; do. 2d, 91½@92¼; do. 3d, 52@52½; Northern Central, 55¼@55½; do. 6s, gold, 1894, —@118; do. 1900, gold, 117¼@—; N. W. Va. 3d guar., —@112; Orange Alex. and Manassas 7s, 110½@—; Richmond and Alleghany, 80@—; Virginia Midland 1st, 112@113; do. 2d, 110½@111; Wilmington, Columbia and Augusta 6s, 111@112; Western Maryland 2d pref., 111⅜@111¾; Wilmington and Weldon, 105@—; Baltimore City 6s, 1900, 126@—; do. 1902, 126⅛@—; do. 6s, 1890, 116@—; do. 5s, 1894, 117¼@—; do. 4s, 1920, 110¾; Virginia Consol. 85½@85⅝; do. 10-40s, 56⅞@57; do. consols. coupons, 95@95½.

Boston.—Atchison, Topeka and Santa Fe plain 5s, 98¾; Atlantic and Pacific 6s, gold, 103¾; Boston Water Power Co., 9¾; Boston Land, 10¼; Boston and New York Air Line, 38½; do. pref, 59; Boston, Clinton, Fitchburg and New Bedford, 43; Cheshire R. R., 62; Chicago, Milwaukee and St. Paul, Wis. Valley div. 6s, 106½; Chicago and West Michigan, 91½; Cincinnati, Sandusky and Cleveland pref., 33½; do. 7s, 106⅞; Connecticut and Passumpsic Rivers pref., 102½; Central of Iowa, 40; Flint and Pere Marquette, 36⅞; do. pref., 100½; Iowa Falls and Sioux City, 87; Kansas City, Fort Scott and Gulf, 95; do. pref., 134½; do. 7s, 115; Little Rock and Ft. Smith, 80; do. 7s, 118; Louisiana and Missouri River, 29; do. pref, 45½; Massachusetts Central 6s, 99½; do. 1st, 99½; Marquette, Houghton and Ontonagon 6s, 101; Mexican Central Block old, 113; do. new, 101; New York and New England 6s, 112¼; Northern Pacific 6s, 103½; New Mexico and Southern Pacific 7s, 122½; Ogdensburg and Lake Champlain Income, 75; do. consol. 6s, 108; Portsmouth, Gt. Falls and Conway 4½s, 90⅜; Rutland, 6⅞; do. pref., 31; Republican Valley 6s, E. D., 106½; Sonora 1st 99; Southern Kansas and Western, 7s, 112; Summit Branch, 25; St. Johnsbury pref., 15; Toledo, Delphos and Burlington, 17⅝; do. 6s, M. L., 62⅜; do. Income Dayton div., 58; Wisconsin Central, 29½; do. pref., 48½; do. 2d series, 59; Allouez Mining Co., 2⅛; Atlantic, 12⅛; Brunswick Antimony, 17; Crescent, 1; Catalpa, 2⅛; Duncan, 2¾; Franklin, 11½; Harshaw, 8⅜; Osceola, 32; Pewabic, 12½; Ridge, 3⅝; Sullivan, 4; Silver Islet, 45⅛.

According to the Report of John King, Jr., Receiver, the receipts of the Ohio and Mississippi Railroad for the month of May (including $79,123 25 on hand at the commencement of the month) were $610,804 29; and the disbursements $529,154 53—leaving cash on hand June 1, 1881, $81,649 76. The disbursements were for vouchers prior to Nov. 1, 1876, $3 067 33; vouchers subsequent to Nov. 17, 1876, $389,233 63; pay rolls, $137,953 23; arrearages prior to Nov. 18, 1876, $20 80; arrearages subsequent to Nov. 17, 1876, $1,479 54—total, as above, $529,154 53.

OFFICE OF THE STARR-GROVE SILVER MINING CO.,
No. 2 NASSAU-ST, CORNER OF WALL-ST.,
NEW YORK, June 15, 1881.

DIVIDEND NO. 8.

THE BOARD OF TRUSTEES HAVE THIS DAY declared the regular monthly dividend of TEN CENTS a SHARE, being ONE PER CENT ON THE CAPITAL STOCK of the Company, payable on the 30th inst. at this office. The transfer books will be closed from the 21st to the 30th inclusive.

WILLIAM S. CLARK, President.
JOHN R. BOTHWELL, Secretary.

Brown, Brothers & Co.,

NO. 59 WALL ST., N. Y.,

BUY AND SELL

BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.

Issue Commercial and Travelers' Credits *IN STERLING,*

AVAILABLE IN ANY PART OF THE WORLD.

And in France, in Martinique and Guadaloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

Paine, Webber & Co.,

BANKERS AND BROKERS,
(Members of the Boston Stock Exchange.)

53 Devonshire St., Boston.

Devote special attention to the purchase and sale of Stocks and Bonds in the Boston market, the careful selection of securities for investment, and the negotiations of commercial paper.

WM A. PAINE. WALLACE G. WEBBER. C. H. PAINE.

John H. Davis & Co.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth,

BANKERS,

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH.
GEO. R. SHELDON.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 2½
Ashuelot.....100	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*..100	5,000 000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Genesco & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,549,578	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bed.100	1,237,600	— & —	.....
" " pref.100	1,750,100	.....	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July 81 2
Boston and Maine.....100	6,921,274	M. & N.	May '81 4
Boston and Providence..100	4,000,000	M. & N.	May '81 4
Attleborough Branch.100	131,700	J. & J.	July '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'81 2
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3
" " pref. 50	328,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '81 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*..... 50	1,159,500	October	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref..... 50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*..... 50	$89,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	1 1
" " pref 100	769,600	F. & A	1 3½
Central of Georgia.....100	7,500,000	J & D.	1 4
Central of New Jersey.100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*..... 50	2,425,000	J & J.	J
" pref..... 50	400,000	J. & J	an. 81
Central Pacific 100	54,275,500	F. & A.	Feb. 81 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,100	M. & S.	Mar. 81 4
" " pref...100	2,425,400	M. & S.	Mar '81 4
Chicago,Burl. & Quincy.100	31,004,456	quarterly	June'81 2
Chi., Clin., Dub.&Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12 279,483	A. & O.	Apl. '81 3½
Chicago & N. Western.100	14,988,257	J. & D	June'81 3
" pref.100	21,625,353	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	50,000,000	quarterly	Aug.'81 1½
Chicago & West Mich....100	6,161,000	F. & A.	Feb.'81 2½
Cin., Ham. & Dayton....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	June'81 1½
Columbus and Xenia*.... 50	1,786,200	M.J.S.D	June'81 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb. '81 4
Concord..... 50	1,500,000	M. & N.	May 81 5
Concord and Ports.*.....100	350,000	J. & D.	Dec.'80 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Feb. '81 2
Connecticut River..... 100	2,100,000	J. & J.	July '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 3
Danbury and Norwalk.. 50	600,000	quarterly	June 81
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*..... 2	1,230,950	J. & J.	J. 81
Del. & Bound Brook*...100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Apr. '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80
" " pref.100	2,503,389	F. & A.	Feb. '81 3
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2
East Pennsylvania*..... 50	1,209,200	J. & J.	Jan 81 3
East Mahanoy*..... 50	392,950	J. & J.	Jan. 81
East Tenn., Va. & Ga....100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D	June '81 2½
Eel River.....100	3,000,000	quarterly	une'81 2½
Elmira, Jef. & Canand*.. 50	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'80
" " pref. 50	500,000	J. & J.	Jan. '81 3
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1
Fitchburg.....100	4,500,000	J. and J.	uly '81 2
Frankfort and Kokomo.100	600,000	.....	Oct. '71
Georgia.....100	4,200,000	J. and J.	uly '81
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81
Harrisburg & Lancaster* 50	1,182,500	J. & J.	an. '81
Housatonic, pref.....100	1,130,000	quarterly	Apl. '81 2
Illinois Central.....100	29,000,000	M. & S	Mar. '81 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	June'81 1
Iowa Railroad Land Co 100	7,020,000	quarterly	May,'81 1
Jo. So. & Mo. Northern. 25	600,000	quarterly	May, 81 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May,'81
Joliet and Chicago*.....100	1,500,000	quarterly	une'80 1
Kan. City, Top. & West.100	2,250,000	quarterly	May,'80 1
Kentucky Central.....100	600,000	J. & D.	Dec. '80 3
" pref.100	600 000	J. & D.	Dec.'80 3
Lake Shore & Mich. So..100	48,186,500	quarterly	May,'81
" (guar.)100	533,500	F. & A.	Feb. '81 5
Lawrence*..... 50	450,000	quarterly	Apl. '80 2
Lehigh Valley 50	27,332,566	quarterly	July '81 1½
" pref. 50	106,300	quarterly	ly '81 1
Little Miami*..... 50	1,371,450	quarterly	June 81

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*..... 50	$2,648,100	J & J.	Jan. 81 2½
Louisville & Nashville...100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	May '81 1½
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....1 0	12,416,000	quarterly	July 81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	16,000,000	J. & J	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800.000	M. & N.	May '81 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 2½
N. Castle & Beaver Val.* 50	1,600,000	quarterly	July '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	.....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,101,700	.....	...
" " pref...100	8,143,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '81 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '81 1½
Northern Central 50	5 842,000	& ..	July '81 3
Northern N. Hampsh....100	3,068,400	J. & D.	Ju e'81 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	J n. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,138,800	J. & J.	July '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	May 81 2
Oswego and Syracuse*...100	482,400	F. & A.	Aug. 80 4½
Panama.....100	7 000,000	quarterly	May '81 5
Paterson and Hudson*..100	632,000	J & J.	J ... '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Apl. '81 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	June 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '79 2½
" " pref... 50	1,651,800	quarterly	July '76 5½
Phila. and Trenton*.....100	1,250,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J	July '81 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	July '81 1½
" Special Imp.100	5,504 300	quarterly	July '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia....100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	July '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb.....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred 100	4,163,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,464,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	3,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottav.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July 79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,509,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	July '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Apl. '81 2½
Utica, Jhenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific....100	20,000,000	... ...	.....
" pref.100	20,000,000	quarterly	May 81 1½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '80 3
Warwick Valley 100	225,000	J. & J	July '80 3
Westchest. & Phil. pref..100	821.300	J. & J.	July '80 2
West Jersey.....100	1,589,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. 81 3
Boston & Chelsea pref.. 50	121.000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N.Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	809,000	J. & J.	July '71 3½
Dambridge.....100	908,600	J.A. J.O.	pl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.100	800,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180.000	J. & J.	July '81 6
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600.000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	113,000	M. & N.	May 81 3
South Boston 100	400,000	J. & J.	Jan. 81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000,000	.....	June'81 1½
Delaware and Raritan*..100	5,847,400	quarterly	Apl. '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.a
" " (pref.). 50	2.888,977	annually	A.'9 140c.a
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	8,000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May '81 $5
Central Mining Co.....100	... .	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel....100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,698,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	July '81 4
Molongona Coal Co.....100	305,200	quarterly	Mar. 80 2½
National Tube Works...100	1,000.000	quarterly	Apl. 81 3
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sept. 69 5
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May 81 3
Pullman Palace Car ...100	5,990.200	F.M.A.N	May '81 2
Quicksilver, common ...100	5,708.700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb '81 5
Quincy R. R. Bridge....100	1,750,000	J. & J	July '81 5
Sioux C. & L.F. L. & L. Co.100	500,000	J. & J.	Jy '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June 81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '81 4
West. Union Telegraph.100	30,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,561	184,680	165,630	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,846,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880	1,164,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,323	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind, St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,883	191,695	.....	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,922	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,063	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	217,807	188,120	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,309	267,083	226,399	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,213	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	857,733	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	.....	.....	.....	.....	.....	.....	.....	.....
1881	916,950	803,490	941,699	846,000	609,700	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	162,027	145,416	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,298,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	142,835	214,755	299,880	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	.....	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,293	283,399	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490,195	451,560	408,241	349.053	365,300	442,000	542 555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	480,300	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,699	.....	.....	.....	.....	.....	.....	.....	.....
1881	264,187	159,483	320,962	425,685	382,642	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	925,603	933.143	1,199,268	1,028,791	1,122,706	952.049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,153
1881	811,617	816,929	1,119,591	1,023,482	1,144,661	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	{ " A, Jan. 2, 1865. { " A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B. May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank.*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,796 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

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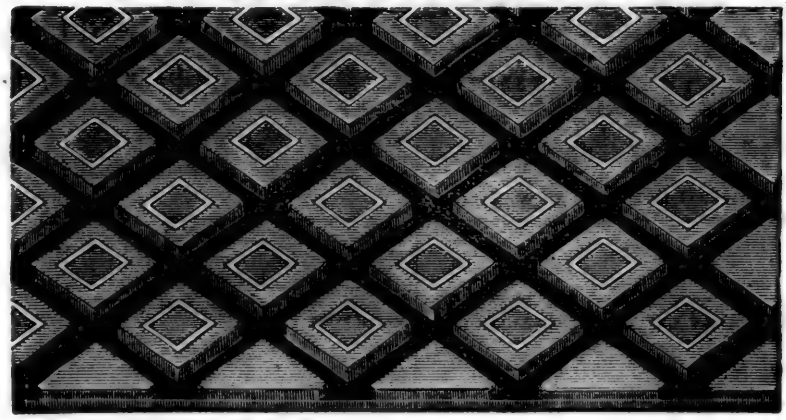
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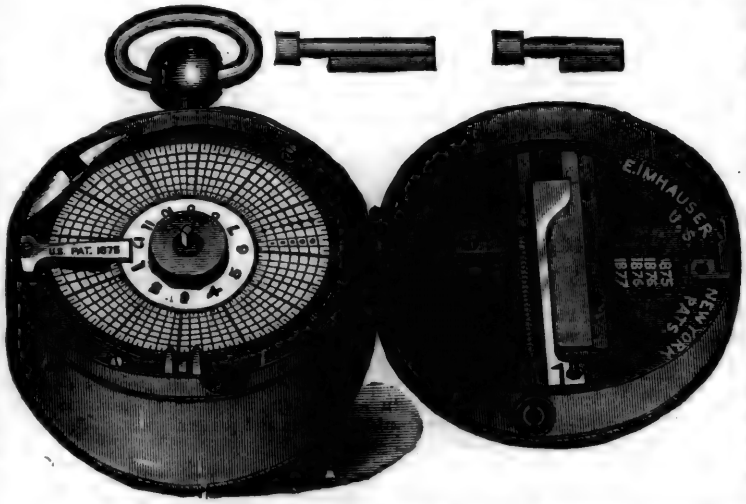
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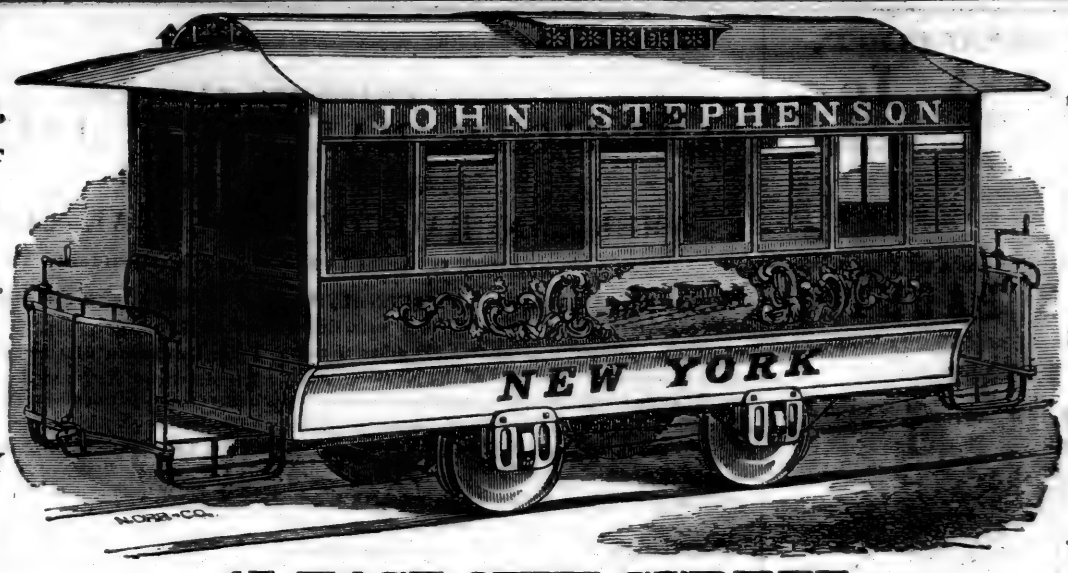
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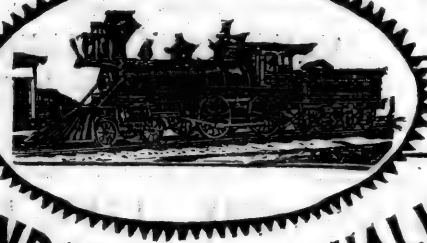
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PUBLISHED WEEKLY BY THE

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JOHN H. SCHULTZ - - - - - President.

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

The *American Railroad Journal*, one of the most honest and outspoken of American papers.

From THE JOURNAL OF COMMERCE, New York.

The *American Railroad Journal*, a most valuable weekly newspaper, is now half a century old.

From THE CINCINNATI PRICE CURRENT.

The *American Railroad Journal's* list of patrons is composed largely of the oldest and heaviest financial houses in the United States, Great Britain and the Continent, and of railway companies, manufacturing establishments, and banking and commercia houses in this country.

From THE NORWICH (Conn.) DAILY BULLETIN.

The *American Railroad Journal*, founded in 183. is the oldest railroad paper in the world. The carefully prepared list of bonds and stocks, their description and value, which has always been given more freely by this journal than any other, is one of its more noteworthy valuable features.

From THE PITTSBURG (Pa.) CHRONICLE.

The *American Railroad Journal* is authority on railroad news.

From THE WASHINGTON (D. C.) LAW REPORTER.

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 27.] NEW YORK, JULY 2, 1881. [WHOLE No 2,358, VOL. LIV.

CHICAGO TRIBUNE.

(Special Correspondence of the Railroad Journal.)

Paris, June 10, 1881.

The copy of the Chicago Tribune of Sunday May 22d, received here last Monday, has attracted no ordinary attention. It contains 36 pages or 252 columns viz., 74½ columns of advertisements, 65½ columns of telegrams and news, and 112 columns—16 pages—of the Revised New Testament, commencing with 4¼ columns of the Revisers' preface, then giving the entire work from St. Matthew I, to Revelations XXII, and winding up with the list of readings and renderings preferred by the American Committee, and which the English Committee thought fit to decline. The whole work is a model of typography, the type used being two sizes larger than that employed for advertisements, accuracy and enterprise. While the 36 page Tribune was sold to the public at the ordinary daily price—5 cents—the newsdealers and wholesale buyers only paid for it 3 cents, and as the white paper alone cost 4 cents a copy there was an actual loss on that head alone of nearly $1,000 to the paper, besides the cost of composition, cables, home telegrams, collection of general news, stereotyping, printing and folding. However, this loss was doubtless very amply made up by the advertisements, although the latter were not so numerous as in the Tribune of April 24, when the 24 page (168 columns) paper contained 88 columns of advertisents agglomerating 3384 annonces and printing 62,000 copies of the issue. On May 22d the Tribune printed 63,000 copies of the paper, but there can be no doubt that the New Testament demand necessitated a re-issue of at least 20,000 more copies, and this impression is confirmed by the big dry goods establishment, advertising in the following issues of the Tribune that they will sell their customers copies of said issue at 3 cents. Even from here there has been quite a demand for copies of this special number for, strange as it may seem, when 4 days ago the Tribune New Testament reached here not even the Protestant Library in the Rue de la Paix had received a single copy of the Revised University Edition so that to all except those recently arrived from London these 112 columns of Scripture were actual news. These 16 pages are understood to have been set up by 92 compositors between 10 a. m., and 10 p. m. on May 21, and the entire 36 page edition was composed, stereotyped, printed, folded and dispatched betwoen 10 a. m. Saturday and 4 a. m. Sunday. Americans here, those from the Eastern States as well as from the West, feel justly proud of this achievement of Mr. Joseph Medill's newspaper which under his guidance and the active supervision of his brother, Mr. S. J. Medill has attained a world-wide reputation. There can be no doubt that such a paper as this, appearing on a Sunday morning, tends to help the cause of religion, because a great many copies of it are circulated and read by people who have long since given up the habit of perusing the New Testament's pages. Not the least of the Tribune's merits is that it always avoids anything like blasphemy or scoffing at religion and that its page of Sunday's sermons in Monday's edition is almost always recognized by the preachers as a faithful digest of their discourses. Altogether the Tribune, which has derived so much benefit from the prosperity of Chicago, is justly entitled to the credit of having done its full share in building up Chicago and making it known to the outside world. C. H. H.

WEST VIRGINIA COAL LANDS.

In an article recently on the iron ores and coals on the line of the Chesapeake and Ohio Railway, and the need of an industrial survey of Virginia and West Virginia, Professor Egleston, of the School of Mines, Columbia College, New York, says "if such a survey could be made and placed accessible to the public the lands containing the deposits would soon command a high price, and some of the coals of West Virginia would take the place altogether of many of the bituminous coals now being used in the market for industrial purposes." He says he has examined a number of the coal fields of West Virginia in their different geological horizons from the base to the top of the coal field, and found the coal which they yield exceedingly pure. None of them, so far as he examined, contain more than 2 per cent of ash, and are almost free from sulphur and phosphorus. Almost all of them are capable of making a coke which is more like charcoal in its qualities, being at the same time much more tenacious and capable of resisting a very heavy charge in the blast furnace, while in other respects they act like that fuel. Some of these coals are so valuable for the manufacture of iron that it is said that at Longdale they require only a ton of coke to make a ton of iron, which is a very small quantity. The coke usually made contains only 6 per cent of ash, against more than double that amount as the average of the Connellsville coke. Many of the West Virginia coals should never be allowed to go out of the country except as manufactured into coke. If this was done there would be a double profit to the coal owner and to the iron manufacture of coke, and thus realize a higher profit than if sold as coal.—[Baltimore Sun.

FIELD'S ROUTE AROUND THE WORLD.

Cyrus W. Field gives this outline map of his journey around the world: Newport to San Francisco; to Yokohama, 68,000 inhabitants; 28 miles by rail to Tokio, 1,000,000 inhabitants; back to Yokohama; 400 miles by steamer to Kobe, 8,000 inhabitants; 22 miles by rail to Osaka, 500,000 inhabitants, and by the most beautiful inland sea to Nagasika, 70,000 inhabitants. Then leaving Japan by steamer, across the Yellow sea to Shanghai, 250,000 inhabitants; by steamer on the China sea to Hong Kong 125,000 inhabitants, and by river 75 miles to Canton. Then leaving China by steamer on the China sea to Saigor, 90,000 inhabitants, in Cochin China. Then by steamer on the same sea to Singapore, 100,000 inhabitants and by steamer through the straits of Malacca to Penang, 60,000 inhabitants, both cities of the Malay peninsula. Then up the Bay of Bengal to Maulmain, 55,000 inhabitants; by the same bay to Rangoon, 90,000 inhabitants. Then leaving British Burmah by steamer across the bay of Bengal to India, landing at Calcutta, 895,000 inhabitants. Then

390 miles by rail to Benares, 175,000 inhabitants; by rail 350 miles to Agra, 150,000 inhabitants; by rail 115 miles to Delphi, 155,000 inhabitants; by rail 800 miles to Allahabad, 105,000 inhabitants, and by rail 600 miles to Bombay, 650,000 inhabitants. Then across the Arabian sea, 1,800 miles to Arabia, landing at Aden, 5,000 inhabitants. Then 1,500 miles through the Red sea to Egypt, landing at Suez, 15,000 inhabitants; by rail 76 miles to Cairo, 350,000 inhabitants, and by rail 112 miles to Alexandria, 100,000 inhabitants. From Alexandria to Italy, sailing about 1,300 miles across the Mediterranean to Naples, 450,000 inhabitants; then to Marseilles, 320,000 inhabitants; then along the French coast by rail 20 miles beyond Nice to Mentone, famous as a sanitary resort. From Mentone to Paris, to London, to Liverpool, down the Irish channel to Queenstown, and then to New York, having gone zigzag enough to make a journey of nearly 30,000 statute miles.

All Railroad to the Catskills.

Passengers who left New York for the Catskill Mountains at 3:30 p. m. on Saturday last on the Erie Pullman train were the first persons ever carried through to the heart of that region without changing cars. It was the opening of a special all-rail route to the Catskills, which is to be continued by the New York, Lake Erie and Western Railroad Company every Saturday during the present season. The route is via the Erie, Wallkill Valley and Ulster and Delaware Railroads, and extends to Stamford, Delaware County, giving a daylight ride through the most picturesque part of the Catskills. The route is direct to the crown of Pine Hill, 2,500 feet above the Hudson, the location of the new Grand Hotel, which stands partially in Delaware County, and grouped about which are some of the highest peaks of the Catskills, among the Slide Mountain and Storm King. The route is also direct to Overlook Mountain, Stony Clove, where the perpetual ice caves are, and to the famous Guigon and Tremper Houses. The special train will leave the Catskills every Monday morning for New York. This all rail route to the Catskills will be one of the novelties of pleasure travel this season.

Canada Southern Railway.

At a meeting of the directors of the Canada Southern Railway Company, held in this city on the 24th ult, the following statement of operations for the six months ending June 30, 1881, (the month of June being partly estimated), was submitted:

	1881.	1880.
Gross earnings	$1,817,852 81	$1,885,336 51
Operating expenses and taxes	1,332,709 60	1,168,021 80
Percentage of earnings	70.11	61.95
Net earnings	$485,143 21	$717,314 71
Less interest on bonds	338,464 10	203,899 80
Balance	$146,679 11	$513,414 91
Equals, per share of stock	98	3.42

The increase in the amount of interest on bonds for the six months is $134,564 30, due to the increase in the rate from 3 per cent to 5 per cent per annum.

If the rates were the same as in 1880, the above mentioned balances would be $281,243 41, or $1 87½ per share of stock, instead of 98 cents.

The renewals of track during the past six months, included in operating expenses as given above, have been as follows: Ties, 80 200 (30.38 miles); rails, 802 tons (8.50 miles); cost, $53,745 17.

Although this company's road was not blocked by snow or ice at any time during the past winter the severe weather encountered by its Western connections caused a partial suspension of business during the first few months of the year.

The increase in operating expenses is due mainly to advances in the cost of labor and materials, together with the large outlays for renewals above noted. C. VANDERBILT, Treasurer.

Michigan Central Railroad.

At a meeting of the Board of Directors of the Michigan Central Railroad Company, held in this city on the 24th ult., the following statement was presented—June, 1881, being partly estimated:

	1881.	1880.
Gross earnings	$4,340,000	$4,621,000
Operating expenses and taxes	3,045,000	2,921,000
Net earnings	$1,295,000	$1,700,000
Interest and rentals	853,000	840,000
Balance	$442,000	$860,000
Percentage of earnings	70.16	68.21

The dividends for the current half year will be:

1½ per cent 1st May, 1881	$281,073
1 per cent 1st August, 1881	187,232
Total	$468,456

—being $26,455 in excess of the balance for that period as shown above.

The extreme weather of the winter and early spring is well known, and while this company's line suffered from the effects of the general condition in the West and Northwest, and the about absolute suspension of business from its most valuable connections, it had also to meet the effect of violent storms practically local to itself—in this respect suffering much more than the lines lying but a short distance south of it. It would be difficult to imagine a severer test of a railroad and operating it than was imposed upon this company's line during the first four months of the present year. The consequences show, as will be seen, in both gross receipts and operating expenses.

C. VANDERBILT, Treasurer.

Newburgh, Dutchess and Columbia R. R.

The Boston Journal says it is currently reported that the New York and New England will soon absorb the Newburgh, Dutchess and Connecticut Railroad, a road running from Dutchess Junction, a station upon the Hudson River Railroad, near Fishkill, to Millerton, N. Y., a distance of 58½ miles, and then adds:

As the New York and New England proposes to utilize 13 miles of this road, from Hopewell Junction to Fishkill, in order to reach the Hudson River, it will be apparent at once that the control of the Dutchess Road may be advisable. The Newburgh, Dutchess and Connecticut Railroad was first organized as the Dutchess and Columbia in 1866, and was opened 1869-71. It was consolidated in the New York, Boston and Montreal Railway in 1872. This consolidation was soon broken up, however, and sold under foreclosure in separate parcels. The Dutchess and Columbia section was purchased by its first mortgage bondholders, who organized under their present title June 8, 1877. The road owns no rolling stock, hiring from connecting lines. Its capital stock consists of common stock, $172,000; preferred, $715,350, and income bonds to the amount of $1,164,500. Total stocks and bonds, $2 051,850. It is stated that the income bondholders expect to receive something near the present value of their bonds, $42, for their road. The stock is without value.

Lake Shore and Michigan Southern Railway.

A meeting of the Board of Directors of the Lake Shore and Michigan Southern Railway Company was held the Grand Central Depot, New York, on the 24th ult., when a quarterly dividend of two per cent was declared, and the following statement presented—June, 1881, being partly estimated:

	1881.	1880.
Gross earnings	$8,970,000	$9,073,000
Operating expenses and taxes	5,840,000	5,019,384
Percentage of earnings	(61 09)	(55.34)
Net earnings	$3,490,000	$4,053,616
Interest, rentals, and dividends on guaranteed stock	1,350 000	1,380,000
	$2,140,000	$2,073,616
Equals per share	(4.33)	(5.40)

Balance for 1881 appropriated as follows:

Quarterly dividend, 2 per cent, May, 1881	$989,330
Quarterly dividend, 2 per cent, August, 1881	989,330
Total	$1,978,660
Sinking fund, six months	125 000
Surplus	36,000
Total	$2,140,000

The first three months of the year were marked by weather of unexampled severity. The line and many of its important connections were completely blocked by snow, and this condition was followed by extensive floods which caused great local damage. While, as rather a marked exception to lines west of Buffalo, and reaching largely to the Northwest, the gross earnings for the six months were substantially maintained, the cost of operating was, necessarily, considerably increased, and the net result was correspondingly affected, as compared with the same period for the previous year.

The charges to expenses include, as usual, the cost of steel rails substituted for iron, and with all the damaging effects of the winter and spring the road and equipment have been fully maintained at their standard condition.

E. D. WORCESTER, Treasurer.

The Chief of the Bureau of Statistics at Washington reports that the total values of the exports of domestic provisions, tallow and dairy products from the United States during the month of May, 1881, and the five months ended the same, as compared with similar exports during the corresponding periods of the previous year, were as follows: May, 1881, $9 092,652; May, 1880, $11,822,911; five months ended May 31, 1881, $81,565,255; five months ended May 31, 1880, $56,109,673. The total values of the exports of provisions and tallow for the seven months ended May 31, 1881, were $81,378,409; and for the same period in 1880, $68,895,210.

The Old Orchard Beach extension of the Eastern (Mass.) Railroad will be opened to the public on the 1st of July.

AMERICAN Railroad Journal. ESTABLISHED 1831.

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AMERICAN RAILROAD JOURNAL COMPANY,

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JOHN H. SCHULTZ - - - - President.

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New York, Saturday, July 2, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

THE establishment of a through line from Richmond, Va., to Toledo, O., is projected, by a consolidation of existing railroads in Virginia and Ohio and the construction of a road as a connecting link through West Virginia. Among the railroads in this new route from Richmond to the Lakes under the plan would be the Richmond and Alleghany, the proposed Atlantic and Great Western and the Ohio Central.

ACCORDING to the recent report of M. de Lesseps the traffic of the Suez Canal for the past year exceeded that of the previous year by nearly forty per cent, and apart from the fixed interest of 25', a dividend is proposed of 21,-886f. The gross receipts were 41,820,000f., and gross expenditures 28,841,000f., showing a net profit of 12,979,000f. The number of vessels which passed through the canal during the year was 2,026. They represent a total tonnage of 4,344,519. Several steamers which passed drew 7½ metres of water, and a large vessel, nearly 136 metres in length, had no difficulty in passing. They say that the tendency of the report will very likely be to revive a little the somewhat flagging interest in the Panama Canal manifested over here. But just what relation exists between the reports of the one and prophecies for the other, under such totally different circumstances and conditions, is not readily apparent.

AN experiment is being tried with Indian labor on railroad work in Southern California, which will be watched with no little interest. The contractor who has a number of Indians at work in constructing a railroad, reports satisfactory results thus far, though it remains to be seen to how good advantage the heretofore wasted laboring powers of the Indians can be utilized in the steady and systematic work required in railroad construction. Whether the wild nature and lazy habits can be adapted to the requisite discipline is a question which naturally arises, and can only be answered by actual tests, such as have not heretofore been fairly made. Indians during the past few years have been employed to a considerable extent in agricultural pursuits, in localities where white labor was not easily obtainable, and while they have not proved all that could have been wished in farm work still the results there have been reasonably satisfactory, at least sufficiently so to be considered profitable and promising. The daily and systematic work which railroad construction requires will act much more promptly in developing the laboring powers of the Indians than the changeable and interrupted work which necessarily characterizes the tilling of the soil. There is no better way of handling the much mooted Indian question than by trying all possible means for utilizing and training what little tendency to labor the children of the forest may exhibit. Their employment is better than their extinction from a humane, and may be from a pecuniary standpoint. A day's labor extracted from them and promptly paid for will do more toward civilizing the Indians than a year's work over treaties made in bad faith and broken in worse.

The Close of a Brilliant Engineering Career.

Carl O. Wederkinch, one of the most prominent young civil engineers of the day, died at Honduras last week of typhoid fever. He was a native of Copenhagen, Denmark, where his father held a Government office connected with the collection of customs. Mr. Wederkinch was a thoroughly educated man in the various departments of scientific study connected with his profession, and his career was as remarkable for the rare energy and persistent labor displayed in it as for the brilliancy of its accomplishments. He came to this country after finishing his studies at the Copenhagen school of technology, the money for defraying the expenses of his youthful venture to this side of the water having been acquired mainly through the winning of a prize for engraving The Lord's Prayer on a copper plate. Arriving in Boston among strangers with but a slight knowledge of the English language, and with no encouraging amount of money in his pocket, he sought employment in a machine shop. Soon after he was employed in an instrument maker's establishment where he acquired some of the fine mechanical attainments which proved of the greatest value to him in his subsequent advancement in civil engineering.

During his short stay in Boston his original and energetic personal ways and his marked ability attracted the attention of several influential persons in social and scientific circles, and the warm friendships established there proved of inestimable value to him in the different fields which were opened to him in rapid succession a little later. Through these friends he obtained a subordinate position on the corps of the State Engineer of the Hoosac Tunnel, and took up his abode in North Adams, Mass., where, as at the other end of the State, he soon drew around him a large circle of social and business friends. It was in this enterprising Berkshire town and through his connection with the great tunnel work that he first achieved important success, and began to reach distinction in his profession. He commenced his duties at the Hoosac Tunnel in the last few years of work upon that great enterprise, and at a time when some of the most difficult features of the engineering were about being undertaken. The first months of his stay here were those of hard plodding work accompanied by unremitting study, and not a few discouraging days were experienced by the youthful foreigner, not yet fully accustomed to American usages and customs in business and social life. And in this connection it may be well to mention one habit cultivated by him and encouraged by his intimate friends which proved of great utility to him, as it may be to other foreigners following his example, in learning the English language. He suffered no little embarrassment at this time in conversation, but he employed the same persistency in overcoming obstacles in this direction as in others, and the means adopted were quite as original. By an understanding with a few associates he was permitted in the social circles he frequented to interrupt conversation for an explanation of the meaning and pronunciation of words used whenever desired, and kindly criticism of his own imperfections of speech were received with thanks. It was by no means an infrequent occurrence for him to politely stop a conversation, to the amusement of his friends and his own edification, for a little rhetorical practice over words and phrases new to him. In this way, as he could not have done any in other, he acquired practical information by which after a short time he was enabled to converse in a most pleasing and correct manner. So much so that his conversation became marked

for its correctness and freedom from careless expressions.

He had not been long employed upon the tunnel work before he was placed in charge of one of the most difficult and dangerous engineering departments ; that connected with the sinking of the famous central shaft. In this work he employed several of his own inventions and devices, a number of the new and peculiar instruments used being made by himself. At that time he took out valuable patents on some of his engineering inventions. He had previously invented various mechanical devices for other purposes, among which were a water velocipede and an instrument for measuring the number of miles traveled by a carriage. When the tunnel work was nearing its completion he was given the position of chief engineer of the far famed Sutro Tunnel, where some of his accomplishments with the diamond drill attracted wide attention. Within the past few years he had been employed on expert work in several important mining and construction enterprises, and meanwhile had passed through several courses of study here and abroad, including a course in the Columbia School of Mines, in this city, where his proficiency earned him special honors. Of late he has been conspicuously identified with the New York and Honduras Rosario Mining Company, and was engaged in his duties as superintendent of the mines of that company at the time of his death. He was only thirty-five years of age. He leaves a wife and two children and a younger brother, living in this country, the former at Mystic River, Conn. Few engineers have been engaged upon such important works or achieved such brilliant success so early in life and have given better illustrations of what can be accomplished by industry and persistent effort for distinction in the great field of engineering than this dauntless young Dane of whose untimely departure we speak with tender regret.

Inventions.

F. Beaumont, Jr., of San Antonio, Texas, has invented an improved car truck designed to admit of a reduced gauge of the road without diminishing the width of the car. It is described by the Scientific American substantial as follows : The improvement consists of lateral wheels placed upon axles, inclined upward and inward at an angle of forty-five degrees to the axles of the ordinary transporting wheels. These inclined axles have their bearings in the bolsters, one of which is placed at each end of the car truck. The inclined wheels run on the outside of their respective rails, their flanges projecting under the rail head, tending to keep the car in equilibrium, and permitting a much larger part of it than usual to overhang the rails in perfect security, thus enabling the gauge of the track, and consequently the road bed, to be greatly diminished in width. When the car is seven feet the gauge is eighteen inches, and the tie is three feet long.

Among the inventions which by their simplicity and utility are gaining popularity among railroad men is Marden's patent drop stake, for use on platform cars. The object of the invention is to provide a car that will carry coal, sand, brick, or any merchandise requiring the use of side-boards, and which may also be used at a moment's notice without side-boards, when it may be necessary to carry lumber, heavy machiney, etc. The device consists of a socket in which slides a stake of T iron having at its upper end a curved head for holding the side-boards when turned up. When not in use, the side-boards and stakes may be dropped down, the curved heads preventing the side-boards from swinging out. The stakes are also provided with holes at various distances, so that by means of a pin they may be adjusted to any required height, without using the side-boards. The first cost of applying the "Marden" Stake over the ordinary detachable side-boards and wooden stakes is said to be about $6 per car, and when the frequent loss of ordinary side-boards is taken into consideration together with the convenience of always having the stakes and side boards with the cars as under the new plan, the invention seems to have points of decided merit. The agents for the United States and Canadas are Fred A. Hondlette & Co., 19 Batterymarch Street, Boston; New York office 77 Maiden Lane.

Interest and Dividends.

The Metropolitan Railroad Co., Boston, have declared a dividend of 4 per cent, payable July 1.

The Highland Street Railway Company, Boston, will pay a dividend of 4 per cent, July 1.

The Woodruff Sleeping and Parlor Coach Company have declared a quarterly dividend of 1½ per cent payable July 1.

The Thirteenth and Fifteenth streets Passenger Railway Co., Philadelphia, have declared a dividend of $2 per share, payable July 2.

The South Boston Railroad Company have declared a semi-annual dividend of $2 per share, payable July 1.

The Lake Shore and Michigan Southern Railway Company have declared a quarterly dividend of 2 per cent payable Aug. 1.

The Michigan Central Railway Company have declared a quarterly dividend of 1 per cent, payable Aug. 1.

The Delaware, Lackawanna and Western Railroad Company have declared a quarterly dividend of 1½ per cent, payable July 20.

The directors of the Wells-Fargo Express Co. have declared a semi-annual dividend of 4 per cent, payable July 15.

The Worcester and Nashua Railroad Company have declared a dividend of $1 50 per share, payable July 1.

The Baltimore City Passenger Railway Company have declared a semi-annual dividend of $1 per share, (4 per cent,) payable 1st July.

The St. Louis and San Francisco Railroad Company have declared a 3½ per cent dividend on the first preferred stock, payable August 1.

The Concord and Portsmouth Railroad Co. have declared a semi-annual dividend of 3½ per cent, payable June 29.

The Receivers of the Philadelphia and Reading Railroad give notice that they will buy the June coupon of the Colebrookdale Railroad bonds at the rate of 4 per cent per annum.

The Paterson and Hudson River Railroad Company will pay a dividend of 4½ per cent on July 2, 1881, at the office of the Rogers Locomotive and Machine Works, No. 44 Exchange-place, New York.

The Paterson and Ramapo Railroad Company will pay a dividend of 4½ per cent on July 2, 1881, at the office of the Rogers Locomotive and Machine Works, No. 44 Exchange-place, New York.

The coupons of the first mortgage bonds of the Central Pacific Railroad Company, the Western Pacific Railroad Company and the California and Oregon Railway Company, due July 1, 1881, will be paid at the office of Fisk & Hatch, No. 5 Nassau st.

Manufacturing.

A company has been organized in Memphis, Tenn., with a capital stock of $100,000 for the manufacture of cotton rope, twine, batting and osnaburgs. A cotton factory company with a capital of $500,000 is also being organized in Memphis.

The Chesapeake and Ohio Railway Co. will increase its locomotive powers at the rate of one engine every ten days, commencing July 1, until the contract for forty new locomotives, made a few weeks ago, is filled.

A new locomotive with a "patent steam reverse" is being finished at Reading, Pa., for the Philadelphia and Reading Railroad. This will be the first locomotive ever built in Reading with an attachment for reversing the engine by steam instead of by hand. A new six wheeler has been started and will soon be placed on the wheels.

All the furnaces and iron working establishments in the vicinity of Lancaster, Columbia and Marietta, Lancaster county, Pa., are in successful operation, and new ore banks have been opened at Safe Harbor, Quarryville, and in Conestoga township, of the same county. The Conestoga mines are operated by the Pinegrove and Pequea Mining Company of Philadelphia, and improved machinery is used for separating the magnetic from the common ore.

The extensive works of the Harlan and Hollingsworth Co., Wilmington, Del., are kept busy to their full capacity in filling American and foreign orders. Among other works on hand is the building of five ferry boats, two of which are for the Camden and Philadelphia Steamboat Co , one for the West Jersey Ferry Co., and two to come to New York. A new steamer the "City of Worcester," now building for use on the Sound is nearly completed, and in a few weeks will be brought to New York for service. The car shops are so crowded that temporary sheds have been erected outside for the workmen. Sixty-five cars will soon be shipped from these works to Brazilian railroads. Among other orders under way are sleeping and day coaches for the Chicago, Milwaukee and St. Paul Railway Company; sleeping cars and day coaches for the Atchison, Topeka and Santa Fe Railway Company; a directors' car and passenger car for the Atlantic and Pacific Railway Company ; parlor cars for the Woodruff Sleeping and Parlor Coach Company; passenger cars for Valls, Villanueva and Barcelona Railway, of Spain; passenger cars for New York, Woodhaven and Rockaway Railway; and passenger cars for the Mobile and Ohio Railroad.

Morris, Tasker, & Co., Philadelphia, are shipping a lighthouse to be erected in Chesapeake Bay, off Cape Henry, upon which forty men have been at work for a year and a half, and which is expected to be the finest and strongest lighthouse in the world. From the base to top it measures 155 feet, with a diameter at the base of 30 feet and at the top of 16 feet. There are six stories, above which are a service-room, watch-room, lantern-room and finally the roof. Its total weight is 1,700,000 pounds, 7,000 pounds of bolts alone being required to put it together. The exterior which is octagonal in shape, is constructed of cast iron, while the cylindrical interior is of sheet iron. The castings of the base and first story are two

inches in thickness, and the sheet iron lining ¼ of an inch. The staircase, which has 180 steps, goes around the cylinder instead of up a shaft, as in the light-houses now in existence. The "light-room" is a circular steel frame 12 feet in diameter and 9 feet high. The glass to be used is now being manufactured in France, and a light of great power will be adopted.

The Iron World has prepared the following interesting table, giving the average prices of American Iron and Steel rails at the works during the years named:

Year.	Iron.	Steel
1865	$98 62½	
1866	86.75	
1867	83.12½	
1868	78.87½	$158 50
1869	77.25	132 25
1870	72.25	106.75
1871	70.37½	102.50
1872	85.12½	112.00
1873	76.66½	120.50
1874	58.75	94 25
1875	47 75	68.75
1876	41.25	59.25
1877	35.25	45.50
1878	33.75	42.25
1879	41.25	48.25
1880	55.00	70.00
May 18, 1881	46.00	60 00

Personal.

Ex-Secretary Evarts will spend a part of the summer in a tour of Scotland.

Amos H. Trowbridge, president of the Second National Bank of this city, died last Sunday.

The Chicago Railroad Association has chosen W. H. Dixon as its secretary. Mr. Dixon is commissioner of the Western Trunk Lines Association.

The late Col. Scott in his will gave a snug little fortune to his brother William P. Scott, a hard working farmer at Clinton, Iowa.

The Duke of Sutherland's party, who arrived at the Windsor Hotel, this city, Tuesday, sail for Europe to-day, Saturday, in the steamship City of Berlin.

Jno. C. Parks has been appointed general superintendent of the entire works of the Chicago Rolling Mill Co., with headquarters at Chicago.

Col. J. Hill has been presented with a $500 Government bond, and his wife with a $400 set of diamond earnings, by officers and employees of the Pittsburg, Cincinnati and St. Louis Railway Co.

Albert W. Danforth of Lowell, Mass., sailed for China last week, to superintend the building of a cotton factory projected by the Shanghai Cotton Company; this will be the first cotton factory in the Chinese Empire.

Among a large number of paintings which have been added to the gallery of Dartmouth College during the past year is an elegant portrait in oil of Rev. Asa McFarland, recently presented by his grandson, Major Henry McFarland, secretary and treasurer of the Union Pacific Railway Co. Rev. Mr. McFarland graduated from Dartmouth in the class of 1793, and was pastor of the Congregational Church in Concord, N. H., from 1798 to 1824.

Henry Dwight, who died in this city Monday, was one of the pioneers in the construction of Western railroads, being one of the projectors of the Chicago and Alton Railroad. A town in Illinois on the route of that line is named Dwight in his honor. He was the son of the Rev. Henry Dwight of Geneva, N Y. At the age of 18 he was appointed Cashier of the Bank of Geneva, a position he resigned after some years to come to New York, where he established himself as a banker in Wall street, and was noted here for his liberality. He retired from the banking business in 1857 and has since lived quietly with his family most of the time at Geneva. He was 62 years of age.

Organization.

Articles of incorporation have been filed with the Secretary of State of Ohio of the Middleton and East End Railway Company, capital $10,000.

The Sabine and Western Railway Company filed their charter at Austin, Texas, on the 22d ult. The road will extend from Sabine Pass to Houston, 80 miles. Stock placed at $1,500,000.

The St. Joseph, Highlands and Northwestern Railroad Co., was incorporated at Topeka, Kan., on the 20th ult., to run from St. Joseph through Doniphan County, Kan., to Highland, thence northwesterly through Brown County to the Nebraska State line, near Fall City. The capital stock is $750,000.

The directors of the Hopkinton Railroad Company elected at the annual meeting of the directors held at Hopkinton, Mass., on the 21st ult., are: C. Meserve, W. F. Claflin, W. B. Claflin, M. C. Phipps, C. H. Tilton, W. F. Allen, George Draper. The officers are: President, E. Thompson; Clerk, C. W. Claflin; treasurer, J. A. Woodbury.

At the annual meeting of the stockholders of the Camden, Gloucester and Mt. Ephraim Railroad Company, held at Gloucester, N. J., on the 27th ult., the following board of directors was elected: James P. Michellon, Samuel Chew, George A. Heyl, James S. Moore, Zophar P. Howell, Henry N. Paul, William Sexton, James B. McFarland, Frederick P. Pfeiffer, James Davis, Frank F. Michellon, Archibald M. Graham.

Three companies filed certificates of incorporation in the Hudson County (N. J.) Clerk's office on the 25th ult.: the Live Stock Humane Transportation Company, with a capital stock of $2,000,000; the Florida Construction Company, organized for the construction of railroads in New York, New Jersey and Florida; and the Pacific Construction Company organized to build vessels, wharves, piers and railroads for railroad corporations, with a capital stock of $100,000.

At a meeting of the stockholders of the Southern division of the Cumberland and Ohio Railroad Co., held at Lebanon, Ky., on the 22d inst., the former board of directors was re-elected with one exception, R. W. Buckner of Taylor county being chosen to succeed Dr. W. L. Turner. The former officers were re-elected as follows: President, Gen. E. H. Hobson of Greensburg; secretary, John McCord of Lebanon; treasurer, N. S. Ray of Lebanon.

At a meeting of the stockholders of the Missouri Pacific Railroad, held at Omaha, on June 28, the following directors and officers were elected: Jay Gould and Russell Sage, of New York; A. A. Talmage, T. J. Porter and F. B. Drake, of St. Louis; John F. Webster and J. E. House, of Omaha. The board elected the following officers: A. A. Talmage, president; T J. Porter, vice president, and F. B. Drake, secretary and treasurer.

The Chester, Iron Mountain and Western Railroad Company has been organized with the following officers: J. Wyman Jones, of New York, president; Charles B. Cole, of Chester, Ill., vice president, and Newton Crane, of St. Louis, secretary. The proposed road, work upon which it is expected will be commenced at once, is to run from St. Mary's on the Mississippi River westward to Salem, Mo.

The following gentlemen have been elected directors of the West Virginia Central and Pittsburg Railway Company: Alexander Shaw, Baltimore; Hon. Augustus Schell, New York; Hon. Jas. G. Blaine, Maine; Hon. Wm. H. Barnum, Connecticut; Hon. S. B. Elkins, New York; Hon. J. N. Camden, West Virginia; William Keyser and Jno. A. Hambleton, Baltimore; and Thos. B. Davis, West Virginia. Hon. Henry G. Davis was elected president, S. B. Elkins, vice-president, and C. M. Hoult, secretary and treasurer.

At a meeting in Dayton, Ohio, on the 21st ult., of the stockholders of the Dayton and Southwestern Railroad Company, the proposition to consolidate with the Indiana Company, organized with the Ohio company to build a railway from Evansville to Dayton, was carried and the following directors elected: W. E. Baird, Louis Fals, J. L. Davis and George W. Sturges, of New York; Joseph Clegg, of Dayton; S. P. Gillette, J. A Lemke, of Evansville. The capital stock of the consolidated company will be $6,500,000; the company to be styled the Evansville, Dayton and Eastern Railroad. Most of the right of way has been secured and a contract for the construction of part allotted.

Under the terms of consolidation of the Richmond and Allegheny Railroad Company with the Atlantic and Northwestern and Ohio Central Railroad Companies, which will be known as the Richmond, Allegheny and Ohio Central Railroad Company, the following gentlemen will be the directors: W. H. Barnum, of Connecticut; C. P. Brice, of Lima, O.; D. P. Eels, of Cleveland; J. O. French, of New York; J. H. Gray, of Boston; J. S. Miller, of Wheeling; H. C. Parsons, of Richmond; George I. Seney, of Brooklyn; Samuel Sheltar, of New York; G. F. Stone, of Cleveland; Samuel Thomas, of Columbus, O., and C. E. Wortham, of Richmond, Va. This consolidation practically concludes the connection of Richmond with Toledo.

Railroad Earnings.

Earnings of the Indiana, Bloomington and Western Railway week ending June 15, $22,281 13, corresponding week last year, $26,940 18.

Earnings of the Denver and Rio Grande Railway for third week of June $156 842; corresponding week last year, $70,335. Miles now operated 776, operated last year 505.

Earnings of the Chicago and Grand Trunk Railway week ending June 18, $31,153, corresponding week last year, $21,535. The aggregate increase of earnings for 24 weeks in 1881 over corresponding period last year was, $125,129.

Earnings of the Great Western Railway of Canada week ending June 17, $86,973, corresponding week last year, $89,146. The aggregate increase of earnings this year to June 17, over corresponding period last year was, $174,430.

The earnings of the Flint and Pere Marquette Railroad for the week ending June 21, were $36,135 00; corresponding week last year, $30,307 60; from Jan. 1, to June 11, $865,813 05; corresponding period last year $707,183 35.

Earnings of the St. Paul, Minneapolis and Manitoba Railway week ending June 21, $291,866 00, corresponding week last year, $177,564 53; from Jan 1, to June 21, $1,324,825 53, corresponding period last year, $1,372,159 20.

At Saratoga, N. Y., on the 28th ult., Judge Bockes confirmed the report of J. L. Barbour, referee, in the suit to foreclose the mortgage on the Adirondack Railway. The amount due is $9,768,666. The sale is to take place September 15 at the Town Hall, Saratoga. There are included with the road about 700,000 acres of land in 3,-

000 parcels in the counties of Hamilton, Warren, Essex, Franklin, St. Lawrence, Herkimer and Saratoga.

Railroad Law.

NEGLIGENCE—CROSSING TRACK AT UNAUTHORIZED PLACE.

UNITED STATES CIRCUIT COURT, S. D. NEW YORK
MORGAN VS. PENNSYLVANIA R. R. Co.

The plaintiff was injured while crossing the defendant's track at a place known to be dangerous, instead of crossing at the place provided by the defendant. Held. That as the plaintiff had nothing more than a mere license to cross where he did, the defendant owed him no duty, and was not liable for negligence.—[Ed. Chicago Legal News.

WALLACE, J.—At the close of the evidence in this case the court directed the jury to find a verdict for the defendant. The plaintiff now moves for a new trial. For the purposes of the motion, the plaintiff is entitled to the benefit of every controverted fact, and all disputable inferences which the jury could have indulged in his favor.

The action is for injuries received by the plaintiff in falling into an unprotected pit, located between the tracks of the defendant used by the defendant for the ashes of its engines. The pit was located upon the private grounds of the defendant, lying contiguous to its freight shed, and occupied by several tracks running parallel to each other, the pit being under the fifth track from the shed.

The plaintiff was in the employ of a lighterage company, which was authorized to carry defendant's freight to and from its freight shed, and to moor its lighters at, and fasten them to, the wharf adjacent to the freight shed for the purposes incident and necessary to the loading and unloading of the lighters. The wharf extended from the shed to the North River. There was no way of access to, or egress from, the freight shed to any street or public land without crossing the tracks of the defendant, except by water. But at one end of the freight shed the defendant has arranged accommodations for ingress and egress, so that laborers at the shed could reach a street terminating near that point, without crossing as many tracks as there were where the plaintiff attempted to cross.

On the occasion in question, the plaintiff came at nightfall with a barge to the wharf, which it was intended to load with freight the next morning, and after mooring the barge started to cross the defendant's track in order to reach his home, but instead of going by the way provided by the defendant, he crossed the tracks at a different place, and while thus passing through the yard of the defendant, fell into the pit and was injured. It was proved that the plaintiff had frequently crossed the tracks before at or near the same place, and that other laborers employed at the freight shed has also frequently done so, thereby saving some time and distance over that required to use the course provided by the defendant.

Upon this case the court ruled, inasmuch as in the view of the evidence most favorable to the plaintiff, nothing more than a mere license or permission to the plaintiff to cross where he did was shown, that the defendant owed the plaintiff no duty, and could not be liable for negligence.

It was conceded on the argument that this ruling was correct if the plaintiff was crossing the defendant's premises by a license merely, and not by invitation.

Indeed, the doctrine that a naked license or permission to enter or pass over premises will not create a duty or impose an obligation on the part of the owner towards a licensee, is so elementary that it cannot be questioned. What is there in the present case to indicate anything beyond a passive acquiescence on the part of the defendant in the custom of the employes in the freight shed to cross its tracks at other places than that which the defendant had provided for the purpose. The case is not as strong for the plaintiff as the common one, where the owner of lands has allowed such persons as chose to do so for their own convenience, to pass over them without hindrance. One who thus uses another's lands cannot complain if he encounters unexpected perils: Hounsell vs. Smyth, 97 E. C. L. 732; Bolch vs. Smith, 7 H. & N. 736; Nicholson vs. Erie Railway Co. 41 N. Y., 525.

In this case the plaintiff and all who used the place where plaintiff was injured, knew it was devoted by the defendant to purposes which necessarily rendered it dangerous to others. The case is destitute of a single circumstance from which it can be inferred that the plaintiff was invited or induced by the defendant's conduct to cross where he did. There was merely a naked license to cross, implied from previous acquiescense on the part of the defendant. If there was an invitation to cross at all it was to cross at the place which the defendant had prepared for that purpose.

Motion denied.—[Chicago Legal News.

Freight Train Brake.

The Baltimore Sun says that W. Longbridge, of that city, inventor of the air-brake used on the Baltimore and Ohio, Western Maryland and other railroads, has been engaged at Mount Clare for some time in experimenting for the purpose of perfecting a freight brake that will enable the engineers of freight trains to apply the brake on all the cars with the same facility and effect as on passenger trains, and then adds:

The new invention dispenses with compressed air pumps, and gum hose connections between the cars. The brakes may be applied to the entire train without any connection or couplings, except the couplings used to draw the trains. A series of tests have been made at different periods to determine the practical workings of the invention, one of which was to run four loaded freight cars safely down the Mount Airy grade of 86 feet to a mile, the brake being applied by the engineer only to the tender and driving wheels of the engine. Another test was made on Saturday at Mount Clare, when Engine 278, David Newman, engineer, was used to draw the three freight cars to which the new brake had been attached. The object was to determine within what period of time the engineer could apply the braking power to the engine, tender and cars to stop the train, and also the length of time required to remove the brake shoes from the wheels. The engine was backed to a fixed point, from which it was started, going at the rate of 25 miles an hour. At another point a signal was given, the brakes were applied and the place where the train stopped was noted. Ten similar trials were made, the longest time required to stop being 23 seconds and the shortest 18½ seconds, the average time being a little over 20 seconds. The stops made by the train clearly demonstrated the value of the invention and the uniformity of the friction in its workings. All the stoppages were made without sliding wheels, which was considered remarkable by those present. The power was increased on the brakes and an attempt was made to move the engine, but it was impossible—the wheels ceased to revolve and slid on the track. Another important feature of the freight brake is that should the train separate, the brakes apply fully to both sections, holding them together, and making it impossible to lose a section of train.

Philadelphia City Passenger Railways.

The Annual Reports of the Philadelphia City Passenger Railway Companies, as made to the Department of Internal Affairs show the following results for 1880:

The Union Passenger Railway, which is the largest company, has $425,000 paid capital and $500,000 debt; carried 20,053,880 passengers, and had $1,172,515 receipts and $791,530 expenses; and on its 74 miles of road run 271 cars, drawn by 1,705 horses. Of its leased lines the Continental Passenger Railway has $580,000 paid capital and $350,000 debt, and the Seventeeth and Nineteenth streets Passenger Railway has $250,000 capital and $100,000 debt.

The Germantown Passenger Railway has $572,800 paid capital and $227,500 debt; carried 12,088,819 passengers, and had $197,080 receipts and $305,459 expenses; and on its 31 miles of road ran 120 cars drawn by 656 horses.

The Philadelphia City Passenger Railway (Chestnut and Walnut street), has $475,000 paid capital and $300,000 debt; carried 9,440,591 passengers; had $525,479 receipts and $340,038 expenses; and on its 17½ miles of road ran 130 cars drawn by 776 horses.

The West Philadelphia Passenger Railway (Market street), has $720,000 capital and $246,000 debt; carried 8,768,080 passengers; had $475,938 receipts and $349,519 expenses; and on its 16½ miles of road ran 106 cars drawn by 699 horses.

The Second and Third Streets Passenger Railway has $771,076 capital and no debt; carried 9,006,046 passengers; had $511,074 receipts and $328,863 expenses; and on its 37 miles of road ran 121 cars drawn by 647 horses.

The Frankfort and Southwark Passenger Railway (Fifth and Sixth streets) has $600,000 capital and $102,000 debt; carried 8,103,291 passengers; had $456,289 receipts and $307,317 expenses; and on 16¾ miles of road ran 93 cars drawn by 524 horses, and has several steam dummy cars.

The Citizens' Passenger Railway (Tenth and Eleventh streets) has $192,500 paid capital and no debt; carried 5,615,494 passengers; had $330,825 receipts and $196,872 expenses; and, on its 8½ miles of road, ran 68 cars drawn by 388 horses. Its leased road, the Empire line, has no paid capital reported, but $200,000 debt. It carried 2,442,443 passengers and had $50,000 receipts.

The Ridge Avenue Passenger Railway has $420,000 capital and no debt; carried 5,004,575 passengers; had $261,557 receipts and $167,073 expenses; and, on its 15 miles of road, ran 53 cars drawn by 296 horses.

The Thirteenth and Fifteenth Street Passenger Railway has $334,529 paid capital and $100,000

debt; carried 5,140,046 passengers; had $288,706 receipts and $194,449 expenses; and on its 12 miles of road ran 74 cars, drawn by 394 horses.

The Hestonville Passenger Railway (Arch, Race and Vine Street) has $299,381 capital and $515,701 debt; carried 4,823,214 passengers; had $261,806 receipts and $206,277 expenses; and on its 20 miles of road ran 85 cars drawn 498 horses.

The Green and Coates Street Passenger Railway has $150,000 paid capital and $121,916 debt; carried 3,405,350 passengers; had $186,706 receipts and $108,408 expenses; and on its 7 miles of road ran 44 cars, drawn by 236 horses.

The Philadelphia and Gray's Ferry Passenger Railway (Spruce and Pine streets) has $388,750 capital and $18,500 debt, carried 2,411,668 passengers, had $133,165 receipts and $38,508 expenses, and on its 10.4 miles of road run 35 cars, drawn by 200 horses. Its leased line, the Schuylkill River Passenger Railway, has $50,000 capital.

The Lombard and South Streets Passenger Railway has $195,000 paid capital and $62,500 debt; carried 1,416,194 passengers; had $74,940 receipts and $62,953 expenses; and on its 8.4 miles of road ran 47 cars, drawn by 154 horses.

The People's Passenger Railway has $124,744 capital and $105,815 debt; carried 1,320,819 passengers; had $75,171 receipts and $59,075 expenses; and on its 6½ miles of road ran 34 cars, drawn by 148 horses.

In reporting the length of road some engineers report the actual length of track laid, while others only the roadway itself. The dividends reported for 1880 were the following: Citizens, $115,000; Continental, $100,000; Frankford and Southwark, $108,000; Germantown, $120,000; Green and Coates, $60,000; Philadelphia City, $100,000; Philadelphia and Gray's Ferry, $37,214; Ridge Avenue, $90,000; Second and Third Streets, $187,885, and Thirteenth and Fifteenth Streets, $80,000.

Durability of the Elevated Railroads.

Concerning the durability of the Elevated railroads, about which there has been some questioning of late, the Elevated Railway Journal emphatically says the structures "are as good to-day as they ever were, and no engineer or mechanic who has examined them, has, so far as our knowledge goes, ever expressed an opinion to the contrary. The structures have been examined within the past year by the most scientific engineers and bridge builders in the world, among whom we might mention J. H. Linville, Sam'l H Shreve, Walter Katte, Theodore Cooper, O. Chanute, and many other accepted authorities in every department of engineering and bridge building. These gentlemen were examined before the Arbitration last autumn, and every one of them (disinterested and competent witnesses) bore testimony to the soundness of these structures. It is true that the roads are a continuous iron bridge and require constant care as any railroad bridge does. It is also true that the Sixth avenue structure is being reinforced with iron plates on the wooden beams which will make it stronger than ever, but this is not being done through any apprehension of danger or on account of any evidence that the structure was giving way. Competent engineers give it as their professional opinion that the Sixth avenue structure ought to last as at present used, for twenty-five years yet, and the Second avenue for fifty."

Northern Central Railway.

The following is a comparative statement of the gross earnings, operating expenses and net earnings of the Northern Central Railway Company for the month of May—

	1881.	1880.
Gross earnings	$465,587 96	$329,788 05
Operating expenses	295,353 71	276,121 99
Net earnings	$170,234 25	$53,666 06

—showing an increase in gross earnings of $135,799 91, with an increase in expenses of $19,231 71, making the increase in net earnings $116,568 19.

For the five months ending May 31, the gross earnings, operating expenses and net earnings were:

	1881.	1880.
Gross earnings	$2,174 580 51	$1,796 597 92
Operating expenses	1,315 809 84	1,251,109 36
Net earnings	$858,770 67	$545,488 56

—showing an increase in gross earnings of $377,982 59, in operating expenses of $64,700 48, and in net earnings of $313,282 11.

West Virginia Central and Pittsburg Railway.

The Potomac and Piedmont Coal and Railway Co., is to extend its road, under the name of the West Virginia Central and Pittsburg Railway Company, from its present terminus at Elk Garden, W. Va., into the coal fields up the north branch of the Potomac through Mineral and Grant counties, and thence to the southeastern boundary of West Virginia. Work on the extension is to be commenced in August. Among those interested in the project are, Secretary of State Blaine, Senators Bayard, Gorman, Davis and Camden of West Virginia; William Pinkney Whyte, of Maryland; Augustus Schell and T. E. Sickels, of New York. The main line, when completed, will be above 160 miles long, and will connect the Baltimore and Ohio, the Chesapeake and Ohio and the Richmond and Alleghany Railroads by a direct line north and south. The first fifty miles of the line runs without a break through coal and timber lands, after which it reaches the great iron deposit of West Virginia and Virginia The capital stock of the company is $6,000,000, and is all taken, the directors being largely interested. The company propose to issue $3,000,000 bonds.

The chief of the Bureau of Statistics in his eleventh monthly statement for the current fiscal year of the imports and exports of the United States, reports that the excess of exports of merchandise was as follows: Month ended May 31, 1881, $8,616,853; month ended May 31, 1880, $789,797; twelve months ended May 31, 1881, $266,778,866; twelve months ended May 31, 1880, $162,270,801. The excess of exports and imports of gold and silver coin and bullion was as follows: Month ended May 31, 1881 (excess of exports), $517,508; month ended May 31, 1880 (excess of exports), $583,294; twelve months ending May 31, 1881 (excess of imports), $92,368,662; twelve months ending May 31, 1880 (excess of imports), $74,251,242.

St. Louis Bridge Co.

The annual report of the St. Louis Bridge Company and Tunnel Railroad of St. Louis for the fiscal year ending March 31st, 1881, has been issued. From this we learn that the earnings of the year were: from upper roadway, $191,789 58; from lower roadway, $885,999 14; from rents and miscellaneous, $60,838 50—total, $1,138,627 22, an increase over the earnings of the preceding year of $240,929 82. The expenses were $685,587 55, or 60 per cent; of which the operating expenses proper formed 42.80 per cent, and the non-operating expenses made up the balance 17.20 per cent—leaving as net earnings $453,039 67. Out of these net earnings $140,706 39 was paid for new construction and equipment. During the year 140 128 loaded paying freight cars were hauled across the bridge, at an average gross toll of $4 25. In tonnage this freight amounted to 592 816 tons east, 959,007 tons west—total 1,571,823. To accommodate this large traffic there has been acquired, by purchase or lease, for accommodation of freight business only, 23 acres in St. Louis and 71 acres in East St. Louis, at a total cost of $624,234. On these properties are laid down 11 miles of track west of the Mississippi, and six miles on the other side. In the St. Louis yards are accommodations for 1,004 cars and in the East St. Louis yards for 667 cars. During the year 1,083,892 railway passengers were carried, from whom $289,936 was received. The average daily number of railroad passengers carried was 2 969, and the average toll received from each was 23¼ cents. The total number of cars moved was 337,436, or an average of 924.48 per day. There is in course of construction extensive repairs on the property, the principal of which is the new roadway and the smoke exhaust for the tunnel. From these statements it can be seen how vast the operations of this organization is and how well the service is performed.

A meeting of the shareholders of the Grand Trunk Railway has approved the leasing of the Toronto, Grey and Bruce Railway. President Sir Henry Tyler said that the Grand Trunk Railway Company would begin its next half year with £23,000 to the good.

The track of the Kentucky Central Railroad is to be changed from the Southern five-foot gauge to the Northern standard, 4 feet 8½ inches, on or about the 10th of July. Arrangements will be made to effect the change in a single day.

From Victoria, B. C., June 20, we learn that the track on the Yale and Savonia Railroad has been laid for several miles, and trains are running that distance.

The name of the Cleveland, Canton, Cosbocton and Straitsville Railway Company has been changed to the Connotton Valley and Straitsville Railroad Company.

It is proposed to begin work at once on the extension of the Valley Railroad from Staunton to Lexington, Va.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1866	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1862	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1868	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,500	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1873	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar	16,000pm	6	F.M. A. & N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,590	7*	" "	"	1903	...
Construction Notes	78,000	7	Jan. & July.	"	188	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	...
1st Mortgage, gold. guar	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	..
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	800,000	7	April & Oct.	New York.	1897	....
1st Mortgage pr ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-'90	....
3d preferred bonds	452,500	6	" "	" "	96-'0	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	96,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,00?pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'95	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) sktg fd.	2,834,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) sktg fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
North western Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	?	April & Oct.	Philadelphia	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A. & T.H.	1,068,000	8	ril & Oct	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Red:	$					
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1894	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6a7	Apr. and Oct.	"	1895	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $7,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	550,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1832	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1868	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	846,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch).	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M. & S.):						
1st Mort., gold (Coup. or Reg.).	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N.J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds.	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Phil'adelphia	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'99	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York	1895	....
2d Mortgage Government steady.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1895	...
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of L. I. (Flush., N.S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	19?8	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co, Con. Mort.	11,520,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	...
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,030,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530 960	6*	" "	" "	1890	...
Income bonds, Sinking Fund ..	3,286,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	...
Income and Extension Bonds..	1,508,600	8	" "	"	1902	...
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1991	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	800,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'89-'96	....
Chicago and Alton:						
1st Mortgage	2,369,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds. ..	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.)assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	663,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	89,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	8 8,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv..						
1st Mortgage	1,099,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Mi.n:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage ..	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	Septe.mber.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,000,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	...
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.).....	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1910	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	...
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,966	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	240,000	7	Jan. & July.	" "	1858	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,348,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,140,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York	1887	...
2d Mortgage guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	...
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	...
2d Mortgage for $8,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage	1,998,000	8	Feb. & Aug.	" "	1886	...
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	...
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	...
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,645,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.)'65	1,600,000	7	April & Oct.	" "	1888	....
1s Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July	" "	'82-'92	....
1st Mort.(Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	500,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec	New York	1890	....
1st Mort. (San., Day. & Cin.) ...	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
2d Mortgage	661,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1890	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1908	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort.(Elyria and Black Riv.	160,000	7	May & Nov.	"	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	....	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1903	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	....	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'85-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July.	" "	1883	....
1st Mort.(Tol., Loganap't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Loganaport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct	Boston.	1893	....
Coupon Notes	125,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	...
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1281	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	106,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack & Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1,040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,500,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1885	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division	480,000	7	" "	" "	1894	....
Dubuque and Dakota:						
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Alleghany Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & West						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	253,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1905	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1,722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
1st Mort.(Bay C. & Kal.Jag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1905	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1903	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	...
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	...
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	...
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	...

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3?,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	800,000	7	June & Dec.	New York.	1909	..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1855	...
General Land Mortgage	442 000	7	Jan. & July.	" "	1885	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	...
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	...
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	..
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	..
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, sk'g fund gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,0 0	1,00 ,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.		1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	..
2d Mortgage, Income	2,6?9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514.000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....
Jersey City and Bergen:	$					
1st Mortgage	335,000	7				
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1889	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8				
New Mortgage	1,500 000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston		
Mortgage on Branches	1,325,000			"		
Kansas City, Lawrence & So.:						
1st Mortgage	2,040,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7		"	1910	..
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	.
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City,Top.&W.(A., T.&S.Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income B nds	200,000	...				....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,040,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (" ")gold	3 0,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1890	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1900	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	..
Income (Sandusky Extension)	600,000			" "		....
1st Mort. (La., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	..
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,884,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000 000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,49?,000		Jan. & July.	Cincinnati.	1888	....
Street Connection Bonds	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Sks. Fd.	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	19.8	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Pt.Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	4v2,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,450,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 980	7	Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,750,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400 000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	8	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,234,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	3,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	5,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750.000	7	June & Dec.	New Yor	1895	....
1st Mort. (North rn Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 .000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976 000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,601,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2.316.000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F.	349.000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	..	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $39,000,000	.....	6*	May & Nov.	" "	1920	....
1s Mort. (Missouri River R.R.)	409,000	..	.....	.....	....	....
1st Mort. (Leav. Atch & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort (St. L. and Lex)	650,000	..	.....	.....	....	....
1st Mort. (Kan City and East.)	248.000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200 000	..	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	..	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R.R. of Ga.	800,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R.R. of Ga	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before	New York.	Sinking fund.	....
Second Preferred Debentures	1,850,000	7	Feby 1, out of net earnings preceding fiscal yr.	"		....
Third Preferred Debentures	600,000	7	non-acc.	"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284.000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	893,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6.800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn & Pacific K. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven.	225,000	7	Various.	New Haven.	r'	....
New Haven and Northampton.						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1892	....
Holyoke and Westfield bonds	260.000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,500,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,800	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N.Y. & L.B.)	1,449,600	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300 000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5.000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N.Y. & Phila.	1920	....

AMERCAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D. & H. C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for R. & N. F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,425,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	3,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	240,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1998	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1s mortgage	182,500	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,666 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,236	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400 000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
NewYork, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
NewYork, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000.000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500.000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000.000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1875	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peterab.—See Atl M & O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,980,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881 secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	230,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3 000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1883	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N. W.):						
81st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371.000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,475.000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000.000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100.000	6	March & Sept.	Boston.	1896	....
Plain Bonds	82,000	5	" "	"	1884	....
Plain Bonds	1,092.000	7	" "	"	1894	....
Plain Bonds	290,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1862	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034.000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,600	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,895,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	800,000	7	March & Sept.	" "	905	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar.	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	889,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	19 0	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa. R. R.)	6,400.000	6	.....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 128	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L. V.):						
1s. Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,000,000	7	" "	"	1906	....
Peoria & Bureau Val. (C. R. I. & P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	853,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan & July.	New York.	'79-'95	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	.....	.....	....	....
General Mort. for $20,000,000	6,680,000	6*	Jan. & July.	Philadelphia.	1888	....
Philadelphia and Reading:			" "	Phil. or Lond.	1920	....
Receiver's Certificates, 1880	1,800 000	4-6	.....	Philadelphia.	....	....
Loan of 1868, debenture	1,195,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M., gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture loan, convertible	10,499 900	7	Jan. & July		1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. s. g. sinking fund	19 686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,978	6	Jan. & July.		1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,852,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Banks Co. Railroad	5 6,000	3-6	May & Nov.	Philadelphia.	1898	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000	13,030,500	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100 0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Partl: Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Se ies B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3 t Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000 .	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort (Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds.....	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds	1,212,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	320,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelph a.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	87,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.	177,516	6-.	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelp a.	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
N w Mortgage of 1875.....	60,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1930	....
Rome, Watertown & Ogdensb.:						
1st Mortgge (W. & R.) Stg Fd.	422,500	7	March & Sept.	New York.	1910	..
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central V rmont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1832	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	...
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	-	....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1, 0,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mo t. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,460 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,943,000	7	Jan. & July.		1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	444,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,054, 32	8*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mort. age, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.		1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1899	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesbury:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,800,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	280,00.	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)....	1,628,020	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	6*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	576,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1.000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.						
1st Mortgage	281,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,1 7.000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cancinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,842,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1905 (" ")	841,000	6	March & Sept.	"	1905	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Morristown)	600,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	6	Apr. and Oct.	"	1909	....
Missisquoi Railroad	600,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	160,000	7	" "	"	1884	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	188,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,50 ,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,810,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1939	....
Seney Mortgage	630,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	....	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Washington City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" " ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb.& Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (range & Alex.)	372,949	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgag	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	900,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	550,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	123,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6 *	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	B ston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250.000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	490,000	5	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,903,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	....
Delaware and Hudson:						
1st Mort. reg. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
1st Mort. reg. 3d series, Jan. 1, 1871	6,48 ,000	7	" "	"	1891	....
Bonds of 1874 coup. and reg	4,856.000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1886	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg:						
1st Mortgage, extended	1,709,390	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1884	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susquch. Canal)	1,3 3,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6-	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,308	7	March & Sept.	London	1909	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,250	.....	.....	4,263,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,191	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. §(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	628,363	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley§..... Pennsylvania.	21,566,850	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,496	726,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,656,432	1,500,000	12,589	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*.... Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,801	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point .....Georgia	1,192,499	*	52,650	97,766	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,547	2,935,149	.....	.....	34,675,800	68,350,311	.....	.....	422.8	5,373,414	963,491	2,269,843	4,135,296	668,508	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence.Me., N.H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,758	643,931	824,789	39,749	6	100	....
Sept. 30, 1879	405.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio§..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	130,466	328,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)..... Mass.	120,707	—	1,250	87	131,700	—	—	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio §.....Md. & W. Va	29,543,315	12,203,068	46,223,039	825,939	19,792,566	29,386,875	1,421,260	38,294,657	547.1	3,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch § .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	....
Sept. 30, 1879	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.. .....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,020	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago O., I. & Ill.	8,864,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,758	—	50	....
Dec. 31, 1879	61.2	2.5	4.6	4-8.5	—	—	—	—	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,180	3,533,800	6,500,000	132,002	L.992,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6§	50	....
Nov. 30, 1879	8.3	—	1.3	4-8.5	2	2	1	44	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,350	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe..... Penn.	201,846	15,763	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,785	88,628	41,628	18,185	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland..... Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	50	....
Sept. 30, 1880	201.8	98.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York	24,816,781	3,145,400	872,416	2,688,980	20,000,000	7,000,000	1,192,675	3,330,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	61	72	30	748	Boston and Lowell..... Mass	5,247,692	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	590,789	88.3	1,225,383	2,876,531	1,068,230	1,399,816	378,446	2	500	....
Sept. 30, 1879	115.5	11.0	130.2	4-8.5	80	131	30	1,500	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,082	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and New York Air Line.....Conn.	4,454,838	*	49,311	28,831	3,559,027	732,500	13,647	187,309	53.6	138,585	88,776	58,674	284,892	159,451	—	100	....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	593	Boston, Concord and Montreal .....N. H.	1,383,397	—	1,451	48,903	871,002	554,300	217,442	L. 298,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,894	165.8	124,207	119,015	173,235	183,866	40,455	—	100	....
Sept. 30, 1880	8 8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn..... Mass.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,060	39.0	63,307	49,800	.....	13,197	d ft it.	—	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley..... Mass.	462,681	94,219	158,303	26,558	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthoe..... Virginia	42,660	1,831	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,504	1,594	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.... N. Y	110,500	*	.....	.....	110,500	—	—	—	21.0	12,560	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.8	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island . N.Y	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	43.8	—	..	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	87,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	386	Buffalo and Southwestern.....New York.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50.896	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	120.6	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille..... Vermont.	1,413,962	*	443,919	22,632	2,004,360	3,546,500	1,401,765	248,391	120.5	617.728	207-239	1,063.256	954,683	380,355	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern..... Ia.	292,720	53,150	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,482	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	5,281,700	*	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	1,793,700	3,488,000	.....	.....	142.4	251,606	.....	.....	206,703	7,516	—	100	....
June 30, 1880	146.5	—	54.2	5-0	24	7	7	611	Cairo and St Louis..... Ill.	7,103,035	*	.....	.....	5,500,000	6,650,000	165,921	1,700,280	424.6	911 306	253.107	764,183	1,410 260	459,702	—	100	....
June 30, 1880	150.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.	.....	.....	.....	.....	4,595,000	2,500,000	35,036	.....	146.5	400,269	91,585	191,497	342,002	62,191	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.)..... California	18,965,058	395,014	In Receiver's hands. No returns.						157.0	291,275	68,959	199,232	866,648	.....	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,885	161,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	496,473	202,127	3§p	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... Canada.	3,561,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	66,860	270,439	82,196	—	100	....
Dec. 31, 1879	229.6	62.8	65.0	4-8.5	76	25	17	3,042	Canada Southern..... Canada.	23,777,145	*	6,088,639	485,484	15,000 000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.6	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	12.7	4-8.5	22	15	5	825	Carolina Central..... N. C	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq..... New York.	612.135	79,541	.....	2,339	589,110	—	18	13,21?	34.6	78,090	21,672	73,578	57,929	2,559	6§	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia..... Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,703	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa..... Iowa.	9,653,344	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	78.4	56.9	188.9	4-8.5	253	220	22	18563	Central of New Jersey..... New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,60	6,341,209	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	6,244	*Central Pacific*§..... Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	85,192,285	306,605	15,382,538	1,218.1	7,203,591	6,842,307	1,875,343	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	27.4	37.0	4-8.5	109	57	44	1,955	Central Vermont..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	196.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga.	5,132,315	*	372,892	23,526	2,578,000	2,700,971	444,941	106,122	195.0	366,525	62,384	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Charters (P., C. & St. L.)..... Penn.	1,084,893	—	37,142	26,037	648,763	500,000	996	.....	22.6	67,547	130,743	167,571	84,660	30,696	—	50	....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Ch raw and Darlington..... S. C	680.000	*	.....	.....	392.100	271,000	.....	.....	40.0	30,660	10,349	.....	52,668	26,581	—	100	....
Sept. 30, 1879	423.0	9.5	43.6	4-9	81	34	16	2,193	Chesapeake and Ohio..... Va. & W. Va.	54,238,716	*	534,267	133,248	23,762,136	22,526,215	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384.210	—	100	....
Sept. 30, 1880	58.6	—	14.5	4-8.5	30	22	10	418	Cheshire..... N. H. & Mass.	2,795,239	322,266	.....	305,141	2,153,300	806,500	27,393	35,480	64.0	574,267	134,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	248.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton..... Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597.983	579,373	840.4	3,609 638	843.429	2,634,177	8,755,677	2,706,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois..... Illinois.	4,136,343	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,600,088	146,219	749,340	1,020,794	389,445	—	100	..
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa..... Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	104.0	.....	.....	.....	664,793	356,828	—	100	....
Dec. 31, 1879	176.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan..... Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	174,740	75,487	245.6	537,908	248,287	345 487	554,288	112,827	—	100	....
May 31, 1880	1,627	—	167.1	4-8.5	425	192	100	13066	Chicago & Northwestern. Ill. Wis. & Mich.	73,866,795	*	8,318,765	2,811,506	36,513,610	27,688,000	11,448 446	5,983,060	1,627.9	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah..... Illinois.	7,72 .440	*	.....	.....	4,112,500	2,961,000	153,910	.....	164.5	.....	.....	.....	146,571	270,585	45,477	—	100	....
Sept 30, 1879	30.3	—	1.5	3-0	2	2	—	73	Chi ago and Tomah..... Wisconsin.	211,342	*	.....	.....	13 400	28,000	109.942	.....	30.5	12,896	.....	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	488.5	1,773	474.9	4-8.5	374	149	70	11627	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,486	27,270,225	16 526,547	4,492,865	1,857.3	8,600,517	2,076,184	4,686,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,2 0 193	233,825	780,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,784	71,007	101,562	491,075	186,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,658,744	41,349,500	1,501,292	3,531,588	2,231.0	7,655,701	1,555,446	2,559,784	10,012,820	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Sinking Funds and Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	640.4	484 2	696 7	4-8.5	496	184	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,600	4,807,829	2,477,133	50 000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,975	2,822,121	7,641,294	15,271,492	6,336,968	6	100	....
Nov. 29, 1879	16 .0	132.4	364.2	4-8.5	238	71	36	26876	Lehigh Valley.....N. Y. & Ia.	28,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	980,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	18,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,046,241	*	1,965,942	34,724	4 687,300	2,015,000	34,946	359,661	198.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶.....Ark.	7,010,817	*	961,167	8,199	4,096.135	2,648,500	1,528,826	L. 293,278	165 2	233,829	54,516	.....	362,160	156,829	—	50	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶.....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	388,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48 403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.	209.7	—	5 C	186	67	33	3,112	Louisville & Nashville..Ill., T.,Ky. & Ala.	32,703,9 2	*	13,326,077	1,267,520	9,059,361	2 ,902,820	10,425,589	3,909,759	1,859,9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	611	Louisville, Cincinnati and Lexington.Ky.	5,99 ,362	*	86,083	307,98	1,860,503	3,764,700	522,498	241,567	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	268.2	.....	169,236	415,998	696 621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	4	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,303,885	*	.....	3,037	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17.106	df. 1.752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,136	.....	387,600	398,000	48,114	.....	22.1	40,068	23,802	100,349	50.236	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	68	25	1,119	Maine C ntral.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	553,364	596,107	1,508,377	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	.....	40,124	53.132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,869	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4,220,000	1,380,435	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500.000	2 850,000	97,024	231.814	135.0	169,476	62,052	70,758	428,621	188,567	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,198	Michigan Central.....Mich.	33,579,901	*	1,770.782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,782	14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	19.	4-8.6	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123.106	248,829	60,489	—	100	....
Sept. 30, 1879	162.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,886	6,000,000	1,110,000	107,781	.....	158 8	261,793	76,983	158,950	287,506	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	12	6	3	29.	Minneapolis and St. Louis....Minnesota.	3,759,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	114,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	278	Missouri, Iowa and Nebraska...Mo. & Ia.	4,512,500	*	31,000	10,540	2,147,500	2,365,000	41,340	.....	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	676.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas...M.K.& Tex.	47,210,332	*	.....	.....	21,406,000	25,805,332	.....	.....	808.0	2,781,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	64	23	2,427	Missouri Pacific.....Missouri.	15,842,341	*	752,657	1,564.245	800.000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,893	1,783,734	—	100	....
May 31, 188	84.0	—	4.2	5-0	4	5	3	99	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,816	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	796,892	1,143,042	5,320,600	16,250,000	160,115	667,463	508.0	1,468,475	238,960	338,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,338	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	349,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	546,963	829,081	435,235	144,911	7	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,150	6,843 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	66.5	—	10.7	4-8.5	10	13	5	418	Naugatuck.....Connecticut.	1,903,484	224,086	62,525	150,138	2,000,000	.....	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	116,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	33,224	887,350	1,164,500	249,154	.....	58.6	113,703	59,892	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4.018	.....	164,050	99,878	.....	.....	8.3	15,280	40,447	4,620	14,168	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	989,317	115,407	3,896	18,500	447,100	525.000	90,939	44,061	18.0	47,315	128,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84,222	160,749	2,460,000	2,689,000	271,886	214,323	144.6	460,607	310,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1.034,500	416,813	.....	36.0	157,064	391,500	47,538	166,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern.....Conn. & Mass.	2,760,372	246,720	100,000	136,573	1,500,000	1,499,500	99,006	158,108	121.0	517,233	365,098	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	1.	3-0	13	77	2	32	New York and Man. Beach.....N Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	8	119	40	1,568	N. York & N. England..M., R. I. & Conn.	27 087,936	1,616,306	322,785	668,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,118	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-9	594	459	167	—	New York Central & Hudson River.N.Y	137,757,158	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,508	8,130,543	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	5,500,000	.....	.....	17.5	2,9 .,866	29,875,912	.....	2,239.849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western..N. Y. &Pa.	158,035,707	*	1,537,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,293,876	5,491,431	8,715 892	18,693,109	7,049 182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	1,545	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,885,584	2,184,455	768,623	2,1 4,052	15,500,000	.....	331,481	2,145,283	152.3	2,462,832	4,600,507	1,348,687	4,294,236	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Osw go Midland.....N. Y.	26,377,340	*	.....	.....	6,800.522	16,073 500	2,524,436	.....	344.0	410,479	213,161	216,100	523,592	84,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R. I.	2,645.021	559,487	.....	.....	3,000.000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	256,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556 700	210,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	189	Northeastern ¶.....S. C.	2,148,131	*	58,610	21,289	985.350	1,058,000	60,744	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	688,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	*	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.5	154.5	4-9	152	69	42	6 006	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,530,879	7,920,466	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern.....New Hampshire.	3,068,400	*	424,147	491,913	5,068,400	100	287,393	628,567	82.9	502,138	133,012	509,858	489,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.Dak.,Wash.&c.	95,697,160	1,243,531	9,187,252	1,108,858	92,412,645	3,881,834	9,610,931	1,281,885	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	302,895	103,982	245,696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren.....Pa.	155,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,838	18,193	75,796	36,340	—	100	....
Sept. 30, 188	249.9	49.3	83.8	4-8.5	109	213	58	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,988,028	539,433	7,133,800	5,787,000	636.097	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,709	1,201,647	6	100	....
Feb. 28, 1880	159.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,723	503,153	137,543	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191 663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m os. ending May 31, '80			1,138,627	721,059	2	100	....
Jan. 31, 1880	155.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,864	2,853,000	1,441,194	48,283	83,240	155.7	885,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,999,000	.....	.....	57.6	.....	22,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	61	Peachbottom.....Pa.	577,700	73,040	36,000	.....	255.915	451,400	91,104	.....	55.0	.....	47,670	22,624	89,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,660	Pennsylvania.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.....Pennsylvania.	59,975,140	*	61,178,558	12,834,952	68,870.200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,657	5,948,645	13,684,04	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	164	Peoria, Pekin & Jacksonville.....Ill.	3,229,700	*	.....	.....	1,239,760	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	....
Nov.30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,043,345	.....	125,092	47,896	38.040	1,924,600	693,143	.....	38.5	257,564	66,458	310,730	194,690	55,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va.& N. C.	1,035,750	*	.....	.....	1,834,200	1,041,000	446,223	.....	64.0	142,593	29,524	67,782	202,986	54,767	—	100	....

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The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending June 18, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad...	180,586	3,823,342	3,535,939
Schuylkill Canal....	21,268	153,265	176,160
Lehigh Valley.....	159,309	2,862,357	2,228,716
Del., Lack. & Western.	93,533	1 794,024	1,497,947
Shamokin Valley	19,812	463,512	348,857
Central New Jersey.	91,683	1,795,545	1,494,617
United R. R. of New Jersey	28,092	687 943	452,411
Pennsylvania Coal ..	26,486	530,564	427,587
Delaware and Hudson	75,418	1,516,869	1 342,030
Huntingdon & Broad Top Mt.....	10,050	211,718	227,617
Penn. and New York.	37,105	732,617	595,084
Clearfield, Pa.....	54,486	1,083,865	622,071

The total tonnage of anthracite coal from all the regions for the week ending June 18, as reported by the several carrying companies, amounted to 638,769 tons, against 414,813 tons in the corresponding week last year, an increase of 223,956 tons. The total amount of anthracite mined for the year is 11,604,877 tons, against 9,579,822 tons for the same period last year, an increase of 2,025,055 tons. The quantity of bituminous coal sent to market for the week amounted to 102,258 tons, against 91 031 tons in corresponding week last year, an increase of 11,227 tons. The total amount of bituminous mined for the year is 2,189,883 tons, against 1,836,949 tons for the corresponding period last year an increase of 352,934 tons. The total tonnage of all kinds of coal for the week is 741,027 tons, against 505,844 tons in corresponding week last year, an increase of 235,883 tons, and the total tonnage for the coal year is 13,794,760 tons, against 11,416 771 tons to same date last year, an increase of 2 377,989 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending June 18 was 159 839 tons, of which 123,791 tons were coal and 35 548 tons coke. The total tonnage for the year thus far has been 4,083,316 tons, of which 2,921,139 tons were coal and 1,162,177 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended June 18 were 39,506 tons, and for the year to that date 854,924 tons, a decrease of 82,959 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows : Baltimore and Ohio Railroad—week 19,359 tons ; year, 615,836 tons ; decrease as compared with 1880, 10,777 tons. Chesapeake and Ohio Canal—week, 14,517 tons ; year, 145,125 tons ; decrease compared with 1880, 56,010 tons. Pennsylvania Railroad—week, 5,614 tons ; year, 93,810 tons ; decrease compared with 1880, 15,424 tons. The Coal was brought from the mines as follows : Cumberland and Pennsylvania Railroad—week, 36,953 tons ; year, 805,224 tons. Baltimore and Ohio Railroad—week, 1,288 tons ; year, 33,072 tons. George's Creek and Cumberland Railroad —week, 1,158 tons ; year, 14,459 tons. The Reading Railroad tonnage for last week, ending June 25, was 107,000 tons, of which 23,500 tons were sent to and 40,800 tons shipped from Port Richmond, and 7,600 tons sent to and 15,300 tons shipped from Elizabethport.—[Phila. Ledger, June 27.

Along the Delaware Division of the New York, Lake Erie and Western Railroad, lying short distances back from the Delaware River and the railroad, in both New York and Pennsylvania, are many thousand acres] of valuable land suitable for general farming and especially adapted for dairy farms, stock raising &c. No region offers more real inducements for settlement. The distance from New York City, is not great, the facilities of travel are excellent, and the lands lie contiguous to stations. Prices are very low, ranging from $10, to $20 per acre. These are mainly held in large tracts, by corporations or individuals although many small farms, with excellent buildings may be had. Lakes and streams of purest water abound. And in many cases water powers, never-failing, and easily available are to be had. For summer resorts also the section is particularly adapted. The mountain scenery is very beautiful ; the climate healthful. Fish and game abound. Many tourists and seekers after health are already prospecting, and thousands will this year spend the summer and autumn in the locality. Attention is being directed to these lands, which are now being placed upon the market, and it is proposed to establish as circumstances may warrant milk stations for shipments to the city ; to locate creameries, &c., while manufacturing interests are investigating the water powers. Charles Neilson, Superintendent of the Division, is fully in sympathy with the movement, and will heartily co-operate to secure the developments sought for.

The Corinth Canal.

A dispatch to the London Standard says : Much interest is felt in Austria in the proposed scheme for a canal through the Isthmus of Corinth. M. Gerster, a civil engineer, is staying at Corinth, and engaged in drawing up the details of the plan. The preliminary works are to commence in the approaching Autumn. It is expected that the piercing of the isthmus will occupy rather more than four years, and that the canal will be ready for use within five years, as the maximum, from the present time. The importance of the scheme for Austrian, and, indeed, for international commerce generally, is that steamers destined for Constantinople, the Black or Ægean Seas, and coming from the Adriatic and the West, will be able not only to shorten their voyage considerably, but will in Winter be able to avoid the dangerous route round Cape Matapan at the southern extremity of the Peloponnesus. The saving in time from the Adriatic Sea will often be as much as 24 hours. Italian steamers generally will gain, on an average, 16 hours, and steam vessels from Gibraltar 8 hours. The number of steamers annually passing round Cape Matapan is estimated at nearly 3,000, including 1,300 postal steamers, an equal number of ordinary commercial steamers, and some 300 war vessels.

Grand Trunk Railway of Canada.

The report of the directors of the Grand Trunk Railway Company explains the purpose of the new issue of ordinary stock as follows :

First—For doubling important sections of the railway and the necessary works connected therewith, and for constructing additional sidings and lengthening other sidings to facilitate the passing and crossing of trains.

Second—For additional engines, freight cars, passenger carriages and other vehicles to meet the increasing traffic exchanged with the Chicago and Grand Trunk Railway and other allied railways.

Third—For additional terminal facilities, grain elevators and other appliances, and for dealing generally with the increasing business of the undertaking and its affiliated lines.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 28.

	W.22	Th.23	F.24	Sat.25	M.27	Tu.28
Allegheny Val.7 3-10s.....	127	....	....	....	....	....
7s, Income.....	57	58	....	....	58	....
Camden & Am.6s, 1883....	....	....	....	....	....	....
6s, 1889.....	....	....	....	....	....	....
Mort. 6s, 1880.....	....	....	....	115½	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
3d mortgage.....	....	....	....	....	....	....
Catawissa.....	21	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new.....	125	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Gunt. & B. Top Mt	....	15	15	15	....	....
Preferred.....	24	....	23½	....	....	23
3d mortgage	....	....	....	....	....	....
Lehigh Navigation	46	46	45½	106½	46	45½
6s, 1884.....	....	....	106½	....	....	....
Gold Loan.....	....	....	1:4½	....	....	....
Railroad Loan.....	....	....	121	120	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	....	....	....	....	119
Lehigh Valley	61½	61½	61½	61½	61½	61½
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s...	136	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg... ..	....	121½	....	....	....	....
Little Schuylkill...	....	....	56½	57	....	....
Minehill & Sch. Haven.....	....	....	....	....	....	....
North Pennsylvania	60	....	....	60	....	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg...	....	....	....	....	....	....
Northern Central.	56½	56½	56½	57	56½	....
6s.....	104	104½	104	....	....	....
Northern Pacific	43½	44½	44½	45½	45½	....
Preferred.....	85	86½	87	86½	85½	84½
Pennsylvania R. R. ..	65½	65½	65½	65½	65½	65
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	128	....	....	....	....	....
Consol. mort. 6s....	....	....	121	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. State 6s, 2d series ...	....	....	....	....	....	....
do. 3d series. 104½	....	....	....	....	....	....
do. 5s, new.....	....	....	....	....	....	119
do. 4s.....	....	....	....	....	....	....
Phila. and Reading..... 30½	29½	30½	30½	29½	29½	....
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893..... 121½	....	....	....	....	....	....
7s, new convertible... ..	....	....	....	....	....	....
Consol. mortgage 7s.	....	127	....	....	....	....
Consol. mortgage reg.....	....	....	....	....	127	127
Gen'l mortgage 6s ... 95chp	96	96	95½	96	....	....
Philadelphia and Erie.....	....	26½	....	....	26½	....
1st mortgage, 7s.....	....	....	....	....	....	....
2d mortgage, 7s.....	....	122	....	....	....	....
Pittsb., Cin. & St. L. 7s	124½	....	....	....	....	124½
Pittsb., Titusv. & Buff.. 24	24½	24	23½	24	23½	....
7s.....	104	105	....	....	105½	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred.....	15	....	....	....	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	89½	88½	....	....	....
United Co. of N. Jersey	....	....	....	197	....	....
Hestonville, (Horse).....	21	....	....	21	22½	....
Chestnut & Wal. (do)....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending June 28.

	W.22	Th 23	F.24	Sat.23	M.27	Tu.28.
Baltimore and Ohio	....	....	....	200	200	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	109	....
Central Ohio ($50).....	...	....	....	....	50	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	124	....	....	124	124	....
2d mortgage, 7s..... 92½	92	...	91½	90½	71	....
3d mortgage, 8s..... 54½	....	....	52½	51½	51½	....
Northern Central ($50) 53½	56½	56½	56½	56½	....	....
2d mortgage, 6s 1885.....	110½	....	....	111	....	....
3d mortgage, 6s, 1900.....	....	....	120	....	..	....
6s, 1900, Gold.....	....	....	....	....	....	....
6s, 1904, gold.....	....	....	....	....	114	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	75	....	....	....	....
O., Alex. & Manassas 7s....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	127½	....	....
Virginia 6s, Consol .. 8½	86½	85	85½	85½	....	....
Consol. Coupons	....	....	94	....	....	....
10-40 bonds..... 57½	57½	57½	57½	58	58	....
Deferred Certificates.....	....	15½	....	....	....	....
Western Maryland	....	18	18	18	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	...	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. W'sh. Co.....	....	....	....	....	....	....
2d Mort., preferred..111½	....	111½	....	....	....	....
City Passenger R. R.....	40	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 29.

	Th.22	F.24	Sat.25	M.27.	Tu.28	W.29.
Adams Express	139	....	137	....	....	....
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	84¼	84¼	....	84¼	83¼	....
Atlantic & Pacific Tel.	....	....	....	....	....	....
Burl., C. R. & Nor.	80¼	....	81	....	....	....
1st mortgage 5s	102¼	....	....	102¼	....	....
Canada Southern	73	70¼	69½	67¾	65¼	67
1st mortgage guar.	104	....	104	103¼	103¼	103¾
Central of N. Jersey	101½	101¾	101¼	100¾	101	100¾
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	....	....	....	....	....	120
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	....	....	....	....	102	....
Adjustment	109	109	109¼	109	109	109
Central Pacific	101¼	101¼	101	100¼	99¼	99¾
6s, gold	119	120	118¼	....	119	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	110¾
Land grant 6s	106¼	....	106¼	103¼	106¼	....
Chesapeake and Ohio	30¾	30¼	30¾	30¼	30¼	29¾
Chicago and Alton	....	141	....	139¼	....	....
Preferred	....	....	150	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	163	165	163¾	165	162¼	163
7s Consol, 1903	131	....	....	....	....	....
Chic., Mil. and St. Paul	124¾	125¼	125¾	124¾	124	125¾
Preferred	134¾	134¼	....	134¾	....	134¼
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	127¾
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	129	....	....	....	....	130
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	129	....	....	....	....	....
Chic. & Northwestern	126¼	125¾	126	125¼	124¾	125¾
Preferred	140	....	....	....	....	138
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	110¾	....	....	....	....	....
Consolidated 7s	....	....	....	....	133¾	133
Consol. Gold bonds	....	126	126	....	126¼	126¼
Do. reg.	....	....	....	....	....	....
Chic., Rock Isl. & Pac	143¾	143¾	143¾	143¼	142	142¾
6s, 1917, c.	....	....	....	....	....	....
Clev., Col., C. and Ind.	98¾	98¼	98¾	97¾	94¾	95¾
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	139	....	140
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	25¾	25¼	25¾	24¾	23¾	24¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	109¾	110¼	106¾	108¾	108¾	109
Reg. 7s, 1891	120	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	120¾	....	....	....	....	....
Del., Lack. & Western	124¾	123¾	123¾	123¾	123¾	124¼
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	127
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	109¼
3d mortgage	....	....	....	....	....	....
4th mort. 5s, ext.	....	111	....	....	....	111
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	132¾	....	....	....	....	....
Great Western 1st mor.	....	....	....	....	....	....
2d mortgage	....	....	....	111¾	....	....
Hannibal & St. Joseph	90¾	89¾	....	92¾	92¾	92¾
Preferred	116¾	114¾	114¾	115¾	115	114¾
8s, Convertible	112¾	....	111¾	....	....	....
Houston & Tex. Cent.	101	100	99¾	....	99¾	99¾
1st Mortgage	....	....	....	....	115¾	116¾
Illinois Central	141	139¾	140¾	140¾	139¾	139¾
Lake Shore & Mich So.	128¾	128¾	128¾	127¾	127¾	128¾
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. R. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	123¾	....
Louisville & Nashville	108	107¾	107¾	106¾	106	106¾
7s Consolidated	124	....	123¾	....	....	124
Manhattan	26¾	28¾	27¾	27	27	26¾
Metropolitan Elevated	90¾	93	91¾	90¾	91¾	88¾
1st Mortgage	10	103¾	103¾	103¾	103¾	103
Michigan Central	109¾	106	105¾	104¾	104¾	106¾
7s, 1902	130¾	....	....	....	....	....
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	126	126	125¾	....	125¾	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	124
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	146¾	145¾	146	146	145¾	145¾
6s, Sinking fund, 1883	....	....	....	....	106	106¼
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	139¾	....
1st mortgage, reg.	139¾	....	....	....	....	....
N. Y. Elevated	107¾	109	109¾	109	110¾	108¾
1st mortgage	117¾	118	118	118¾	118	118¾
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
N. Y., Lake Erie & W.	46¾	46¾	45¾	45¾	45¼	45¾
Preferred	88	87¾	87¼	86¾	84	86¾
2d Consolidated	103¾	103¾	104	103¼	103¾	104¼
New 2d 5s fund	100	....	99¾	98¾	99¼	
N. Y., N. Haven & Hart	....	....	....	185	....	....
North Missouri 1st M.	....	....	126¾	....	....	....
Northern Pacific	44¾	44¾	45¾	45	44¾	44¾
Preferred	87	86¾	86¾	85¾	85	85¾
Ohio and Mississippi	43	42¾	43¾	41¾	40¾	41¾
Preferred	117	....	....	....	....	....
2d mortgage	....	....	....	124¾	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	124	....	....	....
Pacific Mail S. S. Co.	52¾	52¾	52¾	51¾	51¾	51¾
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	276¾	275	275	....	280	....
Philadelphia & Reading	59¾	60¼	60¼	59	58¾	59¾
Pitts., Ft. W. & Chi. gtd	140	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	132¾	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	142¾	144	143¾	143¾	143¾	143
Quicksilver Mining Co	19	19	....	19¾	19	19
Preferred	67	67	67¾	66¾	68¾	71¾
St. Louis & San Fran.	52¾	52¾	53¾	51¾	50¾	51
Preferred	79	79	78¾	78¾	77¾	78
1st Preferred	115	....	115	....	114	115
St. L., Alton and T. H.	....	....	61	63	....	63
Preferred	....	....	....	....	95¾	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S.	....	....	....	....	....	120
1st mortgage	....	....	....	....	....	113¾
2d mortgage	....	....	....	....	....	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	130¾	129¾	129¾	129	128¾	129¾
1st mortgage	121¾	....	120¾	121	121	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	130	....	....	....	136	....
United States Express	....	....	....	72¾	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	57¾	56¾	55¾	57¾	57¾	59¾
Preferred	94¾	93¾	93¾	93¾	93	94¾
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	....	....	137	....	....
Western Pacific bonds	....	....	....	....	116	116
Western Union Tel	136¾	135¾	136¾	136	135	88¾x
7s, S. F. conv., 1900	....	....	122¾	....	122	....

Boston Stock Exchange.

Prices for the week ending June 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
Atch., Top. and San. Fe.	145¾	146¼	146¾	146¾	146¾	146¾
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	124	....	....	....	....	....
Boston and Albany	174¾	175	174¾	175	174¼	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	107¾	....	....	....	110
Boston and Maine	....	164	....	165	....	....
Boston and Providence	172	....	....	....	....	....
Boston, Hart. & Erie 7s	82¼	82¼	....	81	79	80¾
Burl. & Mo. R. L. G. 7s	110	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	110¾	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	164¾	165	165	162	163¾	163
7s	129	....	....	....	....	....
Cin., Sand. & Clev. ($50)	33	32¾	32¾	....	....	32
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	53	52¾	51¾	52	51	51¾
New 4½ Bonds	109¾	109¾	109¾	109¾	110	110
Fitchburg	....	151	152	....	151¾	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	83¾	81¾	84¾	81¾	79	80
7s	....	....	....	....	....	....
Northern, N. H.	....	....	....	110	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	....	55	....	54¾	....	53¾
Preferred	....	....	....	....	....	....
Old Colony	130¼	130¾	....	131	131	130
Ph., Wil. & Balt. ($50)	....	....	....	....	....	68
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Va.	....	....	....	....	....	....
7s	122¾	....	128	....	123¾	123¾
Pullman Palace Car	142¾	144	....	143	....	143
Union Pacific	130	....	....	129¾	129	129
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	127	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	68
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	123¾	....	....
Cal. & Hecla Mining Co.	230¾	230	....	235	201	217
Quincy	....	....	....	....	....	....

New York Stock Exchange.

Closing Prices for the week ending June 29.

	Th.23.	F.24.	Sat.25	M.27.	Tu.28.	W.29.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	116¾	116¾	....	....	....	....
U. S. 4s, 1907, coup.	117¾	117¾	....	117¾	....	....
U. S. 4½s, 1891, reg.	....	....	....	....	....	114¾
U. S. 4½s, 1891, coup.	115	115	....	....	....	....
U. S. 5s, 1881, reg.	102¼	102¾	102¾	102¾	102¾	102¾
U. S. 5s, 1881, coup.	103¾	....	....	....	103¾	103¾
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s continued at 3½	103	103	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices — June 10	June 17
Baltimore and Ohio (sterling)	116 —117	116 —116
Central of New Jersey $100 shares	105 —107	105 —107
Do. Cons. Mort. Oct. '29 coupon	122 —124	120 —122
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	105 —107	105 —107
Det., Gd Haven & Mil Equip. bds.	118 —120	118 —120
Do. Con. M. 5 p.c. till '84 after 6 p.c	113 —115	113 —115
Illinois Central $100 shares	146 —148	144 —146
Lehigh Valley Consol mortgage	118 —122	118 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 —139	134 —136
Do. $100 shares	152 —153	149 —151
Do. Mort. bonds (ex.)	123 —125	124 —126
N. Y., Lake Erie & West. $100 shs.	49¼— 49¾	47 — 47¼
Do. 6 p. c. pref. $100 shares	92 — 94	89 — 91
Do. 1st Con. Mor. Bonds (Erie)	134 —136	134 —136
Mort. Funded Coupon bonds	131 —134	131 —133
Do. do. 2d do.	107 —108	105 —106
Do. 2d Consol. Mort. bonds	103 —105	103 —104
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	67¼— 67	64¼— 65¼
Do. Prior Lien Bonds (sterling)	108 —110	108 —110
Pennsylvania, $50 shares	67¼— 68¼	66¾— 67¼
Do. Con. Sink. Fund Mort.	122 —124	122 —124
Philadelphia & Reading $50 shares	30¼— 31¼	28¼— 29¼
General Consol. Mortgage	115 —118	115 —118
Do. Improvement Mortgage	106 —107	104 —106
Do. Gen. Mort. '74, ex-defcd. cou.	97 — 99	96 — 96
Do. Scrip for the 6 def. coupons	94 — 99	93 — 96
Pittsbg, Ft W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	129 —131	129 —131
Do 1st pref. stock	104 — 106	105 —107
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, June 30, 1881.

Early in the day, the call loan rate was 3@3½ per cent on stocks, and 2½@3 per cent on United States bonds. Time loans were 2@4 per cent; and prime mercantile paper, 8@4½ per cent. Early in the last hour the rate for call loans to the stock brokers advanced to 5 per cent, but closed at 3@3½ per cent.

The posted rates for prime bankers' sterling were 4.84½ and 4.86½; the actual rates 4.83⅛ @4.84; and 4.85⅛@4 86, with cable transfers 4.86@4.86⅛, and prime Commercial bills 4.81¾ @4.82¼. The actual rates for Continental exchange were as follows: francs, 5.23⅛ and 5.19⅜ @5.20; marks, 94⅛@¼ and 94⅝@¾; and guilders 40 and 40¼.

There are about $16,000,000 6 per cent United States bonds which mature under call on the 30th of June. There is also about $500,000 interest due on these bonds. The quarterly interest on the 4 per cents is due on the first of July, and amounts to about $7,400,000. The Oregon war debt, of which $688,000 is outstanding, matures on the 1st of July also. Including the interest on extended 6s and 5s, the Government debt disbursements on the 1st of July will amount to about $30,000,000. Of the bonds called for redemption since 1871 there are still outstanding over $4,000,000. This amount consists of 6 per cent bonds, except about $850,000 of 10-40s. Of the 5 per cent funded loan called for redemption on the 21st of May, nearly $6,000,000 are still outstanding. These several sums, aggregating

over $9,000,000, no longer bear interest and may be presented for payment at any time, the funds to pay them being constantly held in the Treasury. The outstanding bonded debt upon which interest has ceased and which is payable upon presentation amounts to about $11,500,000.

The Governing Committee of the New York Stock Exchange have decided to dispense with the 1.45 o'clock bond calls on Saturday afternoons during the months of July, August and September. The following securities have been admitted to dealings at the Board:

Nashville, Chattanooga and St. Louis Railroad Company—Second mortgage 6 per cent bonds, $1,000,000, payable January 1, 1901.

Denver and Rio Grande Railroad Company—First consolidated mortgage bonds, an additional amount of $1,040,000, numbered 22,200 to 23,242, issued to retire the same amount of first mortgage bonds on the Arkansas Valley division.

International and Great Northern Railroad Company—Additional $540,000 stock; $260,000 first mortgage bonds and $260,000 income bonds.

Michigan Central Railroad Company—First mortgage 5 per cent bonds, $4,000,000, of the Detroit and Bay City Railroad Company, due March 1, 1931.

Chesapeake and Ohio Railroad Company—Six per cent mortgage gold bonds, series A, $2,000,000 due July 1, 1908.

Richmond and Allegheny Railroad Company—Stock trust certificates representing 42,767 shares, $4,276,700, and first mortgage 7 per cent bonds, $5,000,000 due July 1, 1920.

There have also been admitted to dealings on the regular list $2,621,000 of the South Carolina securities known as "Brown consolidated bonds." They are being issued by the State under an act approved December 22, 1873, an act to provide for the settlement of the consolidated debt of the State in accordance with the decision of the Supreme Court, approved December 23, 1879, and an act to amend the same, approved February 19, 1880. They are dated January 1, 1874, payable July 1, 1893, in sums of $1,000 and $500. Interest 6 per cent. Coupons, payable January and July, receivable for taxes due the State, during the year in which they mature, except tax levied for the public schools. Payment of interest and redemption of principal secured by tax of two mills upon the entire taxable property of the State. The amount authorized is $5,862,514 80; issued thus far Nos. 1 to 2,278 inclusive for $1,000 each and Nos. 1 to 726 inclusive, each $500.

The stockholders of the Boston Water Power Company have voted to increase the company's capital stock from 85,833 shares at the rate of one for every ten, that the same be offered to stockholders of record on June 22, pro rata to the number of shares held by them, at 10 per share, and that in case any stockholder fails to take the same on or before the 27th day of July, 1881, the directors shall be empowered to dispose of the same at a sum not less than $10 per share.

The holders of certificates representing the fourth mortgage bonds of the Orange and Alexandria Railroad Company, and the bonds of the Lynchburg and Danville Railroad Company, are notified to present the same to the Treasurer of the Safe Deposit Company of Baltimore and receive the obligations to which they are entitled under the scheme for the reorganization of the Virginia Midland Railroad Company.

Information has been received by cable that the directors of the Grand Trunk Railway Company have successfully issued £2,500,000 sterling, of the ordinary stock of the company, at twenty-six per cent. It will be remembered that, in 1873, the Grand Trunk Railway Company was authorized to issue ten million pounds of ordinary stock at a price which should not be less than nineteen per cent of its par value.

The Canton Company of Baltimore have called in 148 bonds of $1,000 each issued under a mortgage dated 1st December, 1873. The bonds are payable at the office of Alex. Brown and Sons, with interest to date of presentation, until 26th August next, when interest ceases. The numbers of the bonds to be paid off were selected by lot, and are as follows: Nos. 633, 919, 1110, 660, 177, 272, 373, 707, 587, 94, 440, 928, 110, 65, 661, 828, 745, 20, 888, 547, 354, 505, 760, 170, 62, 662, 175, 847, 209, 1002, 970, 686, 403, 553, 801, 1039, 1097, 1026, 429, 55, 390, 1081, 27, 556, 675, 335, 350, 461, 231, 650, 1045, 1065, 982, 599, 787, 1071, 419, 187, 756, 679, 806, 334, 155, 743, 808, 684, 936, 526, 417, 764, 1009, 74, 727, 826, 965, 645, 844, 971, 130, 5, 325, 454, 237, 346, 295, 823, 872, 821, 835, 676, 4, 414, 921, 761, 583, 855, 954, 46, 692, 273, 401, 241, 395, 101, 171, 793, 1058, 557, 814, 1067, 655, 887, 658, 909, 588, 905, 427, 206, 830, 1086, 667, 990, 437, 385, 555, 608, 146, 366, 1044, 779, 72, 625, 920, 729, 649, 815, 153, 61, 592, 632, 811, 137, 1103, 703, 1006, 432, 520, 188.

The capital stock of the Cincinnati Railroad Company (common carriers with right to lease and operate railroads) has been increased $3,000,000, making a total capital of $5,000,000.

The closing quotations on Thursday were: Adams Express, 137@138; American Express, 81@83½; American District Telegraph, 46¾@47½; Chicago, Burlington and Quincy, 163@164; Canada Southern, 67¼@67⅜; Chicago and Northwestern, 127@127⅛; Central Pacific, 99¾@99⅞; Chicago, Milwaukee and St. Paul, 126@126¼; do. pref., 134½@135½; Chicago, Rock Island and Pacific, 141¾@142¼; Cleveland, Columbus, Cincinnati and Indianapolis, 93⅞@94; Columbus, Chicago and Indiana Central, 24¼@24½; Delaware and Hudson Canal, 109@109¼; Delaware, Lackawanna and Western, 122¾@123; Hannibal and St. Joseph, 91½@92; do. pref., 116⅜@116½; Lake Erie and Western, 61½@62; Lake Shore and Michigan Southern, 126@126⅛; Metropolitan Elevated, 88¼@99; Manhattan Elevated, 25⅜@25½; Michigan Central, 104@104¼; New York Elevated, 109¼@110; New York, Lake Erie and Western, 46⅛@46⅜; do. pref., 88@—; New York Central and Hudson River, 146@146⅛; Ohio and Mississippi 42¼@42⅜; Ohio Central, 35⅜@35⅝; Pacific Mail, 52¼@52⅜; Panama, 280@285; St. Louis, Alton and Terre Haute, —@65½; do. pref, 94@96¾; Texas and Pacific, 67½@67¾: Union Pacific, 129⅜@129⅝; United States Express, 70@71; Wells Fargo Express, 130@138; Western Union Telegraph, ex., 88⅝@88¾; Wabash, St. Louis and Pacific, 59½@59⅝; do. pref., 94¼@94⅞.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, 182½; Atchison, Col. and Pac. 1st, 105; Boston, Hartford and Erie 1st, 80¾; Boston and New York Air Line, 66; Buffalo, Pittsburg and Western, 46; Buffalo and Erie 1st, 129; Cairo and Fulton 1st, 117; Chicago, St. Louis and New Orleans, 79½; Chesapeake and Ohio 1st pref, 44½; do. 2d pref., 33½; do. cur. int., 64½; do. 1st, Series B, 90; Chicago, St. Paul, Minneapolis and Omaha, 42⅜; do. pref., 106; do. consol., 104⅞; Cincinnati, Sandusky and Cleveland, 64½; Cedar Falls and Minnesota, 87; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 110⅝; do. Lr.. C. and D. div., 101; do. Chicago and Pacific W. D., 102; Col., Chi. and Ind. Cent. Inc., 74; do. Trust Co., certif. ass. sup., 125; Denver and Rio Grande, 110; do. 1st, 120½; do. 1st consol., 120½; Dubuque and Sioux City, 87½; Danbury and Norwik, 70; Hannibal and Central Mo. 1st, 112; Houston and Texas Central Gen'l mort., 106½; do. 1st, Western div., 115; Indianapolis, Decatur and Springfield 1st, 109½; do. 2d inc., 77; International and Gt. Northern 1st, 112; do. 2d, inc. ass., 103; Indiana, Bloom. and Western, 55; do. 1st, 99½; do. 2d, 86; do. inc., 106; Keokuk and Des Moines, 27½; Kansas Pacific 1st consol., 109¾; do. 6s, J. and D, 1896, 116; do. 6s, Denver div. ass., 114; Laf., Bloom. and Muncie 1st, 109; Louisiana and Missouri River, 28; do. pref, 48; Long Island, 59; Lake Erie and Western, 60⅞; do. 1st, 112; do. Inc., 81; do. 1st, Sandusky div., 72; Louisville, New Albany and Chicago, 100; Louisville and Nashville Gen'l mort. 6s, 108¾; do. N. O. and M. div, 107; do. St. Louis div., 60½; Lehigh and Wilkesbarre consol. ass., 111¾; Milwaukee, Lake Shore and Western, 59¾; Manhattan Beach, 48; Marietta and Cincinnati 1st pref., 16; do. 2d pref., 10; Missouri Pacific, 111½; do. 1st, consol., 108¾; do. 3d, 119¾; Mobile and Ohio, 37¾; do. 1st deben., 100; do. 2d deben., 71; do. 3d deben., 65; do. 4th deben., 64; Missouri, Kansas and Texas, 50⅜; do. consol. ass., 110⅞; do. 2d, 85¾; Memphis and Charleston, 86; Metropolitan Elevated 2d, 88¾; Milwaukee and Northern 1st, 102; New York, Penn. and Ohio inc. 63¼; Nashville, Chattanooga and St. Louis, 86; do. 1st, 125; Norfolk and Western, 61½; New Orleans Pacific 1st, 105; New York, Ontario and Western, 37; do. pref., 90; New York City and Northern Gen'l mort., 95½; Northern Pacific 1st, 106¾; New Jersey Southern 1st, 107¼; New York and New England 1st, 95½; Ohio Central, 35⅜; do. 1st, 107; do. Inc., 64¼; do. 1st, Terminal Trust, 104; Oregon Railway and Nav., 170; do. 1st, 112½; Ohio Southern, 35⅝; do. 1st, 99¼; Ohio and Mississippi 1st, Springfield div., 121¾; Peoria, Decatur and Evansville, 48¾; do. Inc., 90; do. Evansville div., 92; Richmond and Allegheny, 72; Rochester and Pittsburg, 45; do Inc., 58; Rome, Watertown and Ogdensburg, 41; do. 1st consol., 103; Southern Pacific of California 1st, 107¼; South Pacific 1st, 110¼; St. Paul and Duluth pref., 88; St. Paul, Minn. and Man., 100; do, 1st, 111; do.

Dakota Ext. 1st, 108; St. Louis, Iron Mt. and Southern, Cairo, Ark. and Texas 1st, 113; St. Louis and San Francisco 2d, class B, 97½; do. C, 96½; St. Paul, and Sioux City 1st, 112; Toledo, Delphos and Burlington, 33; do. inc., 61; Texas and Pacific, 67; do. Inc., L. G., 90⅛; do. 6s, Rio Grande div., 1st, 101; Warren 2d, 123¼; Wabash, St. Louis and Pacific Gen'l mort.,, 101; do. Toledo, Peoria and Western 1st, 120; do. Chicago div. 5s, 100; Alabama Class A, 79; Georgia 7s, new, 121; Louisiana 7s, consol., 63½; South Carolina 6s, non-fund, 9¼; Tennessee 6s, new, 75½; do. old, 75; Am. Dist. Tel., 46½; Sutro Tunnel, 1⅝; American Coal, 62; Colorado Coal and Iron, 61½; do. 1st, 101⅞; Consolidation Coal, 41; Maryland Coal, 26½; New Central Coal, 29½; Central Mining, 4½; Deadwood, 8; Excelsior, 1¾; Homestake, 20; Little Pittsburg, 2¾; Mariposa pref., 3; Ontario, 37; Standard, 225⅝; Stormont, 2½.

Philadelphia.—Am. S. S. Co., 29¾; Buffalo, Pittsburg and Western pref., 36; Central Transp., 45; Catawissa new pref., 57¼; Elmira and Williamsport 5s, 100; Huntingdon and Broad Top Mt. consol. 5s, 92; Junction 1st mort., 105; Northern Pacific 6s, Pend d'Oreille div., 102½; Nesquehoning Valley, 58¾; New Orleans Pacific 6s, 106; Pennsylvania Co. 6s, ex int., 107½; Pennsylvania Canal 6s, 103; Philadelphia and Reading scrip, 74¾; Pennsylvania and New York Canal 7s, 1906, 128; Pittsburg Av. 7s, 109; do. 5s, 107⅛; Shamokin, Hazleton and Wilkesbarre 2d, 35; St. Paul and Duluth pref., 86¾; Texas and Pacific consol. mort. 6s, 105; do. 1st mort., 110½; do. Rio Grande div. 6s, 101½; Union and Titusville, 7s, 110; West Jersey 1st mort., 120; West Jersey and Atlantic 6s, 110¾; Western Pennsylvania 6s, Pittsburg Br., 111. The latest quotations are: City 6s, 115@116; do. free of tax, 131@132½; do. 4s, new, 106@111; Pennsylvania State 6s 3d series, 104¼@105; do. 5s, new loan, 119@119⅜; do. 4s, new, 111@—; Philadelphia and Reading R. R., 28½@29⅝; do. consol, mort. 7s, coup. 126¾@127; do. reg., 127@127½; do. mort. 6s, 120@—; do. 7s, 1893, 121@121; do. new conv., 65@—; United New Jersey R. R. and Canal, 197@200; Buffalo, Pittsburg and Western, 23½@23⅝; Pittsburg, Titusville and Buffalo 7s, 104¼@105⅜; Camden and Amboy mort. 6s, 1889, 115@115½; Pennsylvania R. R., 65@65; do. gen'l mort., coupon, 127@127¾; do. reg., 127¾@128¼; do. consol. mort. 6s, reg., 120@121; Little Schuylkill R. R., 56⅞@57¼; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 14¼@14⅞; do. 6s, 1882, 88¼@89; do. 1872, 105@109; Elmira and Williamsport pref., 55@60; do. 6s, 117@—; do. 5s, 100@102; Lehigh Coal and Navigation, 45¾@45⅞; do. 6s, 1884, 106½@107; do. R. R. loan, 119¾@120¼; do. Gold Loan, 114@116⅛; do. consol. 7s, 118½@119½; Northern Pacific, 44⅝@44¾; do. pref., 84¼@85; North Pennsylvania, 60@—; do. 6s 109½@110¼; do. 7s, 118@121; do. Gen'l mort. 7s, reg., 124½@125; Philadelphia and Erie, 26@—; do. 7s, 120@122¼; Minehill, 62@—; Catawissa, 21@21½; do. pref., 57½@58½; do. new pref., 57½@58; do. 7s, 1900, 125@—; Lehigh Valley 61@61½; do. 6s, coupon, 122½@123½; do. reg., 122@122½; do. 2d mort. 7s, 136@138; do. consol. mort., 121@122; Fifth and Sixth streets (horse), 136@137; Second and Third, 111¾@112¼; Thirteenth and Fifteenth, 81¼@—; Spruce and Pine, 50¼@51; Green and Coates, 80@—; Chestnut and Walnut, 95@100; Hestonville, 22¾@23; Germantown, 75@—; Union, 119@125; Lombard and South, 25⅞@26½; West Philadelphia, 87¾@88¼; People's, 30@32; Continental, 106@108.

Baltimore.—Atlantic Coal, 1 55; Atlanta and Charlotte 1st, 110¼; Baltimore and Hanover R. R., 45; Baltimore City 6s, 1902, 128; do. 6s, 1900, 126½; do. 6s, 1890, 117; do. 5s, 1916, 125¼; do. 5s, 1890, 117; do. 5s, 1894, 118; Columbia and Greenville 1st, 108; do. 2d, 94; Consolidation Coal, 42; Maryland Defense 6s, 105½; Marietta and Cincinnati 1st Sterling, 121; Richmond and Danville bonds, 1890, 108; do. 1885, 104; Richmond and Allegheny, 74; Virginia Peeler coupons, 19; Virginia Black Scrip, 17; Virginia consol. coupons, July, 1881, 92½; Virginia Midland pref., 71; do. 1st, 114; do. 2d, 111⅞; do. 3d, 95; do. 5th, 101¼; Wilmington, Columbia and Augusta 6s, 112. The latest quotations are: Atlanta and Charlotte, 81½@82⅞; do. 1st, 110@110¼; do. Inc., 95@97; Baltimore and Ohio, 200@205; do. Washington Branch, 200@—; do. 6s, 1885, 109@109¼; Central Ohio pref., 49½@50; Canton 6s, gold, 113@116½; Columbia and Greenville 1st, 108@108½; do. 2d, 94@96; Marietta and Cincinnati 1st, 124@124¼; do. 2d, 91@91¼; do. 3d, 51¼@51½; Northwestern 3d guar., —@112; Ohio Central 6s, 118⅝@118¾; Northern Central, 56½@57; do. 6s, 1885, 110½@111½; do. 6s, 1900, gold, 119@120; do. 6s, 1904, gold, 117½@118½; do. 5s, 1926, 104@104½; Orange Alex. and Manassas 7s, 110@115; Pittsburg and Connellsville 7s, 126½@127½; Richmond and Allegheny, 65@68½; Union Canal ind., 118@120; Virginia Midland 2d pref., 45@50; Virginia and Tennessee 8s, 122½@—; Virginia Consol. 85¼@85½; do. 10-40s, 57¾@58; Western Maryland 2d pref., 111½@113; do. 1st unindorsed, 115@—; do. 2d, Washington Co. guar., 113@—; Wilmington and Weldon, 7s, 120@—; Wilmington, Columbia and Augusta 6s, 111¼@112.

Boston.—Atlantic and Pacific 6s, gold, 103¼; Atchison, Topeka and Santa Fe plain 6s, 98½; Atchison, Colorado and Pacific 6s, 1905, 103½; Boston Water Power, 10½; Boston Land, 10⅛; Boston, Clinton, Fitchburg and New Bedford pref., 132; Burlington and Missouri River 6s, non-exempt, 106; Boston and Maine 7s, 1893, 129; Chicago and West Michigan, 90; Chicago, Burlington and Quincy 5s, 106; do. 4s, 1919, 97⅛; Central Railroad of Iowa, 29; Connecticut and Passumpsic Rivers R. R., 100; do. 7s, 118; Cincinnati, Sandusky and Cleveland pref., 33; do. 7s, 107; Connotton Valley, 30; Flint and Pere Marquette, 37¾; do. pref., 104; Fort Wayne and Jackson 85; Iowa Falls and Sioux City, 89½; Kansas City, St. Joseph and Council Bluffs 7s, 124; Kansas City, Fort Scott and Gulf, 95; do. pref., 134; Kansas City, Lawrence and Southern 5s, 109; Louisiana and Missouri River, 26; do. pref, 50; Little Rock and Ft. Smith, 81; do. 7s, 118½; Mexican Central Block new, 99; do. old, 112⅞; Marquette, Houghton and Ontonagon, 74; do. 6s, 101; Maine Central, 49; Massachusetts Central 1st, 100; Northern Pacific 6s, 103¾; Nodaway Valley 7s, 111; New Mexico and Southern Pacific 7s, 121¾; New York and New England 6s, 112; Ogdensburg and Lake Champlain Income, 74½; Portsmouth, Gt. Falls and Conway, 30; do. 4½s, 92½; Rutland, 6½; do. pref., 31½; do. 5s, 85; Summit Branch, 24½; Sonora 1st mort. 7s, 99½; do. Block No. 8 250; Saginaw Valley and St. Louis 8s, 1902, 127½; Toledo, Delphos and Burlington, 16¼; do. 6s, M. L., 61; Wichita and Southwestern 7s, 1902, 121⅜; Wisconsin Central, 29; do. 2d series, 58½; do. 7s, 78; Allouez Mining Co., 2; Atlantic, 12; Blue Hill, 3¾; Catalpa, 2; Crescent, 1¼; Copper Falls, 5; Duncan, 2; Douglas, 2; Empire, 65c.; Franklin, 10½; Huron, 8½; Harshaw, 8; Osceola, 32; Pewabic, 10; Ridge, 4; Sullivan, 3¾; Silver Islet, 44⅞.

The Live Stock Humane Transportation Company of Jersey City has filed with the County Clerk a certificate showing that the company's capital stock has been increased to $2,000,000.

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,549,578	J. & J.	Jan. '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	June '81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June '76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July 81 2
Boston and Maine.....100	6,921,274	M & N.	May '81 4
Boston and Providence..100	4,000,000	M & N.	May '81 4
Attleborough Branch..100	131,700	J. & J.	July '81 3½
Bost., Revere B &Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'81 3
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Burl. & Quincy.....100	377,400	quarterly	Apl.'80 3 s
Camden and Atlantic.....50	838,511	quarterly	Apl.'80 3½s
" " pref. 50	447,000	J & D.	June'80 3
Camden & Burl. Co.....100	381,925	J & J.	July '81 3
Cape May and Millville* 50	1,159,600	Oct. ber	Oct.'80 $1½
Catawissa*.....50	2,200,000	M. & N.	May '81 3½
" pref. 50	1,000,000	M. & N.	May '81 3½
" 2d pref.....50	889,110	J. & J.	Jan. '80 4½
Cayuga and Susq.*.....50	6,850,400	F.M.A.N	May '81 1
Cedar Rapids & Mo. R.*100	769,600	F. & A	Feb '81 3½
" " pref 100	7,500,000	J & D.	June '81 4
Central of Georgia.....100	18,553,200	quarterly	Apl. 74 2½
Central of New Jersey.100	2,425,000	J & J.	Jan. '81 3½
Central Ohio*.....50	400,000	J. & J	Jan. '81 3
" pref.....50	54,275,500	F. & A.	Feb. 81 3
Central Pacific 100	380,000	quarterly	July '80 1½
Chemung*.....100	2,155,300	J. & J.	July '80 1½
Cheshire, preferred 100	10,085,400	M. & S.	Mar. 81 4
Chicago and Alton.....100	2,425,400	M. & S.	Mar '81 4
" " pref.100	31,004,456	quarterly	June '81 2
Chicago,Burl. & Quincy.100	6,156,000	.. & O.	Apl. '79 $2
Chic., Clin., Dub.& Minn....	3,916,200	J. & J.	July '81 4
Chicago,Iowa & Nebras*100	15,404,261	A. & O.	Apl. '81 3½
Chi , Mil. and St. Paul..100	12,279,483	A. & O.	A. . '81 3½
" " pref.....100	14,988,257	J. & D	June'81 ..
Chicago & N. Western..100	21,525,353	quarterly	Ju e'81 1
" pref.100	50,000,000	quarterly	Aug.'81 1½
Chicago, R. I. & Pacific.100	6,151,000	F. & A.	Feb. '81 2½
Chicago & West Mich....100	3,000,000	A. & O.	Oct. '80 2
Cin., Ham. & Dayton....100	429,037	M. & N.	May '81 3
Cin., Sand. & Clev. pref. 50	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,286,150	quarterly	June'81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	June'81 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '81 4
Concord.....50	1,500,000	M. & N.	May 81 5
Concord and Ports.*.....100	350,000	J. & D.	June'18 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Feb. '81 2
Connecticut River.....100	2,100,000	J. & J.	July '81 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref..50	241,900	A. & O.	Oct. '80 4
" 2d pref...50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk..50	600,000	quarterly	June 81 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*.....2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	20,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80 2½
" pref.100	2,503,380	F. & A.	Feb. '81 3½
Dubuque & Sioux City*.100	6,000,000	A. & O.	Apl. '81 2½
East Pennsylvania* 50	1,409,200	J. & J.	Jan 81 3
East Mahanoy*.....50	392,950	J. & J.	Jan. 81 3
East Tenn., Va. & Ga...100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & D	June '81 2½
Eel River.....100	3,000,000	quarterly	June '81 2½
Elmira, Jef. & Canand*.100	600,000	Sept.	Sept.'80 5
Elmira & Williamsport*.50	800,000	M. & N.	Nov.'80 1
" " pref. 50	800,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia.....100	4,260,000	J. and J.	July '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Feb. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref.....100	1,180,000	quarterly	Apl. '81 2
Illinois Central.....100	29,000,000	M. & S	Mar. '81 3½
Iowa Falls & Sioux City*100	4,925,000	quarterly	June '81 1
Iowa Railroad Land Co 100	7,630,000	quarterly	May,'81 1½
Io. So. & Mo. Northern. 25	600,000	quarterly	May,'81 2
Jeffersonv.,Mad. & Ind..100	900,000	quarterly	May,'81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,500,000	quarterly	May,'80 1½
Kentucky Central.....100	600,000	J. & D.	Dec. '80 1
" pref.100	600,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	48,466,600	quarterly	Aug. '81 2
" (guar.).100	533,500	F. & A.	Aug. 81 5
Lawrence*.....50	450,000	quarterly	Apl. '80 2
Lehigh Valley 50	27,332,565	quarterly	July '81 1½
" pref. 50	106,300	quarterly	July '81 1½
Little Miami*.....50	5,871,450	quarterly	June '81
Little Schuylkill*.....50	2,648,100	J & J.	Jan. 81 2½
Louisville & Nashville...100	18,130,000	F. & A.	Feb. '81 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 5½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	Aug. '81 1½
Middlesex Central.....100	2,136 shs	F & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific.....1 0	42,416,000	quarterly	July 81 1
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800,000	M. & N.	May '81 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 2½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500.000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,101,700	.....	..
" pref.....100	8,146,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y.,Provid. & Boston.100	3,000,000	quarterly	May '81 2
Nisg. Bridge & Canand*100	1,500,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania.....50	4,627,150	quarterly	May '81 1½
Northern Central 50	5 842,000	. & J.	July '81 3
Northern N. Hampsh...100	3,068,400	J. & D.	Ju e'81 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J.	J n. '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi...100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.100	4,455 0.0	quarterly	May '81 4
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 4½
Panama.....100	7 000,000	quarterly	May '81 5
Paterson and Hudson*.100	632,000	J & J.	July '81 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,250,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J	July '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '81 1½
" Special Imp..100	5,504 300	quarterly	July '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	... .	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J & J.	Ju y '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb.....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 5
Rome, Watert. and Ogd..100	2,698,900	J. & J.	July '81 3
Rutland preferred. ...100	4,163,700	F. & A.	Feb.'75 3½s
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,465,100	F. & A.	Feb. '81 3
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Summit Branch*.....50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,746,000	quarterly	July '81 1½
United Cos. of N. J*....100	20,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	2,050,000	A. & O.	Apl. '81 3
Wab., St. L.& Pacific...100	20,000,000	... .	.....
" pref.100	20 000,000	quarterly	May 81 1½
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121.000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	4,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Dambridge.....100	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..'0	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180.000	J. & J.	July '81 6
D. Dock.E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 00c	A. & O	Apl '80 4
Germantown (Ph.).....50	1,(00.000	J. & J	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J	July '79 6
Hester,Mantau & Fairm. 50	2,050 000	J. & J	Jan. 75 1½
Highland.....100	600,000	J. & J	July 81 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	.....
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 3
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	118,000	M. & N.	May '81 3
South Boston 50	700,000	J. & J.	July '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '81 4
23d street (N. Y.).....100	600,000	J, &...	Jan. '79 4
Union (Boston) 100	874,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000,000	.....	June'81 1½
Delaware and Raritan*..100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.. ..
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (prof.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	3 000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May '81 $5
Central Mining Co.....	... .	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,683,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	July '81 4
Mohongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000 000	quarterly	Apl. 81 3
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car....100	5,990,200	F.M.A.N	May '81 2
Quicksilver, common 100	5,708,700	.....	.....
preferred 100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge....100	1,760,000	J. & J	July '81 5
Sioux C. & I.F. L.& L.Co.100	500,000	J. & J.	Ju y '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June 81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '81 4
West. Union Telegraph.100	80,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,581	327,370	335,394	421,937	447,7?4	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,323	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,8?6	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City:													
1880	79,923	77,551	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	79,062	50,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	177,861	163,484	212,696	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	.....	.....	.....	.....	.....	.....	.....	.....
Hous on and Texas Central:													
1880	319,041	429,803	237,745	247.807	188,120	.....	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,033	226,399	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	906,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	857,733	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	.....	.....	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	846,000	809,700	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	.....	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	164,027	145,416	.....	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	216,371	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,566	2,601,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,457	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,960	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	487,173	465,5?8	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	.....	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	143,835	214,755	299,880	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,4?4	1,197,162	1,409,038	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,?34	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,641	197,470	174,502	175,864	.....	.....	.....	.....	.....	.....	.....	.....
1881	212.435	178,234	262,050	265,298	283,399	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,933	490.196	451,560	408,241	349.053	335,300	442,000	5 12 555	661,400	678.200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	480,300	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,699	.....	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,483	320,962	425,685	382,642	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2 037,269	.....	.....	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	926,603	933.143	1,189,268	1,028,791	1,122,706	952.049	1,065,080	1,185,?? 5	1,177,134	1,526,475	1,105,616	962,663	12,336,159
1881	811,617	816,922	1,119,591	1,023,489	1,144,661	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Lindenpark, N. Y.	National Union	" " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1866.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
Northampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B. May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20, '65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 to 750	19,609 to 19,688
Lynn, Mass	*National City Bank*	121 to 150	66,797 to 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,, 1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 to 750	19,609 to 19,688
Lynn, Mass	*National City Bank*	121 to 150	66,756 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1863. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

OFFICE OF THE CENTRAL PACIFIC RAILROAD CO.,
No. 9 NASSAU ST., NEW YORK, June 25, 1881

THE COUPONS OF THE FIRST MORTGAGE bonds of the CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY and the CALIFORNIA AND OREGON RAILWAY COMPANY, due July 1, 1881, will be paid at the office of FISK & HATCH, No. 5 Nassau street.

Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.
Treasurer's Office Grand Central Depot,
NEW YORK, June 24, 1881.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a quarterly dividend of TWO PER CENT upon its capital stock, payable on the 1st day of August next at this office.

The transfer books will be closed at 3 o'clock P. M., on THURSDAY the 30th inst., and will be reopened on the evening of THURSDAY the 4th day of August next.

E. D. WORCESTER, Treasurer.

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Manufacturers of Superior

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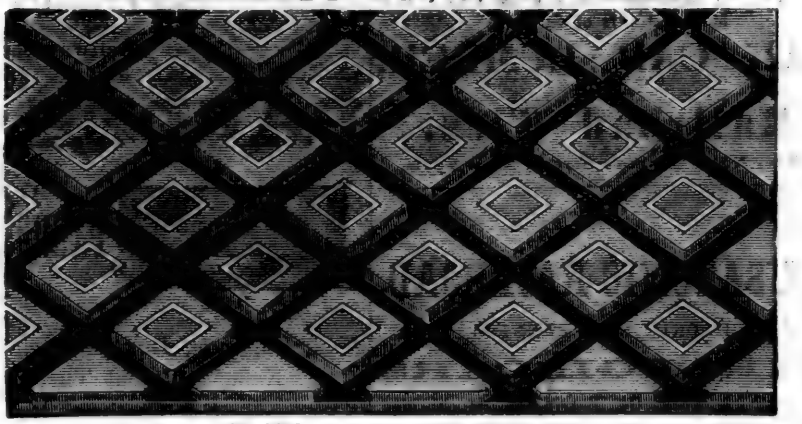
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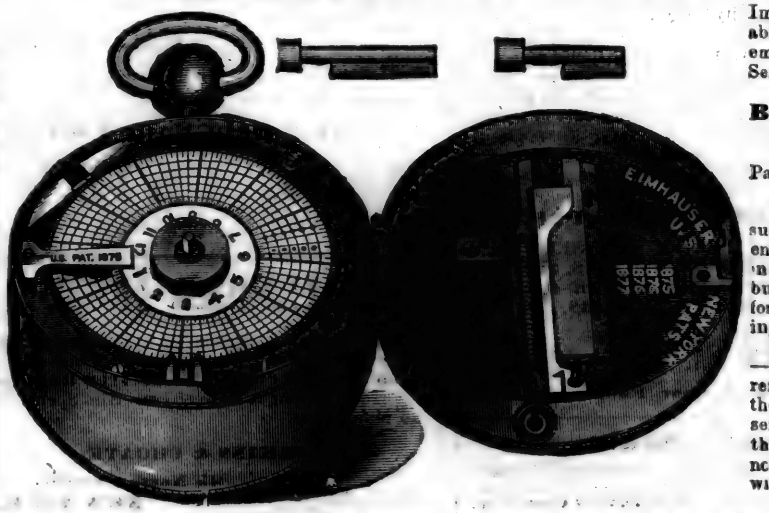
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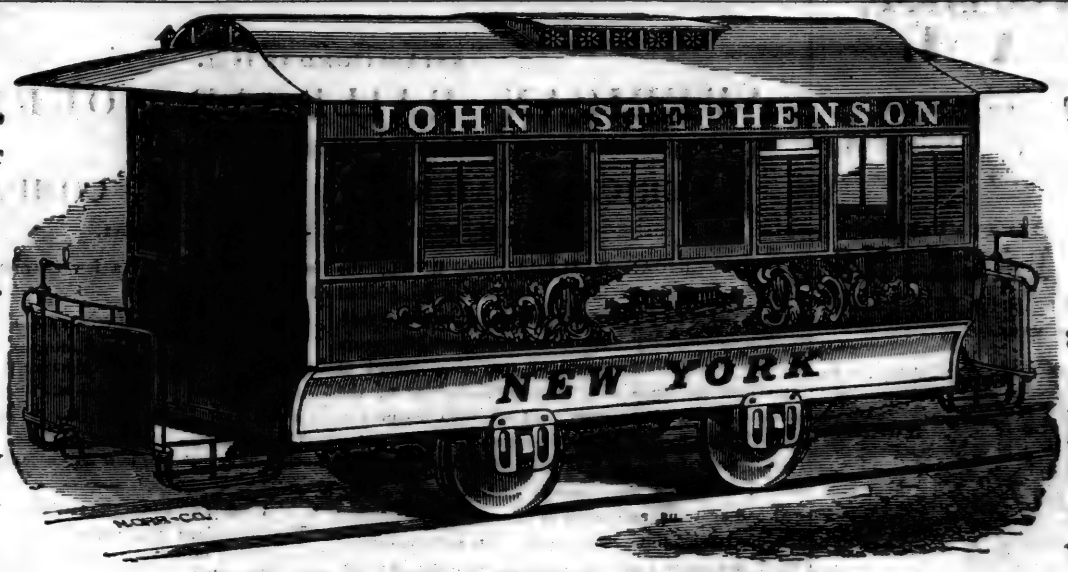
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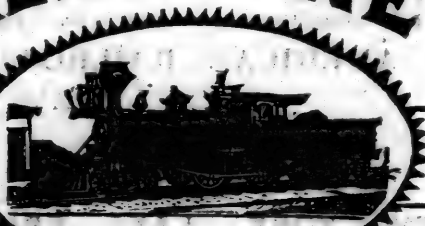
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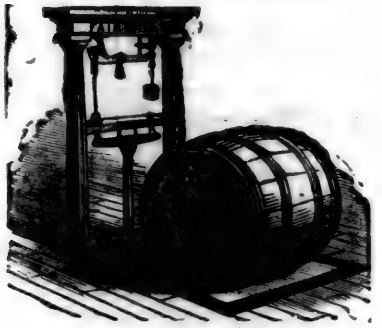
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The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. Among its contents are concisely arranged Bond and Share Lists, in tables (describing in detail railroad properties, giving the length of Main Road and Branches, Gauge of Track, Number of Locomotives and Cars, Traffic, Capital Stock, Bonded Debt, Earnings, Dividends, etc., of the different American Railroads), condensed summaries of Railroad Reports, Weekly, Monthly and Yearly Earnings, Dividend Statements, Market Reports of New York, Boston, Philadelphia, Baltimore and London; a Department on Railroad and Banking Law, Lists of United States and Canadian Counterfeits, Construction, Organization, Manufacturing and Personal Notes, Sketches, Editorial and Miscellaneous Articles, etc.

The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 28.] NEW YORK, JULY 9, 1881. [WHOLE No 2,359, VOL. LIV.

GEORGE STEPHENSON'S LITTLE OLD ENGINE.

Great sight was in the sheds at the extreme end of the works, for here were assembled some sixteen locomotive engines just arrived from all parts of the country—the choicest specimens owned by the several companies by whom they had been dispatched to take part in what the programme called a "display and procession of modern typical locomotive steam-engines." I was examining with great admiration one of the very finest of these engines, built for the Midland Railway Company by Messrs. G. R. Stephenson & Co., of Newcastle, when I was attracted by a lively movement among the crowd of mechanics who stood about me, and looking round, I perceived an ancient and decayed little engine being cautiously propelled by a huge goods locomotive along the metals which led to the high level bridge. It was like a very old man supported on the arm of a big stalwart son, and the great locomotive frequently paused to give the aged engine, as it were, time to breath and recover itself. I crossed the rails to look at this singular object, and drawing very close to it I was able to read upon a plate affixed to its side that its name was "Locomotion," that it had been constructed by George Stephenson in 1825, and that it was the first engine that ran on the Stockton and Darlington Railway. So here, then, was the very father of all the locomotives in the world. A decrepid, shrivelled machine, with nevertheless a look of shrewd self-consciousness, suggested in its quaint, old-world aspect as if it had duly taken note of its magnificent posterity and was not unwilling to be admired for their sakes as well as its own. To see the wonderful old locomotive crowned with a skeleton scaffolding of piston rods and other working gear, with its singular chimney, curving out of its front like the neck of a swan, and the little old tender behind with part of the iron side rusted, and rotted out, while close to it stood a group of probably the most magnificent locomotive engines in the world, with their sparkling brasswork and glossy sides, as clear as glass, with the amazing finish of their painting and varnishing, was indeed to behold the one sight that would give to the great memory which all Newcastle and Gateshead had already transfigured themselves with bunting to honor the most eloquent and moving significance that could be imparted to it.

Not the least interesting part of the day's abundant recreations was the exhibition of Stephensonian relics in the Wood Memorial Hall and in the library of the Literary and Philosophical Society. Some of these were really extraordinary preservations. For instance, there was the bonnet worn by George Stephenson's grandmother. There was a chair 200 years old which once belonged to George Stephenson's grandfather. The minutest things had been religiously preserved, such as three razors in a case, twenty-one dinner plates, and weather-glass. These objects were inspected with extraordinary veneration. The exhibition of models was a genuine curiosity, those shown being Murdoch's engine (1784), stated to be "the first ever made in England to travel on its own wheels," and lent by William M. Murdoch, of Leeds, a grandson of the inventor.—[Newcastle Correspondence London Telegraph.

ELECTRICITY AS A PROPELLER OF BOATS.

Another new application of electricity as a motor has been experimented in during the last few days in Paris. M. G. Trouve, a well known electrician, has devised a method of applying the electric current to the propulsion of a boat, and so far the results have been eminently satisfactory. The experiments have been made on the Seine, on several occasions, with a small boat containing from two to six persons. The boat was five and a half metres long, one and a fifth broad, and weighed eighty kilogrammes. M. Trouve's electric motor consisted of a Siemens coil, which by a simple but ingenious arrangement is made to transmit its power to a three bladed screw at the stern of the boat. The motor itself is fixed on the upper part of the rudder, which it follows in its movements, as does also the screw. The motor with its accessories does not weigh more than five kilogrammes. In the centre of the boat are arranged two bichremate of potass batteries of six elements each, and with a total weight of twenty-four kilogrammes. The total batteries may be employed together or separately, and at night, while the one is driving the screw, the other may be used for lighting purposes. M. Trouve's apparatus may be adapted to any boat, and there seems no reason whatever why it might not be so modified as to be applicable to vessels of much larger dimensions than that experimented on, which sailed against the current at the rate of one metre per second, and with it at the rate of two and a half metres. Experiments in navigation by electricity were made on the Neva in 1839 by Jacobi, but the method adopted had so many drawbacks as to be practically useless.—[Pall Mall Gazette.

THE latest reports and estimates concerning the wheat crops show that the extent of the falling off of the crop has been greatly exaggerated in previous reports. There have been many rumors circulated for speculative purposes concerning the production for the current year, but the authentic reports which are now coming in from State officials prove the inaccurracy of the former in many cases, and remove largely the feeling of apprehension that was beginning to be manifested on this point of so much importance to transportation and general trade. The estimate of the Secretary of the Ohio Board of Agriculture places the increase of the production of wheat in Ohio this year over that of 1880 at seven million bushels, while a falling off of fifteen or twenty million bushels had been previously rumored. The yield in Illinois last year was 53,767,000 bushels, and the official estimate from the Illinois Department of Agriculture places the yield this year at about 2,500,000 bushels less than that of 1880, instead of the falling off thirty million bushels predicted some time ago. Should the other wheat growing States present a corresponding condition, there would seem to be slight ground indeed for the apprehension, for the spreading of which false reports seem to have been sedul-

ously circulated concerning the wheat yield of 1881. A considerable decrease in the yield could be experienced without serious results; in fact it might be experienced to a small extent to the actual benefit of general trade, relieving it of a sluggishness that might come of a super-abundant crop being harvested while the granaries and storehouses were well filled here, and while reports of good crops were coming from France.

Atlantic and North Carolina Railroad.

At the annual meeting of the stockholders of the Atlantic and North Carolina Railroad Company, held at Morehead City, N. C., on the 2d inst., it was voted, 15,585 to 910, to lease the road to the Midland Railroad of North Carolina, as that company proposes to use the Atlantic and North Carolina road as its eastern division. This road now runs from Beaufort Harbor to Goldsboro, and is 98 miles long. The engineers of the Midland Company are now surveying an air-line from Gold boro to Salisbury, and the entire road will shortly be put under contract. The completion of this line will reduce the distance between Goldsboro and Salisbury 40 miles. At Salisbury connection will be made with the Western North Carolina Railroad, which will form the Western division of the main stem of the Midland system. It is asserted that the whole line will be completed and in operation from Beaufort Harbor to the Tennessee State line within 12 months.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$986,413	$828,869
" cotton .	1,315,259	1,231,206
" silk	1,747,676	1,855,767
" flax	602,738	759,198
Miscellaneous dry goods.	322,731	324,320
Total	$4,974,817	$5,009,460

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$358,944	$372,990
" cotton..	291,208	224,513
" silk.....	358,869	261,322
" flax.....	254,970	253,655
Miscellaneous dry goods.	40,478	105,763
Total	$1,299,469	$1,218,243
Add entered for consump.	4,974,817	5,009,460
Thrown upon market...	$6,274,286	$6,227,703

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	$1,273,689	$448,311
" cotton .	696,198	259,393
" silk	677,908	264,426
" flax	409,436	242,645
Miscellaneous dry goods	126,425	87,150
Total	$3,183,683	$1,301,925
Add entered for consump.	4,974,817	5,009,460
Total entered at the port.	$9,158,500	$6,311,385

The Imports of foreign dry goods at New York for six months from January 1, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$9,527,289	$7,428,766
" cotton ..	12,845,720	11,525,647
" silk	14,968,728	12,783,168
" flax	8,180,222	6,078,881
Miscellaneous dry goods	4,608,190	4,139,176
Total	$50,130,099	$41,955,868

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$2,755,688	$3,891,905
" cotton ..	1,782,810	2,786,321
" silk	2,512,633	2,775 772
" flax	2 101,471	2.914,938
Miscellaneous dry goods.	1,026,833	1,357,888
Total withdrawn from warehouse	$10,179,435	$13,726,819
Add entered for consump.	50,130,099	41,955,638
Total thrown on the market	$60,309,534	$55,682,457

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	$4,439,976	$3,191,968
" cotton..	2,325,796	2.299,977
" silk	2 878,682	2,397.072
" flax	3,410 401	2 152,462
Miscellaneous dry goods	1,165,477	1,420 202
Total entered warehouse	$14,220,282	$11,461,616
Add entered for consump	50,130,099	41,955,638
Total entered at port....	$64,350,381	$53,417,254

The imports of dry goods at New York for the fiscal year ending with June, were:

	1881.	1880.
Manufactures of wool...	$18,399,012	$16,238,954
" cotton..	20,466,360	20,183,039
" silk	28,225,715	26,682,665
" flax	14,068,893	10,772 640
Miscellaneous dry goods.	8,049,111	8,073,042
Total	$89,209,091	$71,950,340

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$6,064,940	$9,084,842
" cotton..	3,312,602	4,985,447
" silk	4 452,761	6 224,655
" flax	3,827,781	5,263,178
Miscellaneous dry goods.	1,707,587	2,452,070
Total withdrawn from warehouse	$19,865,671	$28,010,192
Add entered for consump.	89,209,091	81,950,340
Total thrown on the market	$108,574,762	$109,960,532

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool. ..	$7,729,114	$8,591,032
" cotton..	2,935 520	4,682,540
" silk	5,009,566	5,932,564
" flax....	5,498,876	4,692,048
Miscellaneous dry goods.	1,955,740	3,002,469
Total entered for warehouse	$24,128,816	$26,960,653
Add entered for consumption.....	89,209,091	81,950,340
Total entered at port...	$113,337,907	$108,910,993

The imports of foreign dry goods at New York monthly, for the last three fiscal years ending with June, have been as follows:

	1879.	1880.	1881.
July	$5,847,870	$7,985,848	$11,070.161
August.. .	10,047,274	11,817,521	15,267,941
September	6,647,749	9,781,789	10.112,286
October ..	5 326,421	6,876,726	7,129,985
N ovember	5,214,452	6,506 680	5,577,627
D ecember	4,460,708	6,019,462	6,335,789
January...	5,987,719	10,714,881	10,128,486
February..	12,589,363	15 691,575	13 086 298
March	8,613,592	12,238,350	10,979,035
April	6,037,243	10,076 286	7,706,972
May	4,487,202	7,470,789	5,206.078
June	4,846,955	8,158,500	6,311,385
Total...	$79,606,048	$113,337,907	$108,910,993

The comparative value of each class of dry goods imported at New York for the fiscal years ending with June, were:

	1889-80.	1881.
Manufactures of wool..	$26,128,126	$24,829,986
" cotton	24 401,880	24,865,579
" silk...	34 235 281	39,875,229
" flax ..	19,567 769	16,464,688
Miscellaneous dry good	10,004,851	11,075,511
Total imports....	$118,337,907	$108,210,993

The imports of foreign dry goods at New York for each year since 1850, have been as follows:

Year.	Value.
1850-1	$64 618,747
1851-2	57,221,062
1852 3	79,192,513
1853 4	92 889,627
1854-5	62,918 443
1855-6	85,898 690
1856 7	92,669,088
1857-8	67,317,736
1858-9	93,542,083
1859 60.	107,843,205
1860-1	83,319,845
1861 2	38,155,720
1862-3	61,968,037
1863-4	83,234,966
1864-5	49,853,939
1865 6	137,056,864
1866 7	103,407,278
1867-8	77 254,182
1868-9	92 499,846
1869-70	96,414,276
1870-1	126,123,210
1871 2	139,908,902
1872-3	125,086,691
1873-4	106,706,644
1874-5	106,501,249
1875-6	88,058,966
1876-7	77,330,636
1877 8	74,717,031
1878-9	79,606,048
1879-80	113,337,907
1880-1	108,910,993

These figures represent only the foreign cost of the goods in gold, freight and duty not being included.

Grand Trunk Railway.

The Montreal witness says that the position of the Grand Trunk Railway at the present time must be a source of much satisfaction to Canadians generally in so far at least as concerns the improvement of the road's carrying facilities, and then adds:

It is not very generally known that the work of building the double track between Montreal and the west is now, and has been for some time past, progressing very quietly. The sidings between the different stations have been extended from time to time, thus ultimately connecting each with the much wanted double line. Between Belleville and Toronto will likely be the first complete double track, as that section is looked upon as likely to require the improvement first. That portion of the road between Stratford and Sarnia will be the second section to be completed with the double track, and before long the relief afforded by these improvements will have given quicker despatch to both freight and passengers. The ultimate completion of the whole double track line is something looked forward to by every merchant in Montreal, Toronto and elsewhere, and the company is to be congratulated that their financial success in England lately warrants them in carrying on the double track improvement. A new Bonaventure Depot, will, it is hoped, be the next improvement in order.

The contract has been awarded for the grading of a hundred miles of the Florida Southern Railroad, commencing at Lake City and running southward.

AMERICAN Railroad Journal. ESTABLISHED 1831.

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JOHN H. SCHULTZ - - - - President.

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New York, Saturday, July 9, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

THE largest reduction of the public debt which has been made during any year since those immediately following the close of the war was made during the fiscal year ending June 30. The reduction during the month of June was $12,323,159, which added to that of the eleven previous months, $89,250 323, makes the total reduction for the year $101,573,482.

THE market for substantial railroad securities, which has held uniformly strong for several months, received a midsummer stimulus from the large dividends paid July 1st, the demand for this class of securities being unusually good for this season of the year as the month opens. The earning and paying of dividends are the most reliable indicators concerning the tendency of the market, which, so far as dividend paying securities of the substantial class are concerned, seems likely to have an unwonted summer activity and strength.

ALTHOUGH the fact that the bridge over the San Antonio river in Mexico was built wholly under Mexican direction may be a satisfaction to American engineers and railroad constructors, it does not mitigate the horror of the calamity which resulted in such terrible loss of life. But it is another strong illustration of the need in Mexico of skilled engineers for the railroad work now developing there with such rapidity. The line upon which the bridge in question was located had been opened to the public less than a month when the disaster occurred. The enterprises which Americans are pushing there will bring skilled engineers for temporary stay, but what Mexico needs is the permanent location of such engineers, for the works which Americans are starting within her borders will stimulate local enterprises, and such a stimulant with little experience or ability to support it is not unlikely to prove a fruitful source of destruction to property and life.

NOTWITHSTANDING the great tide of immigration that has been continually flowing in upon our shores since early Spring railroad builders are experiencing LO little difficulty in obtaining laborers. The explanation of it is of course that the large portion of immigrants come here for settlement and for following agricultural pursuits, for which in most cases their plans are made before leaving their former homes on the other side of the water. The Denver and Rio Grande Railway Co. has been advertising in England, Ireland, Scotland and Wales for 10,000 laborers and has established an English agency where it is said contracts are made with laborers at their homes, by which work for two years at good wages is guaranteed them, on the extensive construction enterprises of that company in Utah and Colorado. Another railroad company is said to have under consideration the importation from China of a supply of Celestial laborers. Meanwhile the streets and parks of New York maintain their usual complement of begging idlers and an army of tramps scattered over the country illustrates how large a number of of able bodied men prefer a pauper's life to the one of honest thrift that their fellow men from the other side of the world are seeking here.

OUR recent articles on the important work that Oliver Evans performed in the development of the railroad, by his invention of the steam locomotive and his efforts in behalf of its adoption about eighty years ago, have drawn fresh attention to the works of this great inventor, whose memory is entitled to honors which his American countrymen have yet to bestow. There is now living in Philadelphia a gray-haired grandson of this neglected inventor, Mr. Oliver Evans Woods, and the letter from him which we publish below is of peculiar interest at this time.

PHILADELPHIA, July 1st, 1881 :

EDITOR AMERICAN RAILROAD JOURNAL.

DEAR SIR :—The numbers of your valuable Journal that you mailed to me came safe to hand, and for your kind attention I herewith tender to you my thanks. The procession on the 9th ultimo at New Castle, Eng., was as you truly remark, "singular." If it had been in honor of Richard Trevithick, a good reason could be assigned. For although it is clear to my mind that Trevithick coolly appropriated without acknowledgement the plans of Oliver Evans, nevertheless, in doing so he displayed a degree of acumen much superior to those other English engineers, who had failed to be favorably impressed as to their value. Trevithick thus introduced into England the high pressure steam engine, without which not one engine of that grand procession of the 9th ult. would have ever seen light. He not only introduced it in England, but he put it on rails, and in my opinion is the only Englishman who stands next to Oliver Evans.

Very Respectfully,
Your Obliged Servant,
OLIVER EVANS WOODS.

The Strength of Our People.

The truest test of the strength and stability of national as of personal character is found in the sudden substitution of trouble and calamity for peace and joyous expectancy. When the heart of a great nation is throbbing exultingly on the auspicious eve of its birthday anniversary ; when the Government is laying aside its weighty cares for the celebration of the day which marks the advent of a new system among the Governments of the world ; when political, commercial and social circles are forgetting their strifes, their anxieties, and their daily demands ; when the restraints of ordinary life are being thrown off and strained nerves are relaxing for the rest and pleasure of a Sabbath and a National holiday, suddenly the most staggering blow that can fall upon a people comes in its most startling and dangerous form, and the world witnesses a Republic undergoing its severest test. The spectacle is one of awful sublimity, a nation in the deepest sorrow and most excruciating anxiety, holding steadfast to the faith in its self-governing principles, and in grand self-control awaiting the answer to the prayers sent up to the God, who, n times past had led it through troubled waters and established it upon a sure foundation.

The week has been a terribly trying one in all departments of life and business. Since the attack upon our beloved President there has been an unceasing strain upon the people throughout the land. From a business standpoint, it would not have been surprising if a marked depression or even a panic had been created in the financial market, but when it was seen in what self-control people were holding themselves, it was soon realized that there was no danger of a panic, and the financial centres on both sides of the water have been spared a disastrous week by the strength of character which has been displayed in these trying days by people of all classes. But there is a grander standpoint than any connected with

business from which this spectacle will be viewed by the world and the gratifying steadiness of business under the circumstances is but one of the many striking illustrations of the heroic calmness with which the great sorrow and anxiety have been borne.

All through the week a nation's thoughts have been drawn to the bedside of the wounded President, and with strong devotion and an earnest loyalty the people of all parties and of all sections, while moved as men are seldom moved, have mingled their love for their chosen representative with their reverence for Law and Duty, and standing steadfast in their sublime faith, have been drawn closer to him and strengthened in their manhood and patriotism. The grandeur of the spectacle is rendered supreme when to it is added the beautiful and affecting scene of the civilized nations of the earth uniting with the American people in reverent supplication to the Ruler of the universe that the life of our President may be spared. This test of the Republic is the test also of men's religion, and the glorious truth is shown by it that men and States and Principalities meet on a common footing before Him who holds their destinies in His hands, and by the might of its faith in whom the heart of our country is supported in the hour of its trial, as have been so many human hearts in all lands and in all generations.

Inventions.

The Milwaukee Republican and News describes as follows a new freight car for the transportation of grain, which has been exhibited recently in Milwaukee. "It consists, of four hollow cylinders made of iron and steel, 8½ feet long and 6 feet in diameter inside. These cylinder wheels can be loaded from the top or side, and with proper elevator facilities can be loaded or unloaded more easily and quickly than an ordinary car. The cylinders are perforated with minute holes that admit of a circulation of air through the grain, thus drying wet grain, or preventing it from heating while in transit. The car has a capacity for fully 1,000 bushels of grain, while the maximum load of the ordinary car is 400 bushels. Scientists have long been aware that the power required to roll a given load is only one-seventh of that required to move it when supported on axles. This car is an effort to apply this principle to the transportation of grain."

The Government engineers have been testing a new and effective weapon of naval warfare called the Lay-Haight Torpedo, which the Philadelphia Ledger thus describes "It is a boat built in three compartments. The first contains the explosive material, the second the carbonic acid gas which, by expansion drives the propelling engine, and the third the steering apparatus, worked by electricity through a single wire from the directing station, whether on shore or on shipboard. The boat can be driven through the water at the rate of about twelve miles an hour, and can easily be sent out a mile or more from the station, The electrical apparatus operates by variations in the strength of the current, and can be made to stop the boat or guide it to port or starboard, or the current can be employed to fire the torpedo. The Lay-Haight boat is a great improvement on its predecessors of the same type, being lighter, simpler in mechanism and capable of traveling at a greater speed. The experimental boat weighs 1600 pounds, and is twenty-three feet long."

Organization.

Articles of incorporation have been filed at Albany, N. Y., by John Roach and others, of the New York and Cuba Mail Steamship Company. Capital stock, $2,000,000.

The Iowa Northwestern Railway Company, with headquarters at Algona, has been incorporated. The object is the construction of a railroad across the State. The capital is fixed at $5,000,000, and Peter Meyer, S. R. Williams and H. Durand are the incorporators.

A charter was filed at Austin, Texas, on the 2d inst. for a railroad from Marshall to Sabine Pass, to be known as the Sabine Pass and Texas and Northern Railway. At a meeting of the incorporators H. W. Twombly, of New York, was elected president, and C. M. Raquet, of Marshall, vice-president.

The following board of directors have been elected by the Oregon Transcontinental company: Henry Villard. T. F. Oakes, Wm. Endicott, Jr., Horace Porter, C. F. Woerishoffer, Edward F. Adams, Richard R. Fay, J. N. Dolph, C. H. Prescott, R. Koehler, P. Schultze, Henry Failing and Geo. J. Ainsworth.

Articles of incorporation of the Mississippi and Western Railway Company have been filed at Des Moines, Iowa. It is the intention of the company to build one or more lines of railway from the Mississippi river westward, with branches. The articles of incorporation authorize the company to construct and use barges and boats for transportation.

The Albert (N. B.) Railway has been purchased from A. E. Killam, by the directors of the Maritime Bank, who have organized themselves into a company and elected the following directors: James L. Dunn, J. A. Wheaton, M. B. Palmer, George McKean and R. T. Clinch. Mr. Clinch was chosen president and Mr. Dunn vice president. Under very economical management it is stated that the road last year paid more than working expenses.

The subscribers to the stock of the Fort Worth and Rio Grande, the proposed narrow gauge to connect with the Texas and St. Louis, have elected the following board of directors for the ensuing year: J. H. Brown, W. Y. Lake, S. W. Lomax, W. J. Boaz, T. A. Tidball, Sidney Martin, W. H. Davis and L. N. Brunswig. The 5 per cent required by law has been paid in and application for a charter has been forwarded to Austin.

Articles of incorporation of the Fort Wayne and Southeastern Railway Company, with a capital stock of $600,000, have been filed with the Secretary of State of Indiana. The line of the proposed road will be from the dividing line of Ohio and Indiana, in Mercer and Paulding counties, to Fort Wayne, in Allen county, and will be thirty-two miles in length. The directors of the company are L. M. Ninde, Montgomery Hamilton, A. C. Trentman, George Dewald, Frederick Beach, D. S. Kell and Charles McCulloch.

Articles of incorporation were filed on the 2d inst., at Peoria, Ills., of the State Line Railway Company, which provide that the road shall be constructed from a point in Iroquois County, on the line between the States of Illinois and Indiana, then extending westward through the counties of Iroquois, Ford, McLean, Tazewell, Peoria, Fulton, Knox, Warren and Henderson, to a point on the western boundary of the State, about opposite the city of Burlington. The capital stock will be $1,800,000, divided into 18,000 shares of $100 each. The incorporators are as follows: John L. Beveridge, Eugene Ellery, David B. Dewey, Robert Kendall, of Evanston, and A. Schrader, of Chicago, who are to constitute the first Board of Directors.

The Texas and St. Louis Railway Company filed, on the 29th of June, in the office of the Secretary of State of Texas, amended articles of incorporation which invest the company with the right of constructing a line of railway, single or double track, west of Waco, through the counties of McLellan, Corryell, Lampasas, Burnet, Llano, Gillespie, Blanco, Kerr, Kendall, Barjdera, Uvalde, Seavilla, Dunmett and Webb, to a point on the Rio Grande at or near Laredo; also, a branch from srme point on the Rio Grande at or near Eagle Pass; also, a branch from some point in Titus County to a junction with the Denver and Rio Grande Railroad in New Mexico; also, a branch from some point in Titus County to the city of Dallas.

Articles of consolidation have been filed in the office of the Secretary of State of Missouri of the St. Louis, Arkansas and Texas Railway of Missouri, the St. Louis, Arkansas and Texas Railway of Arkansas, and the Missouri, Arkansas and Southern Railway of Arkansas, to be hereafter known as the St. Louis, Arkansas and Texas Railway Company. C. W. Rogers and Alex. Douglas, of St. Louis; D. H. Nichols and John O'Day, of Springfield, Mo.; B. R. Davidson and J. H. Van House, of Fayetteville, Ark.; E. P. Watson, of Bentonville, Ark.; J. A. C. Blackburn, of Rogers, Ark., and Peter Van Winkle, of War Eagle, Ark., are the directors of the new company. The officers are: C. W. Rogers, of St. Louis, president; John O'Day, of Springfield, vice-president; F. W. Lillie, treasurer and secretary, and Alex. Dougherty, assistant secretary. The consolidation took place June 10, and the entire length of the road as consolidated is about 135 miles. It will run from Plymouth Station, about four miles east of Peirce City, southwardly through Barry County, Mo., and through Washington and Benton counties, Ark., southwesterly to Fayetteville, and from thence southwardly to Fort Smith, Ark.

Manufacturing.

The Gilbert and Bush Car Company, Buffalo, are making 200 box cars adapted for carrying lumber, for the Northern Pacific Railroad Company.

Open "observation" cars are being built at the Altoona shops of the Pennsylvania Railroad. One of these cars is to be attached to each passenger train going over the Alleghenies, to afford the passengers good opportunities for viewing the scenery.

The leading locomotive works of the country are full of orders, and in several cases have orders ahead sufficient to keep them running to their fullest capacity to the first of January. Business at the car shops generally is proportionately active, and likely to remain so for many months.

A plan is under way for erecting new locomotive works at Rome, N. Y. The stock of the company it was thought would be $150,000, but the idea was changed and the stock made $200,000, $100,000 of which it is said was immediately subscribed and the balance guaranteed. It is expected that work upon the building will be commenced at once.

The German railroad union has adopted the following tests to determine whether steel rails are strong enough for use: A rail placed on two supports, one metre apart, must bear a load of twenty tons for several hours, without permanent flexture. In like position it must bear without breaking, two strokes of the monkey of a pile driver, a weight of 500 kilogs, (1,100 lbs.). falling 4 metres (13 ft.), and, without any injury, a fall of the monkey 2.50m. (5 ft). The rail must be capable of being bent in the cold state either

way to the extent of 50mm. (2 in.), without showing cracks or fissures. It must be capable of bearing a curvature 52. 5mm. in 3 metres of length (0.9 in. in 9 ft. 10 in.)—[The Manufacturer and Industrial Gazette.

Personal.

F. L. Parker, formerly traffic manager of the Fitchburg Railroad, has taken a position in the Atchison, Topeka and Santa Fe Railroad.

William H. Vanderbilt is said to be the largest individual holder of registered four per cent Government bonds, the market value of those held by him being estimated at $60,000,000.

General Eckert, manager of the Western Union Telegraph Company, says that the 110 wires between New York and Philadelphia are more than the number between any other two points in the world.

R M. Pringle has been appointed superintendent of the machinery department of the Cairo and St. Louis Railroad, succeeding G. W. Prescott recently resigned.

It is announced that D. W. Caldwell, general manager of the Panhandle route, will succeed J. D. Layng of the Pennsylvania Company's lines, S. M. Felton to take Mr. Caldwell's place on the Panhandle route.

James Starley, who has just died in England was an inventor of considerable note, among his widest known inventions being that of the bicycle and tricycle.

Ezra B. Bowen of the well-known Philadelphia banking house of Bowen & Fox has retired from active business life. The two members of the old firm have been partners in business on Third street, Philadelphia, for the past quarter of a century.

Col. Fred Grant is in Chicago working for the interests of the Texas Western Railroad, of which he is president. It is expected that as soon as the surveyors have finished their work on three hundred miles of the proposed route, the work of construction will be rapidly pushed.

Wm. Inman, of the Inman line of steamships, whose death has just been announced from Liverpool, England, was one of the first men to adopt the screw and the compound engine for use on ocean vessels. He was also among the first to appreciate the necessity of providing measures for the cheap, quick and comfortable transportation of immigrants, and to put such measures into practical use.

Henry Cartwright, a civil engineer of note and one of the projectors of the Hoosac Tunnel, was thrown from a tramway car at Bell's Gap, on the Pennsylvania Railroad, on Thursday of last week, and died in the evening of that day from the injuries received. He was a prominent resident of Philadelphia, and president of the Peansylvania Gas Coal Company. He was about fifty-eight years of age and leaves a wife and two children.

Dr. Agnew of Philadelphia, one of the physicians summoned to Washington to a consultation with other medical men as to President Garfield's condition, was carried to Washington on a special train that made remarkable time. He left Philadelphia at 11.50 P. M. on Sunday. The run was made from that city to Bayview Junction in 96 minutes, and from Bayview to Washington in 46 minutes; total time 2 hours and 22 minutes. The limited express makes the journey in 3½ hours and the ordinary train in from 3½ to 4½ hours.

J. S. Coleman, the recently appointed commissioner who stands at the head of the street cleaning department of this city, has been prominently identified with the construction of several important tunnels and railroads. In an interesting sketch of his career. The Hour says: "Mr. Coleman received his education in an Albany school. He entered active business life at an early day and took naturally to contracting. He commenced his career on railroad work, to which he has mainly adhered up to the present time, and soon made himself familiar with prices and measurements, so that he could estimate as closely and as reliably as many men of far longer experience. His activity, determination and capacity for handling men made him popular with the heavy contractors of the day, and he became well known as a sub-contractor. The principal railroads in the construction of which Mr. Coleman has been concerned are the Lehigh Valley, the Morris and Essex, the Delaware and Lackawanna, the New York and Freehold and the Texas Pacific. He was a contractor for the building of the Fourth Avenue Tunnel, was associated with General Fitz-John Porter in the erection of the New Jersey Lunatic Asylum and is now one of the contractors for the construction of the Weehawken Tunnel in connection with the West Side Hudson River Railroad. The large firms with which he has been and is connected are those of Smith & Ripley and Sidney P. Dillon, Clyde & Co."

Interest and Dividends.

The East Mahanoy Railroad Company have declared a dividend of $1 50 per share, payable July 15.

The Cheshire Railroad Company have declared a dividend of $1 50 per share on preferred stock, payable July 20.

The Fort Wayne and Jackson Railroad Company have declared a 2½ per cent dividend on preferred stock, payable July 11.

The Receivers of the Philadelphia and Reading Railroad announce a dividend of $1 50 per share on East Pennsylvania Railroad stock, payable July 19.

The directors of the Panama Railroad Company have declared a dividend of $24 26 per share, payable August 1 to stockholders of record June 30. The transfer books will be re-opened on the 2d of August.

The Louisville and Nashville Railroad Company have declared a semi-annual dividend of 3 per cent, payable August 1. Transfer books will be closed July 21 and reopened August 5.

The Camden and Burlington County Railroad Company have declared a semi-annual dividend of 3 per cent, payable at the office of the Pennsylvania Railroad Co., Philadelphia, on the 1st of July.

The Central Ohio Railroad Company have declared a dividend of 3 per cent for six months ended 31st May last, on both the preferred and common stock. The dividend will be paid on the 20th instant at the office of the treasurer of the Baltimore and Ohio Railroad Company, Camden Station, Baltimore.

The directors of the Hannibal and St. Joseph Railroad Company have declared a dividend of 3½ per cent on its preferred stock, payable at the office of the company, 78 Broadway, New York, on the 1st of August. The transfer books will be closed on the 9th of July, and re-opened on the 4th of August.

Railroad Earnings.

The earnings of the Chicago and Grand Trunk Railway for week ending June 25 were $22,273, corresponding week last year $28,913.

Earnings of the St. Louis and San Francisco Railway fourth week in June, $71,700, corresponding week last year $48,400; from June 1 to June 30, $1,460,900, corresponding last year, $1,116,600.

The Denver and Rio Grande Railway Co. report the following approximate and comparative earnings; Fourth week of June $169,030, corresponding week last year $98,297; month of June $584,230, June 1880, $295,455; miles now operated 776, operated last year 505; gross earnings June 1 to July 1 $2,555,759 65, corresponding period last year $1,066,828 09, increase $1,488,931 56; average miles operated 1881, 626; operated 1880, 361; percentage increased earnings 139; percentage increased mileage 73.

Earnings of the Louisville and Nashville Railroad fourth week in June, $227,200, corresponding week last year $206,300; June 1 to June 30 $5,425,749, corresponding week last year $3,709,915.

Fireless Locomotives.

A paper was recently read by M. Leon Francq, before the French Association for the Advancement of Science, on improvements in fireless locomotives from which the Scientific American compiles the following description. The locomotive is provided with a tank containing water at a sufficiently high temperature (203° Cent., equal to 397° Fahr.) to produce the necessary quantity of steam for the journey. The water is heated at the starting point by means of a jet of steam at high pressure produced by a stationary boiler. As the boiling point increases with the pressure, it follows that, in a closed vessel, the greater the heat the higher the pressure attained. If the heating be effected by a jet of steam, as in the present case, the steam fills the space above the surface of the water, at the same time increasing the pressure. To apply this principle it is sufficient that the tank stand a pressure of from two to fifteen atmospheres (30 to 225 pounds per square inch). The steam from the stationary boiler fills three parts of the receiver and agitates the water sufficiently to distribute the heat uniformly. When an equilibrium of pressure between the boiler and the receiver is attained the cocks are turned off. The locomotive is then in running order, ebullition taking place directly communication is opened between the tank and the cylinders.

In practice the initial temperature may attain 200° Cent. 392° Fahr.), which corresponds to fifteen atmospheres or 225 lbs. per square in. The final pressure must be sufficient to take the train up the steepest gradient to be encountered. The tank or receiver is made of steel plates, and may contain over 1,800 liters (396 gallons). After leaving the receiver the steam passes into an intermediate chamber, which allows the steam to expand so as to enter the cylinders at a uniform pressure, independent of that in the tank or receiver. The exhaust steam is not utilized as in the ordinary locomotive, because there is no fire to urge, but escapes into an air condenser which is a closed cylindrical vessel traversed by more than 600 tubes open at both ends. The water of condensation passes into a tank, whence it is afterward withdrawn as feed water. The diameter of the cylinders is 23 centimeters (9 inches), and the length of stroke 25 centimeters (9⅞ inches), the working parts not differing from those of ordinary engines. The weight of the engine running light is 6¾ tons; and the tractive power is from 848 kilos (6¾ cwt) to 1,031 kilos (1 ton), according to the pressure. In the event of an unusual resistance being encountered on the road it is sufficient to act, by a rod and lever, on the intermediate or equalizing chamber, so as to give a temporary increase of pressure on the pistons. At a

speed of 12 kilometers (7½ miles) an hour, the wheels, which are 75 centimers (1 foot 5½ inches) in diameter, make 86 revolutions a minute. With a stationary boiler of about 50 square meters (538 square feet) of heating surface, a working pressure may be maintained in the locomotive for seventeen or eighteen minutes. The consumption of fuel is found by experiment to be less for a given duty than is the case of ordinary locomotives. In a line of 10 kilometers (over 6 miles), the working expenses, including repairs and depreciation of stock, amounted to 45½ centimes per kilometer—say 7d. a mile run.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending June 25, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad...	105,876	3,929,218	3,649,751
Schuylkill Canal....	20,085	173,350	183,945
Lehigh Valley.....	72,906	2,925,264	2,808,079
Del., Lack. & Western.	70,616	1,864,641	1,656,728
Shamokin Valley....	21,393	484,905	363,656
Central New Jersey.	....	1,795,545	1,494,617
United R. R. of New Jersey.....	22,592	710 535	470,711
Pennsylvania Coal ..	19.904	550,468	449,630
Delaware and Hudson	50,885	1,567,255	1 389,844
Huntingdon & Broad Top Mt.....	12,244	228,962	232,957
Penn. and New York.	27,200	759,818	614,303
Clearfield, Pa.....	51,834	1,135,699	660,637

The total tonnage of anthracite coal from all the regions for the week ending June 25, as reported by the several carrying companies, amounted to 419,739 tons, against 399,278 tons in the corresponding week last year, an increase of 29,461 tons. The total amount of anthracite mined for the year is 12,024,615 tons, against 9,979,100 tons for the same period last year, an increase of 2,045,515 tons. The quantity of bituminous coal sent to market for the week amounted to 106,009 tons, against 94 651 tons in corresponding week last year, an increase of 11,358 tons. The total amount of bituminous mined for the year is 2,295,892 tons, against 1,931,600 tons for the corresponding period last year an increase of 364,292 tons. The total tonnage of all kinds of coal for the week is 526,748 tons, against 493,929 tons in corresponding week last year, an increase of 31,819 tons, and the total tonnage for the coal year is 14,320,507 tons, against 11,910,700 tons to same date last year, an increase of 2 409,807 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending June 25 was 158 354 tons, of which 126,939 tons were coal and 31,415 tons coke. The total tonnage for the year thus far has been 4,241,670 tons, of which 3,048,078 tons were coal and 1,193,592 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended June 25 were 47,522 tons, and for the year to that date 902,446 tons, a decrease of 82,633 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows : Baltimore and Ohio Railroad—week 24,932 tons ; year, 640,768 tons ; a decrease as compared with last year. Chesapeake and Ohio Canal—week, 14,081 tons; year, 159,206 tons ; decrease compared with 1880, 62,438 tons. Pennsylvania Railroad—week, 8,497 tons ; year, 102,307 tons ; decrease compared with 1880, 9,901 tons. The Coal was brought from the mines as follows : Cumberland and Pennsylvania Railroad—week, 43,167 tons; year, 848,338 tons. Baltimore and Ohio Railroad—week, 87 tons ; year, 38,159 tons. George's Creek and Cumberland Railroad—week, 4,219 tons ; year, 18,678 tons. The Reading Railroad tonnage for last week, ending July 2, was 199,000 tons, of which 61,000 tons were sent to and 58,000 tons shipped from Port Richmond, and 18,500 tons sent to and 7,300 tons shipped from Elizabethport.—[Phila. Ledger, July 5.

Culm for Fuel.

The Pottsville Miners' Journal says that dwellers in as well as visitors to the coal region have often wondered if the vast deposits of culm, or coal dirt, which disfigure the face of nature wherever Anthracite coal is mined, could not be worked into fuel which would at once be cheap in price while possessing all other necessary advantages, and then adds :

Various plans for the accomplishment of such a result have been tried but with small measure of success. That culm will ultimately be of much greater value than it now appears to be is generally believed and that no great effort in this direction has been made is ascribed to the low price of the product from which it comes. Some time ago Col. John E. Wynkoop leased a large number of culm deposits, all owned by private operators. The Philadelphia and Reading Company refused to lease theirs. Col. Wynkoop found that a number of large manufacturing establishments in Philadelphia and New York could advantageously use fuel of finer grade, that is smaller in size than the coal generally carried to market. In Philadelphia a number of oil refineries instead of wasting refuse matter as heretofore mix it with culm, and the compound has been found to answer the purpose of fuel with a marked degree of success. Culm which had been exposed to the action of the atmosphere was found to be greatly inferior to the article when brought fresh from the mine, and the latter is all that Col. Wynkoop is now shipping to market. The margin on the article is small, and for this reason as much of it as it is possible to obtain is taken from collieries located within a short distance of the Schuylkill canal by which it is taken both to Philadelphia and New York. It is burnt in furnaces furnished with perforated plates instead of bars with blowers of such power that the mass is kept almost continually in motion. The industry is yet young, but is gradually increasing in volume and Col. Wynkoop feels confident of establishing a large and consequently lucrative business within a reasonable time.

Railroad Law.

STEPPING FROM A CAR IN MOTION.

President Judge Thayer, of Court of Common Pleas No. 4, has just refused to take off the nonsuit entered in the case of Joshua Hagan vs. the Philadelphia and Gray's Ferry Railroad Company. Mr. Hagan, a man of over 70 years of age, was a passenger on a car of the Spruce and Pine Streets Company on September 30, 1880, and was injured while stepping from the vehicle. On the trial of the case Judge Thayer non-suited the plaintiff, holding that he should have stayed on the car, and, if it was not stopped when requested, then sued the company for the inconvenience and loss of time sustained ; but that if he chose to jump off he did so at his own risk. In refusing to take off the non-suit Judge Thayer in the course of his opinion said :

" The plaintiff, being a passenger in a street car, requested the conductor to stop the car at a particular point. His request not being immediately complied with, he leaped from the car and was injured. That this was an act of contributory negligence does not appear to us to admit of doubt. The defendant's conductor was undoubtedly guilty of negligence in not stopping the car immediately upon being requested to do so, but that did not compel the plaintiff to subject either himself or the company to the risk of jumping from their car while it was in motion. The plaintiff was a man of mature years, and must be presumed to have been acquainted with the danger he encountered in getting off, and to have taken the risk upon himself. No urgent necessity required him to get off at that particular time and place, nor was there the least evidence that he acted under any excitement, agitation or confusion of mind. The inconvenience to which he was subjected by being carried a few rods further than he desired to be carried was very slight, and the car actually stopped at a very short distance beyond the point at which he jumped off. Under these circumstances the Judge who tried the cause did not think himself justified in leaving it to the jury to find damages for an injury which was due mainly to the plaintiff's own negligence. It would be an unjust and pernicious rule to establish that a passenger is justified in leaping from a street car because the car is not immediately stopped upon his request. Such a rule would be alike dangerous to passengers and carriers, for it would offer an inducement and temptation to carelessness and imprudence. The neglect of the conductor in not stopping the car immediately can scarcely be considered a justification for incurring the hazard of getting off while the car is in motion, especially in a case when it does not appear that he would have suffered any damage or even serious inconvenience by waiting a few moments. Rule discharged.—[Philadelphia Record.

An engineer corps is now at work preparing to lay a track of the Pennsylvania Railroad outside the city of Lancaster, Pa., just bordering its northern limits. The new road will be built from what is known as the "Big Bridge" across the Conestoga, east of the city, to Dillerville on the west, and it will lop off a full mile of distance. When the new track is completed, all the through passenger trains will pass over it instead of over the old route leading through a central portion of the city, and all freight, except local freights, will also be carried over it.

The Providence Journal states that engineers of the New York and New England Railroad have begun the survey of a route for the extension of the Rhode Island and Massachusetts Railroad from Valley Falls into that city. It is proposed to cross the Blackstone River near the iron works at Valley Falls.

The grading on the Canadian Pacific Railway is completed continuously from the Portage to the Sand Hills—about 45 miles from Brandon; but the interval between the Sand Hills and Brandon is dotted with graders' camps, small parties being scattered along the way. Fourteen miles are graded west of Brandon.

An official return states that of the 967 blast furnaces in Great Britain only 556 are in operation, and that preparations are making to reduce the production of iron at Cleveland and in the

Durham district to the extent of nearly 1,000 tons weekly.

The Production of Wheat and Corn.

According to the census returns the production of wheat and corn for the entire country in the year 1870 was 1,048,690,175 bushels; and for the year 1880, 2,332,697,681 bushels—showing an increase during the decade of 1,284,007,506 bushels. The increase in the other products was in similar proportion. The comparative tables which follow show the increase as to the wheat and corn in the States named, which are the principal cereal-producing States of the country. Illinois and Indiana nearly doubled their wheat production. Iowa very nearly quadrupled hers. Wisconsin suffered a loss of about 1,000,000 bushels. Minnesota nearly doubled. The increase in Kansas was eight-fold, and in Nebraska six-fold, and in Colorado seven-fold. A like increase is shown in the corn crop. The product in Illinois in 1880 was nearly three times as great as in 1870. Iowa's increase was four-fold. The following tables show these results more in detail:

	1870. Wheat.	1880. Wheat.
Ohio	27,282,159	46,014,863
Indiana	27,747,222	47,280,989
Illinois	30,128,405	51,136,455
Michigan	16,265,773	35,537 097
Iowa	29,435,692	81,177,225
Wisconsin	25,605,344	24,884,689
Minnesota	18,866 073	34,625,657
Missouri	14,315,026	24 971,727
Kansas	2,591,198	17,824,141
Nebraska	2,125,086	13,846,742
Colorado	268 474	1,475,559
Dakota	170,662	3,018,354
Montana	180,184	469 638
Wyoming	.....	4,762
Idaho	75,650	540,564
Utah	558 473	1,167 268
New Mexico	352 822	708,788
Arizona	27,052	189,527
Washington	217,043	1,921,382
Nevada	228,866	70,401
Oregon	2,340.746	7,486,492
California	16,667,702	28,787,432
Total	199,249 552	372,647,511

	1870. Corn. Bushels.	1880. Corn. Bushels.
Ohio	67,501,144	112,681 046
Indiana	51,094 538	117,121,915
Illinois	129,921,395	327,796,895
Michigan	14,086,238	36 844,229
Iowa	68.935,C65	276,093,295
Wisconsin	15,038,998	35,991,464
Minnesota	4,748,117	14,979,744
Missouri	66,034,075	203,464,620
Kansas	17,025,525	106,791,482
Nebraska	4,736,710	65 785,572
Colorado	231,903	455,988
Dakota	133,140	2 078,089
Montana	320	578
Wyoming	.....	65
Idaho	5,750	16,408
Utah	95 557	164,244
New Mexico	640,823	650,954
Arizona	32,041	36,246
Washington	21,781	39 906
Nevada	9,660	12,891
Oregon	72,138	127,675
California	1,221,222	2,050,207
Total	441,880,624	1,303,188,529

A new railroad, to be called the New Mexico and Southern, is projected with Socorro as a starting point. The direction will be southwest to Magdalena, Monica, Ojo Caliente, Chloride City, thence to the gulf.

Mexican Railway Subsidies.

The Mexico "Two Republics" of a late date gives a list of all the grants and subsidies that the Mexican government has assumed from August 1877 to 1881, which embraces all the "live" grants. There are 43 in number, the most important of which are:

That to the Central International and Interoceanic company of Boston; length, 2,435 kilometres (a kilometre is about half a mile); completed 54 kilometres, nearly ready 24 miles; subvention $23,182,500 or $9,500 per kilometre.

Mexican National Construction company (Sullivan and Palmer road); length 1,043 to the frontier, 915 to the Pacific; subvention $7,000 per kilometre to the Pacific, $6,500 per kilometre to the United States. Total subvention, $13,184,500.

Sonora Railroad company; length 467 kilometres; subvention, $3,199,000.

Patzcuaro to th Pacific; 347 kilometres; subvention, $2,786,000.

San Luis Potosi to the Mexican Central at Aguascalientes; 150 kilometres, $1,200,000.

Culiacan to Altata and Durango; 169 kilometres, $3,520,000.

Anton Lizardo to Huertnico and Puerto Angel; 450 kilometres, $3,600,000.

Patzcuaro to Morelia and Salamanca; 350 kilometres, $1,352,000.

Chihuahua to Villa del Paso or Villa Ojinaga; 350 kilometres, $2,800,000.

City of Mexico to Acapulco, 453 kilometres, $3,720,000.

Matamoros to Monterey, 400 kilometres, $3,200,000.

Tehauntepec railroad, $1,500,000.

City of Mexico to Amacuzac, 395 kilometres, $3,160,000.

Zacatecas to San Luis, Aguascalientes and Lagos, 440 kilometres, $3,854,000.

Vera Cruz to Alvarado, 130 kilometres, $1,056,000.

Tehuacan to Puerto Angel, 519 kilometres, $4,152,000.

Lagos and Guadalajara to San Blas, 737 kilometres, $5,896,000.

San Luis Potosi to Tantoyquito, 209 kilometres, $1,672,000.

Salamanca to the Pacific coast, 660 kilometres, $5,280,000.

These are the main grants, but it is not at all likely that many of these roads will ever be built or the government be called on to pay the subsidies promised them. The total mileage of the road having subventions is 3,284 kilometres, but only 369 kilometres of them have been built. Twenty-two of the lines have not built a foot of road, and eight of them have built less than ten kilometres each. It will thus be seen that Mexico has really assumed responsibility only for a few roads, and will not become liable for over $40,000,000 or $50,000,000, which debt will extend over a long series of years. A greater portion of it will not become due before ten years, by which time, what with the development and progress made in that country—thanks to American energy—it will very easily be met and paid.

The Pennsylvania Railroad System.

A statisti al report has recently been issued by the Pennsylvania Railroad Company giving a list of the railroads, canals and ferries owned, leased, operated and controlled by the corporation up to December 30, 1880. The Philadelphia Inquirer quotes from the report and gives an interesting description of the great Pennsylvania system of railroads as follows:

"Fifteen distinct lines are owned by the company, two of which, the Philadelphia and Columbia and the Pennsylvania railroad, from Harrisburg west, are traversed by passengers from this city to Pittsburg. Of the others, the more important are the York branch from Columbia, the Tyrone branch to Bald Eagle valley and the Hollidaysburg branch from Altoona, from the further terminus of which extend the Williamsburg and the Momson's Cove branch, the latter to Henrietta and Martinsburg. The leased lines number forty-one. Among them one ferry across the Hudson, the Delaware and Raritan canal, and bridges over the Delaware at Trenton; over the Susquehanna at Lewisburg and over the Juniata at Lewistown, leaving thirty-six railroad lines leased for extended terms, and connecting Philadelphia directly with scores of points throughout a vast area of Pennsylvania and New Jersey.

In addition to these twenty-seven other lines are either operated or controlled by the corporation, making a total of 3,279 79-100 miles, of which 70½ are in New York, 593.18 in New Jersey, 2,372.55 in Pennsylvania, 5.44 in Delaware, 180.91 in Maryland, 8.18 in the District of Columbia, 37.23 in Virginia and 11.80 in West Virginia. The miles of track are, of course, in excess of the actual number of miles traversed, numbering 4,779.69. At the other end of the state there is an entirely new system of roads leased, operated and controlled by this colossal corporation through the organization designated as the Pennsylvania Company. In this category are twelve lines leased by that company; nine controlled by ownership of stock, but operated under their own, or under lease to other organizations.

A still further addition must be made to include the three lines owned wholly or in part by the Pittsburg, Cincinnati and St. Louis railway and the sixteen lines operated by that company under lease to the Pennsylvania Company; the four divisions of the Columbus, Chicago and Indiana Central railway operated under agreement or otherwise; and the four others in which the Pennsylvania Company has a working interest, making forty-eight in all, traversing 3,563.92 miles of country—3,025.16 in main lines and 538.76 in the branches—penetrating different portions of Pennsylvania for 230.55 miles, Ohio for 1,247.18, Indiana for 1,355.24, Illinois, 383.94, Michigan, 316.89, West Virginia 31.11 and Kentucky 3.01, the total number of miles of track being 3,781.11 in the main lines and 610.05 in the branches; or in all 4,391.16—a grand total of 9,170.85 miles of track under control of the Pennsylvania Railroad Company, as owners or lessees, to which must be added the 400 miles recently acquired in Delaware and Maryland by the purchase of the Philadelphia, Wilmington and Baltimore road, which had not been annexed when the report was complied."

Engineers are surveying a line for a branch of the Intercolonial Railway from Oxford station to Oxford village, on the east side of River Philip, N. S. The distance is three miles, and the line is to be run in a convenient direction for extension to Pugwash on the Northumberland Straits at a future time.

The Cairo and St. Louis Railroad is to be sold by order of the court on the 14th of July, at Springfield, Illinois.

The Northern Pacific Railroad was completed to Spokane Falls, W. T. on the 25 ult.

The track of the Southern Pacific Railroad is now laid twenty-two miles east of El Paso, Tex.

The Fort Wayne and Muncie (Indiana) Railroad is to be sold on the 13th of July.

The construction of a railway between Tsuruga and Kashua, Japan, is to be begun immediately.

Nearly 3,000 men are working on the extension of the Union Pacific from Granger to Boise City.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala.& Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1868	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1868	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M.(guar. by D.&H.Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1869	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1868	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar	16,000pm	6	F.M. A.& N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,590	7*	" "	"	1903	...
Construction Notes	78,000	7	Jan. & July.	"	1884	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and South western—						
1st Mortgage, guar	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	600,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,260,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-'90	....
3d preferred bonds	452,500	6	" "	" "	'90-'91	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	969,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1856-'90 (Balt.) sk'g fd.	2,833,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to State of Maryland	366,000	6	" "	"	1883	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,374,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W.& B.Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1832	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb.(C.,B.& Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch).	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M.& S.):						
1st Mort., gold (Coup. or Reg.).	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	6	" "	" "	1905	....
Camden & Amboy(U. Cos. of N. J.)						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,860	5	May & Nov.	"	'88-'89	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	...
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N.S.& C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,520,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	...
State Aid Bds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687.000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530 000	6*	" "	" "	1890	...
Income bonds, Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76–'89	...
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	915,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,369,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	...
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	838,475	7	Jan. & July.	"	1895	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Mich:						
1st Mortgage	5,000.000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)....	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	...
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879 ...	6,140,000	5–6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1882	...
1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mortgage, guar.....	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,258,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	...
2d Mortgage for $8,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage.....	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage.....	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage.....	1,996,000	8	Feb. & Aug.	" "	1886	...
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,015,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	...
St. Paul and Sioux City—						
1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6,	Jan. and July.	" "	1930	...
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865.....	494,900	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind.(C.,H.&D.):						
1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage.....	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.....	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	" "	1888	....
1s Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort. (Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold.....	286,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)	750.000	6	Feb. and Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7.	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
2d Mortgage.....	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	405,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096 000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new.....	700,000	7	Jan. & July.	"	1900	....
2d Mortgage, new.....	1,297,000	7	Jan. & July.	"	1907	....
1st Mort.(Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1893	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	....	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1905	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	....	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'98-'05	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort. (Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	....	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1890	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	106,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	5	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	260,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh. & M.S.):						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., R. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division	580,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,128,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'86	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	670,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1896	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	255,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	4	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & K. Jag.) guar.	100,000	10	Jan. & July.	Newark.	1892	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	300,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnstown & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1906	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	32,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1201	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1899	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	.. .
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, sink fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L G.(M.&W.D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,000,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1900	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.	306,000	6	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L S.& M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1900	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	....
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston	....	....
Mortgage on Branches	1,325,000	.....	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	645,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	..
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City,Top.&W.(A.,T.&S.Fe)						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income B nds	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (" ")gold	850,000	7*	March & Sept.	New York.	1896	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,160	7	March & Sept.	New York.	1918	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1890	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	....	.....	" "	....	....
1st Mort. (Lat., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon.		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	..
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,334,000	7	April & Oct.	" "	1896	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo	479,000	7	April & Oct.	New York.	1890	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1893	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000		Jan. & July.	Cincinnati.	1863	....
Street Connection Bonds	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd.	468,000	7	April & Oct.	Philadelphia.	1832	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & L.Isl.)	600,000	7	March & Sept.	" "	1901	..
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,07-,000	7	April & Oct.	" "	1898	...
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2-0,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1896	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,-00	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	...
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	800,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	...
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 860		Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1883	...
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	...
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O.	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" " ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	...
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	...
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	...
1st Mortgage	2,482,200	6	March & Sept.	"	1908	..
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1900	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	...
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	3,-00,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assum'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $900,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	"	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New Yo	1895	....
1st Mort. (North'n Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	...
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	...
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7-	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,671,553	6	April & Oct.	" "	1911	...
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	...
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,572,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $39,000,000	.....	6*	May & Nov.	" "	1920	..
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York. " " "	Sinking fund.	....
Second Preferred Debentures	1,850,000	7				....
Third Preferred Debentures	600,000	7				....
Fourth Preferred Debentures	900,000	7				....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn & Pacific K. R.)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1908	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r'	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260.000	5-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,-00,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300 000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	912,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	.. .
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D. & H. C.):	$					
1st Mort. for £800,000, guar....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B. & N. F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F..	1,423,290	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	...
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £.....	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income.....	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000 ...	10,500,000	7	May & Nov.	New York	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage.....	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold...	16,666 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold....	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons....	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000 ..	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880...	8,000,000	6*	March & Sept.	New York.	1895	...
1st Mort., gold. Income, 1880...	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1875	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl M & O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	...
North Missouri (St. L., K.C. & N.):						
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	....
General Mortgage.....	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	230,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage.....	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage.....	1,625,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490 000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.....	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880...	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	Marc) & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mortgage.....	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds.....	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.....	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880..	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling....	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880..	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds.....	1,092.000	7	" "	"	1894	....
Plain Bonds.....	390,500	7	Various.	"	1881	....
Plain Bonds...	500,000	6	June & Dec.	"	1895	....
Plain Bonds.....	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1898	...
Oregon and California:						
1st Mortgage, gold....	10,960,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.....	350,000	7	May & Nov	New York.	1915	....
Income Mortgage.....	200,000	7	Feb. & Aug	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar...	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,991	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income.....	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880.....	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880.....	859,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.....	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage..... }	19,999,760	6	Jan. & July.	Phil. or Lond	19 0	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873....	28,901,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879...	5,000,000	6	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa. R.R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds.....	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881..	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1s. Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed.. ..	1,000,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I. & P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Decatur and Evansville:						
1st Mortgage, gold, 1880.....	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880..	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum...	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage.....	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar...	1,125,000	6*	June & Dec.	"	1918	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments) ..	500 000	8	Jan. & July.	New York.	'79-'96	....
2d Mortgage.....	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie).....	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
General Mort. for $20,000,000...	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880 ...	1,800 000	4-6	.....	Philadelphia.	....	....
Loan of 1868, debenture.....	1,185,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1890	....
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg.....	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg.....	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond.	1911	....
Consol. M. gold for £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible...	10,499,900	7	Jan. & July		1893	....
Improvement Mo.t. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond	1897	....
General Mort. stg. sinking fund	19 686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879.....	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,978	6	Jan. & July.		1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad..	5 6,000	3-6	May & Nov.	Philadelphia.	1898	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	13,036,500	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0 0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B).....	875,000	7	Feb. and Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct.	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage.....	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds.....	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P.&R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept.	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)..	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage.....	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $8,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.....	177,316	6	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	6	Jan. & July.	Philadelp a.	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	60,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage.....	150,000	10	Jan. & July.	New York.	1930	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1898	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St. Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific)	1,000,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,000,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1883	....
2d Mortgage A for $500,000....	419,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,232	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	386,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,459,500	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. (Dakota Ext.) for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesbury:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsidy)....	1,628,020	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (D.L.& W):						
1st Consol. Mortgage	1,780,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.						
1st Mortgage	281,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,460,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H.& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cancinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1850	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	..
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1905 (" ")	841,000	6	March & Sept.	"	1905	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889 (" ")	866,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State (N.J.R.R.& T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,883,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,060	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	350,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,810,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	630,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" " ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb. & Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage (M.& W. Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar. by Cent. Geor.	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
3d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	530,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1880	....
Consolidated Mortgage	128,500	6	May and Nov	"	1900	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. / 3d series, Jan. 1, 1871)	3,500,000 / 6,481,000	7	Jan. and July.	New York.	1884 / 1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,658,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	674,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg:						
1st Mortgage, extended	1,709,330	6	M. S. J. & D.	Philadelphia.	1897	
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	
3d Mortgage (Susqueh. Canal)	1,823,000	6	" "	" "	1915	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	
Bonds (S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,208	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,046,000	373,461	.....	177.2	877,547	289,615	653,363	1,218,236	588,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,563,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	269.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	.....	32,247	.....	1,656,432	1,500,000	12,889	.....	62.6	244,210	50,940	428,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	514,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	687,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia.	1,192,499	*	52,650	97,766	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	2,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,229,843	4,135,296	638,508	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	548,931	824,789	33,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	396,393	.....	428.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)....Mass.	120,707	.....	1,350	87	131,700	.....	.....	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,643,315	12,203,068	46,223,039	835,939	19,792,566	29,386,875	1,421,280	38,204,657	547.1	3,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	285,097	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	3,343,715	.....	.....	.....	5,680,685	.....	2,668,080	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,788	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	896,965	347,455	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¶	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,962	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,667	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	26.4	503.5	4-8.5	248	187	48	5,056	Boston and Albany.... Mass. & N. York.	24,816,781	3,145,400	872,416	2,688,980	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,998,297	3,310,639	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.8	4-8.5	51	72	30	743	Boston and Lowell.....Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,383	2,876,531	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1879	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	8,508,764	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line....Conn.	4,454,388	*	49,311	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	283,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	....	4-8.5	49	100	18	677	Boston and Providence.....Mass. & R. I.	4,612,774	.....	665,043	220,751	4,000,000	800,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1880	36.5	—	....	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	.....	1,461	48,903	671,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	693	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	586,694	165.8	124,307	119,015	178,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	.....	1,633,957	45,060	39.0	632,307	49,800	.....	13,197	deficit.	—	100	....
Sept. 30, 1880	8 8	—	3.4	3-0	5	23	—	*	Boston, Revere Beach & Lynn.....Mass.	466,684	94,219	158,303	26,558	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	42,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.6	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	21 0	—	2.0	4-8.5	1	1	—	4	Brighthore.....Virginia.	110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	389,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,400	337,669	nominal.	53 612	11,498	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	873,960	7,328	203,081	102,924	—	100	....
Sept. 30, 1879	43.8	—	....	4-8.5	6	5	2	2	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,403	11,370	500,000	116,500	47,946	6,827	43.8	60,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	736	Buffalo and Southwestern.....New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila.. N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,545,500	1,401,765	248,391	120.5	617,728	207 289	1,063,256	954,683	380,355	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont	1,413,962	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	24,291	32,994	39,775	4,482	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,300	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,708	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,208	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,306	253.107	764,183	1,410 260	459,702	—	100	....
June 30, 1880	146.5	—	54.2	3-0	24	7	7	611	Cairo and St Louis.....Ill.	7,103,085	*	.....	.....	4,595,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,497	342,002	62,491	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.	In Receiver's hands. No returns.								157.0	291,275	68,959	199,232	266,648	.....	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	895,014	138,806	275,094	12,000,000	6,850,000	1,530,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	168,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
June 30, 1879	148.0	11.0	6.7	5-6	18	9	6	206	Canada Central..... .....Canada.	3,761,235	*	.....	.....	985,400	2,433,335	200,000	.....	67.0	296,511	.....	.....	495,473	292,127	3¶	50	....
Dec. 31, 1879	229.0	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,350,500	1,802,350	.....	.....	467.5	.....	.....	.....	2,995,365	547,276	—	100	....
Mar. 31, 1880	242.0	—	12.2	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	.....	18	13,21¹	242.0	468,426	.....	134,624	466,519	189,270	—	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	34.6	78,090	21,672	73,578	57,929	2,559	6¶	100	....
June 30, 1880	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	713.5	1,079,243	103,703	.....	3,190,490	1,537,935	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,60	6,341,209	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,029	8,030,469	10,284,033	1,461,793	54,276,500	85,192,285	306,605	16,382,538	1,218.1	7,203,591	6,842,307	1,875,343	17,163,103	6,945,300	—	100	....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	444,941	105,122	195.0	566,525	62,384	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	.....	37,142	26,037	648,763	500,000	990	.....	22.8	67,547	130,743	167,671	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Charleston and Darlington..... S. C.	680.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,581	—	100	....
Sept. 30, 1879	423.0	9.3	43.6	4-9	81	34	16	2,195	Chesapeake and Ohio .....Va. & W. Va.	54,238,716	*	534,267	183,248	23,762,186	22,528,315	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire.....N. H. & Mass.	2,295,259	322,266	.....	305,141	2,153,300	806,500	27,396	35,480	64.0	574,267	134,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,537,160	4,663 316	12,490,872	11,627,850	2,597,983	579,373	840.4	3,609 638	843,429	2,634,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,408	172,924	883,054	3,714,329	259,340	204,956	152.0	1,600,088	146,218	749,340	1,020,734	389,445	—	100	..
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa.....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	196,841	104.0	.....	.....	.....	568,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	23.6	4-8.5	29	15	12	713	Chicago & West Michigan. .. ....Mich.	6,238,201	429,640	38,925	119,443	6,151,000	480,000	114,740	76,467	245.6	537,908	218,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	78,866,795	*	8,318,765	2,811,506	36,513,610	37,685,000	11,448 446	5,988,060	1,627.6	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	6.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,727,440	*	.....	.....	4,112,500	2,961,000	158,940	.....	164.5	.....	.....	146,671	270,585	45,477	—	100	....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	88,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,278	474.9	4-8.5	374	149	70	11622	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,458	27,270,225	16 526.547	4,492,865	1,857.3	6,600,517	2,076,184	4,688,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,210,193	233,825	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,075	186,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,308	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,688,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,784	10,012,820	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line M.	Branch Line M.	2d Track and Sidings. M.	Gauge of Track. ft-in	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Transported. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. pc.	Value of Shares. Par. $	Market. p.c.
Dec. 31, 1879	540.4	484 3	696 7	4-8.5	495	134	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,153	50,000,000	37,439,000	2,545,881	3,076,562	1,176.8	12,966,375		2,822,121	7,541,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	36376	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681		930,204	4,670,023	6,540,364	3,643,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....	—	10.5	12,875		13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,046,241	*	1,965,942	34,724	4 637,300	2,015,000	34,946	359,661	195.5	1,219,194		835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	166.2	—	4.1	4-8.5	10	6	2	239	*Little Rock and Ft. Smith* ¶.....Ark.	7,010,817	*	961,167	8,199	4,096.135	2,648,500	1,528,826	L. 293,278	165 2	233,829		54,516	.....	362,160	156,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶.....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474		5,043,848	286,071	1,617,950	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48,403	502,500	.....	.....	L. 56,210	16.9	.....		.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.2	809.7	—	5-6	186	67	33	3,112	Louisville & Nashville..Ill., T.,Ky. & Ala.	32,703,902	*	13,326,077	1,267,520	9,059,361	2,902,820	10,425,589	3,909,759	1,859.9	5,627,177		.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,999,352	*	86,083	307,93	1,860,603	3,764,700	522,498	241,567	232.3	.....		395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	—	57,356	—	288.2	.....		169,286	415,998	696 621	99,974	—	100	....
Jun. 30, 1879	35.5	—	0.2	4-8.5	2	1	—	5	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,808,865	*	.....	3,937	879,100	—	946,104	L. 1,282	36.5	.....		6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,185	.....	387,600	398,000	48,114	—	22.1	40,058		23,802	100,349	50,285	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	911,353		553,364	596,107	1,508,477	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53,132	1,000,000	—	21,964	103,295	26.1	.....		.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	30	6	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841		65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	583	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,089	412,558	5,312,725	4,220,000	1,360,486	L. 466,579	292.0	520,485		.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475		52,052	70,958	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061		1,445,655	3,513,819	7,246,704	2,647,202	5½	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192.511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,782		14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.6	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,087,554	840,080	.....	139.3	282,551		11,398	123,106	248,329	60,489	—	100	....
Sept. 30, 1879	162.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,691,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158.8	261,793		76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	286	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	—	123.0	256,582		77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee...Miss. & Tenn.	3,011,889	*	39,478	63,188	825,400	1,982,569	45 023	260,059	100.0	227,441		.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,340	—	118.0	115,620		.....	.....	155,520	31,468	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621		296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,891	*	762,657	1,564,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542		896,401	1,693,657	3,922,893	1,783,784	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	83,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030		37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475		238,960	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,066		10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400		2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,016	218,243	333,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530		546,963	529,031	435,285	146,911	7	100	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	—	.....	35	1,305,800	700,000	3,816	—	48.4	.....		.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	46.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,150	6 848 900	7,512,000	948,594	206,178	453.5	1,488,454		212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	618	Naugatuck.....Connecticut.	1,903,484	234,086	68,525	150,188	2,000,000	—	33,563	317,670	56.5	295,826		352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196		49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612		20,262	84,461	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	—	120.0	116,287		32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9.428	33,224	887,350	1,164.500	249,154	—	58.6	113,703		59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	3.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4.018	.....	164.050	99,878	.....	—	3.3	15,280		40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44.081	13.0	47,315		123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,693,242	796,516	84 222	160,749	2,460,000	2,689,000	271,386	214.323	144.6	460,607		360,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034.500	416,813	—	36.0	157.64		391,500	47-538	156,108	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass	2,760,372	246,720	100,000	186,523	1,500,000	1,499,500	99,006	158,108	121.0	517,233		365,008	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.7	3-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	800,000	975.200	6,253	9,206	22.8	164,624		1,062,986	12 072	296,464	112,048	16	100	....
Sept. 20, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,588	N. York & N. England..M., R. I. & Conn.	7 087,935	1,614,306	322,785	665,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,118		3,121,059	968,649	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	469	167	—	New York Central & Hudson River.N.Y.	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509		8,130,543	9,441,248	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,666		29,875,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western..N. Y. & Pa.	158,035,707	*	1,537,562	2,976,842	82,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,293,876		5,491,431	8,715 892	18,693,109	7,049 182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	1,545	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,164,455	768,623	2,1 4 0 2	15,500,000	—	331,431	2,145,283	162.3	2,462,832		4,600,507	1,348,687	4,294,238	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1 378	N. Y. & Oswego Midland.....N. Y.	26.377.340	*	.....	.....	6.800.522	16,078 500	1,524,436	.....	344.0	410,479		213,161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2.645.022	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728		892,603	307,365	669,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,247		103,172	184,514	556 700	219,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	129	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	985,350	1,058,000	60,644	119,037	102.0	286,000		46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,391,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133 490	—	88.2	688,550		586,647	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	—	.....	.....	81,550	160,000	140,019	—	9.8	31,458		69 582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6.005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	—	321.6	2,706,179		1,580,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern.....New Hampshire.	3,068,400	*	424,147	491,913	5,068,400	100	287,393	628,567	82.9	502,138		133,012	509,358	439,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,178	Northern Pacific...Minn.,Dak.,Wash.&c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881.834	9,610,931	1,281,386	722.0	.....		.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	—	122.0	362,896		103,982	245,696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren.....Pa.	135,816	—	.....	.....	150,000	—	750	—	10.4	46,324		151,888	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,693,336	1,191,319	1,938,028	509,433	7,133,800	5,737,000	686.697	754,619	299.2	2,466,588		5,528,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	169.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	—	199.1	270,950		105,133	54,723	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	426	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five months ending May 31, '80				1,138,627	721,059	2	100	....
Jan. 31, 1880	185.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	24,976	112,804	2,885,000	1,441,194	48,283	83,240	185.7	886,827		48,105	276,765	352,471	83,233	—	—	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....		23,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.6	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	235.915	451,400	91,104	.....	55.0	.....		47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,865	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	6,000,000	472,500	303,266	.....	63.0	.....		9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.8	4-9	876	550	174	13818	Pennsylvania ¶.....Pennsylvania.	69,975,140	*	81,173,558	12,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,116,657		5,948,645	13,684,04	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,259,700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997		71,283	137,208	215,415	9,186	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,143,345	—	125,092	47,896	38.040	1,924,600	893,143	—	38.5	257,564		66,468	310,750	194,690	65,871	—	50	....
Sept. 30, 1879	64 0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va.& N. C.	1.035,750	*	.....	.....	1,334,200	1,041,000	446,223	—	64.0	142,598		29,524	67,782	202,980	54,767	—	100	....

Nov 30, 1879	102.9	228.5	713.4	4-8.5	478	425	76	20248	Philadelphia & Reading	Penn	30,513,089	9,355,442	67,357,546	16,627,139	84,278,175	77,924,761	11,650,179			826.0	16,302,755	7,908,648	12,325,566	18,106,352	4,119,011	—	50	....
Oct. 31, 1880	96.3	15.8	149.0	4-8.5	78	130	50	1,813	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,218,690	*	3,076,773	584,868	11,585,750	3,740,500	543,073	955,908		212.7	1,874,822	....	....	3,268,110	1,366,223	8	50	....
Dec. 31, 1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	425,427	93,108	472,075	....	767,790	192,428	....	....		9.1	49,200	148,893	71,488	141,245	19,604	—	50	....
Dec. 31, 1879	68.0	2.3	13.3	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,155		70.3	309,515	....	371,461	335,649	157,923	—	50	....
Dec. 31, 1879	192.3	8.1	198 9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,834,910	1,679,297	1,489,976	8,437,200	12,497,000	2,128,367			1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,089	—	50	....
Dec. 31, 1879	468.4	—	209.3	4-9	278	158	59	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,619,721	*	200 000	....	26,043,586	13,510,000	....	....		468.4	8,319,823	2,254,341	8,679,382	8,452,388	3,951,254	7	100	....
Dec. 31, 1879	95.0	25.0	29.0	4-9	82	17	5	246	Pittsb., Titusville and Buf	N. Y. & Pa.	8,473,622	587,500	84,188	111,765	4,959,450	4,125,955	62,585	59,088		120.0	441,927	236,554	625,669	467,126	190,331	—	50	....
Dec. 31, 1879	24.0	—	1.3	4-9	—	—	—	4	Pittsb., Wheeling & Kentucky	W. Va.	613,367	....	13,301	3,394	399,600	200,000	30,460	....		24.0	61,106	68,123	121,808	77,599	83,349	—	100	....
Sept. 30, 1879	23.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	....	....	....	724,277	....	16,000	....		23.7	24,030	19,211	13,782	25,807	1,616	—	100	....
Sept. 30, 1879	94.0	—	10.0	4-8.5	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	....	52,915	87,556	1,052,186	2,649,000	186,731	114,969		94.0	190,603	82,514	120,879	271,494	102,046	—	100	....
Sept. 30, 1879	52.5	—	7.0	4-8.5	7	9	3	137	Portland and Rochester	Me. & N. H.	1,966.211	292,838	....	....	636,011	1,500,000	527,274	....		52.5	171,068	109,004	106,829	145,702	19,252	—	100	....
Dec. 31 1879	112.0	—	4.0	5-0	11	9	3	192	Port Royal and Aug	S. C. & Ga.	2,629,331	*	....	....	437,917	20,000	....	....		13.6	....	....	218,105	49,419	89,364	15,421	6pf	100	....
Sept. 30, 1879	38 5	—	1.9	3-0	2	1	1	30	Potomac, Fred. and Pied.	Va.	969,447	*	46,032	40,143	750,000	1,750,000	36,879	78,646		112.0	[15 mo	nths.	115,269	220,177	84,742	—	100	....
Sept. 30, 1879	42.7	—	2.2	4-8.5	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,449,920	*	....	....	1,468,000	125,000	5,000	....		38.5	37,160	6,675	23,025	23,177	6,715	—	100	....
Sept. 30, 1879	22.8	—	2.3	4-8.5	3	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	*	....	....	850,000	535,000	38,216	....		42.7	61,402	45,000	20,202	51,844	8,516	—	100	....
Sept. 30, 1879	43.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester	R. I. & Mass.	2,926,368	102,407	37,220	37,220	517,150	500,000	10,000	46,796		22.8	54,389	76,861	35,564	79,988	89,302	—	100	....
Sept. 30, 1879	13.6	—	3.0	4-8.5	5	10	—	200	Providence, Warren and Bristol	N. J.	744 287	644,025	....	592,141	2,000,000	1,242 000	568,649	261,970		65.8	710,286	1,849,912	787 521	1,069,644	337,656	5	100	....
Dec. 31, 1879	230.3	—	3.7	4-8.5	6	—	—	431	Pueblo, and Ark. Valley	Col.	6,809,000	*	....	....	437,917	20,000	....	....		13.6	....	....	218,105	49,419	89,364	15,421	6pf	100	....
Jun. 30, 1879	286.6	53 5	15.0	4-8.5	33	42	11	60	Que., Mon., Ottawa and Occid.	Ind.	10,500,000	*	2,036,947	110,260	6,084,200	2,591,000	173,490	107,518		230.3	[Includ	ed in Less	ees return	s.]			—	100	....
July 31, 1879	97.0	—	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	....	....	....	....	7,511,245	....		340.0	480,763	179,767	87,463	341,098	69,280	—	100	....
Sept. 30, 1879	22.5	2.3	2.5	4-8.5	7	7	5	113	Richmond and Petersburg	Va.	1,152,291	*	1,229,810	41,675	1,008,600	225,000	18,859	19,225		24.8	72,556	114,651	99,049	154,628	73 071	4	100	....
Sept. 30, 1879	80.0	—	7.2	4-8.5	13	14	10	121	Richmond, Fred'burg and Potomac	Va	2,509,718	67,553	439,309	101,009	1,530,500	847,774	77,176	595,597		80.0	167,937	119 575	68,005	314,840	152,864	—	100	....
Sept. 30, 1879	38 5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va	632.867	*	....	....	497,500	273,000	....	....		38.5	56,255	20,361	82,409	124,035	41,074	—	100	....
Sept. 30, 1879	107.6	—	10.7	4-8.5	11	10	5	246	Rochester and State Line	N. Y.	2,487,417	*	....	....	22,094	2,349,900	111,709	....		107.6	400,566	104,098	325,210	275,898	39,813	—	100	....
Jun. 30, 1879	91.0	—	4.5	4-8.5	4	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	....	....	1,500,000	150,000	24,366	....		91.0	219,205	95,936	206,737	365,892	102,028	5½	100	....
Sept. 30, 1879	141.1	48.5	54.9	4-8.5	52	50	25	1,176	Rome, Watertown and Ogdensburg	N. Y.	11,315,878	*	....	....	5,293,900	7,759.900	639,256	....		403.9	1,079,013	514,770	371,083	1,148,289	308,648	—	100	....
Sept. 30, 1879	22.0	—	3.:	4-8.5	4	4	2	144	St. Croix and Penobscot	Me	364,000	*	27,383	18,508	100,000	200,700	1,014	108,177		22.0	24,844	12,271	.... ..	38,662	19,457	—	100	....
Mar. 31, 1880	10.5	—	0.5	4-8.5	2	2	3	16	St. Johns	Florida.	218,000	*	....	....	110,000	108,000	....	....		10.5	22,750	....	....	26,852	16,656	6	100	....
Jun. 30, 1879	52.5	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont	1,589,229	*	....	....	789,909	730.000	....	....		59.0	127,202	48,038	43,305	129,517	37,865	—	100	....
Dec. 31, 1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841.974	*	478,693	171,988	22,063,420	6,786,087	304,117	336,032		392.4	1,108,388	94,355	471,310	1,672,438	948,494	—	100	....
Dec. 31, 1879	193.2	71.0	..	4-8.5	14	13	4	655	St. L., Alton & T. H	Ill. & Ind.	11,768,400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	158,179		264.0	....	....	....	1,501,459	498,731	—	100	....
Dec. 31, 1879	459.5	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,694,908	*	4,455,463	893,522	21,458,961	30,068,657	1,692,241	....		684.9	2,483,149	652,757	981,139	5,292,611	2,372,592	—	100	....
Dec. 31, 1879	41.5	18.7	2.5	4-9	4	1	—	90	St. Louis, Salem and Little Rock	Mo.	1,481 474	128,889	12,607	14,180	746,860	978,100	53,704	....		60.2	....	....	....	83,165	37,723	—	100	....
Dec. 31, 1879	158.3	—	29.8	4-8.5	32	14	10	792	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,330.209	*	1,550	2,069	3,928,016	4,499,000	227,546	....		158.3	1,142,765	204,730	900,294	1,317,287	362,397	—	100	....
Jun. 30 1879	156.0	—	22.0	4-8.5	24	10	4	485	*St. Paul and Duluth*	Minn.	9,097,866	*	....	....	9,097,866	....	....	....		169.0	373,425	61,525	252,922	469,416	113,713	—	100	....
Jun. 30, 1880	207.1	395.4	37.9	4-8.5	65	69	*	1,498	St. Paul, Minn. and Man	Minn. & Iowa.	31,686,882	*	570,990	1,582,102	15,000 000	16,324,900	1,622,707	992,367		656.0	....	....	....	2,983,108	1,632,595	—	100	....
Dec. 31, 1879	49.5	—	7.0	4-8.5	3	3	2	65	Sacramento and Placerville	Ca	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691		49.5	....	20,004	33,120	149.253	58,163	—	100	....
Jun. 30, 1879	60.0	—	2.:	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	....	....	2,321,080	2,137,000	418,297	31,467		60.0	42,621	11,200	11,000	53,244	11,557	—	100	....
Sept. 30, 1879	63.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N. Ala	Ga.	1,555,915	*	....	....	815,265	500,000	....	....		63.0	....	....	....	52 960	22,375	—	100	....
Sept. 30, 1879	80.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke. Va. & N. Carolina		2,140,813	*	....	....	1,299,600	215,004	100,500	1,218,427		80.0	269,388	32,450	226,337	477,365	179,124	7	100	....
Dec. 31, 1879	27.3	3.8	12.	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,450	—	—	—	869,450	1,994,000	—	—		31.1	[Leased	to Northe	rn Central.	Rental	$64,671.	12	50	....
Nov. 30, 1879	95.0	—	8.5	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046.631	147,940	25,000	....	200,000	1,105,000	159,375	....		46.0	....	27,351	288,465	150,283	54,916	—	100	....
Sept. 30, 1879	32.3	—	1.5	4-8.5	3	2	2	23	Shepaug	Conn.	268,524	*	....	6,625	299,700	400.000	....	....		32.5	38,394	10,956	20.528	84,178	18,605	—	100	....
Jun. 30, 1879	61.5	51.7	5.9	4-8.5	5	3	4	92	Sioux City and Dakota	Iowa & Dak.	3,246.381	....	....	....	2,400,000	900,000	....	....		113.2	730,853	23,734	74,684	277,338	75,619	—	100	....
Jun. 30, 1880	107.4	—	8.9	4-8.5	11	8	6	134	*Sioux City and Pacific*	Neb. & Iowa.	5,355.551	*	....	....	2,068,400	3,256,320	329,757	89,980		80.5	222,288	59,525	211,117	269,490	109,666	7pf	100	....
Sept. 30, 1879	25.0	—	1.0	4-8.5	2	1	1	12	Somerset	Maine.	799,488	*	94,837	....	377,574	450,000	78,662	*		25.0	15,750	8,049	8,075	19,908	3,199	—	100	....
Sept. 30, 1879	183.0	6.8	26.0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	....	....	3,461,767	6,208,810	810 618	....		139.3	590,226	83,017	468,195	873,197	314,586	—	100	....
Aug. 31, 1879	144.0	166.5	21.5	5-0	36	28	9	392	Southwestern (C. of Ga.)	Ga.	4,291,300	*	....	....	3,892,300	399 000	....	....		310.5	471,550	....	....	751,576	307.624	7	100	....
Jun. 30, 1879	167.5	—	13.8	4-8.5	14	3	36	289	Southern Minnesota	Wis. & Minn.	6,468,934	*	69,682	102,594	1,784,200	4,739.900	103,621	113,619		167.5	261,455	52,028	148,394	534,426	262,004	—	100	....
Sept. 30, 1879	69.0	—	3.4	5-0	5	4	2	31	Spartanb. Union and Col	S. C.	1,540,882	*	....	....	751,266	548,370	125,000	....		69.0	....	7,632	....	75,616	20,884	—	100	....
Jun. 30, 1879	108.0	—	10.0	3-0	11	5	—	275	Springfield Southern	Ohio.	1,284,511	154,670	....	....	695,241	192,700	....	....		108.0	....	73,589	91,477	117,400	10,292	—	100	....
Dec. 31, 1879	24.0	—	1.0	4-8.5	1	2	1	—	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	....	1,000.000	400,000	41,678	....		24 0	32,790	8,154	....	68,088	16,070	—	100	....
Sept. 30, 1879	18 0	—	0.3	4-8.5	4	9	—	7	Staten Island	N. Y.	480,000	*	....	....	210,000	300,000	....	....		13.0	72,988	356,128	....	264,518	85,346	20	100	....
Dec. 31, 1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	....	....	1,638,600	236,500	....	....		84.0	104,230	....	....	128,168	22,091	—	100	....
Dec. 31, 1879	81.0	—	38.5	4-8.5	18	8	4	443	Syracuse, Bing. and New York	N.Y.	4,039,029	*	....	....	2,004,000	2,020,000	216,695	66,805		81.0	484,623	145,196	1,238,735	829,842	327,231	4½	100	....
Sept. 30, 1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	....	....	801,400	261,400	....	....		43.5	84,240	85,417	50,178	72,278	3,768	—	100	....
Oct. 31, 1879	79.7	34.1	39.0	4-8.5	44	22	17	1,466	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,600,000	793,627	1,262,660		113.8	1,018,962	282,586	1,287,601	1,092,374	404,371	8	50	....
May 31, 1880	179.7	264.1	42.7	4-8.5	52	21	12	925	Texas and Pacific	Texas.	27,418,108	*	2,439,888	338,408	7,902,500	21,220,533	618,856	484,436		443.8	1,545,829	194,788	525,093	2,569,222	1,045,704	—	100	....
Dec. 31, 1879	44.0	4.0	13.4	4-8.5	16	8	3	942	Tioga and Elmira State Line	Pa.	1,529 836	506,099	....	....	580,900	629,500	....	1,417,559		54.5	287,829	73,186	691,137	387,225	171,571	—	50	....
Jun. 30, 1879	79.0	—	11.7	3-6	12	15	3	278	Toronto and Nipissing	Ca.	1,600,000	*	....	....	198,350	1,276,915	290,382	....		105.5	194,303	89,613	84,694	172,155	45,551	—	50	....
Jun. 30, 1879	191.0	—	16.0	3-6	20	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,888	*	....	....	783,234	3,365.665	16,349	....		191.0	310,025	118,652	92,855	284,947	80,512	—	100	....
Sept. 30, 1879	84.7	—	16.7	4-8.5	15	15	7	451	Troy and Boston	New York.	1,981,912	*	1,103,588	....	1,609,010	2,199,500	408,149	....		46.0	425,505	278,257	812,139	593,896	288,519	10	100	....
Sept. 30, 1879	74.0	—	6.3	4-8.5	7	8	2	114	Ulster and Delaware	New York.	1,073,559	*	1,751,912	16,846	1,139,500	1,532,600	170,017	....		74.0	129,008	84,694	128,894	178,288	18,673	—	100	....
Dec. 31, 1879	1,087	5.0	20.0	4-8.5	175	121	41	3,115	*Union Pacific*	Nebr. Wy. & Utah.	114,493,812	*	....	....	36,762,300	77,731,512	....	....		1,042 4	7,001,569	....	992,886	18,201,077	7,725,574	—	100	....
Dec. 31, 1879	404.3	—	34.7	4-9	142	3 1	49	3,655	United New Jersey (Pa.)	N. Jer.	35,330,487	*	....	....	20,490,400	19,976,000	....	....		404.3	5,538,128	7,204,654	5,052,995	9,088,884	2,914,947	—	100	....
Apr. 30, 1880	36.5	—	1.8	4-8.5	6	7	5	25	Utah Central	Utah.	2,500,000	*	....	....	1,500,000	1,000.000	....	....		36.5	....	....	....	....	....	—	100	....
Dec. 31, 1879	106.0	—	7.5	4-8.5	6	5	3	91	Utah Southern	Utah.	3,450,000	*	....	....	1,500,000	1,950.000	....	....		105.0	....	....	....	447,034	291,972	11	100	....
Sept. 30, 1879	87.0	—	13.3	4-8.5	18	20	14	212	Utica and Black River	New York.	2,378,739	418,847	183,100	238,519	1,771,720	1,112,000	54,735	180,761		180.1	432,840	218.019	108,880	475,508	184,977	2	100	....
Sept. 30, 1879	71.0	—	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	....	....	2,000,000	....	207 337	....		98.0	174,344	100,026	88,003	156,951	def.4,106	—	100	....
Dec. 31, 1879	75.7	21.7	16.5	4-8.5	15	12	8	4	Utica, Chenango and Susq. Valley	N. Y.	4,142,103	*	....	....	4,000,000	....	148,103	....		97.4	406.078	217,658	325,600	521,756	def. 263	6	100	....
Feb. 28, 1879	140.0	2.0	10.0	5-0	17	10	1	91	Vicksburg and Meridian	Miss.	3,046,444	....	134,110	81,077	1,397,603	3,166,973	38,474	....		142.0	144,330	45,666	45,697	329,176	70,315	—	100	....
Dec. 31, 1879	52.2	1.5	37.0	4-8.5	24	10	4	369	Virginia and Truckee	Nevada.	3,715,350	712,279	....	....	6,000,000	1,000,000	....	....		53.7	458,810	....	....	395,854	1,388,261	582,752	6½	100	....
Dec. 31, 1879	40.8	1.4	2.:	4-8.5	2	2	1	33	Wabash, Chester and West	Ill.	468,212	*	....	....	250,000	200,000	26,278	....		53.7	....	15,103	38,782	39,424	def.3,996	—	100	....
Dec. 31, 1879	710.5	628.4	210.5	4-8.5	331	125	77	7,9-8	Wab., St. L. & Pacific	O., Ind. & Ill.	....	....	....	....	40,000,000	35,267,250	....	....		1,801.7	....	....	....	....	8,2-4,565	2,624,777	—	100	....
Sept. 30, 1879	33.4	—	5.0	4-8.5	21	2	3	16	Wallkill Valley	N. Y.	293,799	*	660,000	11,893	320,000	332,000	108,691	....		33.5	80,828	69,830	60,738	8,012	14,423	—	100	....
Sept 30, 1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	193,162	*	....	....	225.000	285,000	....	....		10.2	14,500	28,761	22,185	37,008	16.041	3½	100	....
Sept. 30, 1879	51.7	—	2.1	4-8.5	5	7	6	66	Washington and Ohio	Virginia	1,944,790	*	....	....	1,777,927	387.300	128,400	....		51.7	99,745	28,889	27,839	97,470	22,28:	—	50	....
Sept. 30, 1879	238.5	121.0	18.6	4-8.5	31	39	14	522	Wash. City, Va. Mid. & Gt. So.	Va & N C.	10,160,949	*	....	....	4,265,297	8,095,942	1,815,004	....		369.5	825,137	181.911	514,018	964,738	347 682	—	50	....
Oct. 31, 1879	26.3	—	5.0	4-8.5	11	23	5	70	West Chester and Philadelphia	Pa.	1,547,105	163,012	349,717	143,209	821,300	1,100,000	53,146	228,598		26.3	256,190	738,127	96,439	804,462	128,535	7	50	....
Dec. 31, 1879	83.5	47.0	18.4	4-9	20	60	18	224	West Jersey	New Jersey.	2,395,749	459,297	1,082,971	138,460	1,309 750	2,523,000	102,845	91,372		128.4	471,745	659,862	162,467	544,151	248,885	2	100	....
Aug 31, 1879	116.0	51.0	8.3	5-0	16	18	8	260	Western of Alabama	Alabama.	3,275,012	*	177,000	43,052	....	2,563,000	722,011	220,082		167.0	322,840	....	....	579,493	254,968	—	100	....
Sept. 30, 1879	152.0	20.7	26.2	4-8.5	39	12	12	612	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,885	4,000,000	3,500,000	354,353	306.207		212.7	685,993	160,254	348,422	773,551	234,716	—	100	....
Sept. 30, 1880	163.8	17.0	13.0	4-8	28	22	11	370	Wilmington and Weldon	N.C.	3,344,224	*	18.900	154,752	1,456,200	1,619,100	49,792	383.784		180.5	464,494	....	....	603,175	188,925	3	100	....
Sept. 30, 1880	189.0	—	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta	N. C. & S. C.	2,566,532	*	26,195	243 999	930,000	1,600,000	112,315	154,411		189.0	396,561	....	....	547,446	145,423	—	100	....
Dec. 31, 1879	249.9	70.0	17.9	4-8.5	25	13	6	627	Wisconsin Central	Wis.	19 823,023	*	....	....	11 425.500	8,168,000	....	193.091		455.7	708,741	167,085	325,078	851,091	383,952	—	100	....
Dec. 31, 1879	108.0	—	11.5	4-8.5	5	4	2	548	Wisconsin Valley	Wis.	2,853.739	306,182	104,728	28,767	2,026,256	1,149,745	78,278	39.087		90.0	....	58,197	124,152	225,953	92,386	—	100	....
Sept. 30, 1880	46 1	—	31.0	4-8.5	19	22	8	367	Worcester and Nashua	N.H. & Mass.	2,121.982	390,686	....	1464,504	1,789,800	1,000,000	3,894	172.878		94.5	462,662	371,019	467,479	575.860	189,801	—	100	....
Jun. 30, 1879	6.0	—	2.0	3-0	3	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	....	....	1,000,000	....	....	....		23.5	22,765	3,972	16,147	4,446	1,369	—	100	....

Three new railroads in Massachusetts were opened for traffic on the 4th inst., viz: the Nantucket Railroad, four miles in length, extending from Nantucket to the Surf Cliffs; the Nantucket Beach Railroad, between the Nantasket House and the Old Colony Railroad in Hingham; and the Chelsea Beach Railway, which will connect the Eastern Railroad with the Point of Pines at Chelsea Beach.

Statement of the Public Debt of the United States, July 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. bonds, 1881 (Oregon,) 1861	$668,200 00	$20,646 00
6 per cent. 1881 bonds, 1861..	140,544,550 00	4,216,338 50
6 per cent. 1881 bonds, 1863..	55,145,750 00	1,654,372 50
5 per cent. funded loan of 1881	439,841,350 00	3,665,344 58
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	738,959,000 00	7,386,590 00
Refunding Certificates....	68,800 00	6,888 00
3 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00
Aggregate of debt bearing interest	$1,639,567,750 00	$18,097,680 58
Interest due and unpaid		2,125,544 58

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	20,000 00	2,945 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	372,100 00	688 87
6 per cent. 5-20 bonds, called June, 1864	64,850 00	237 42
6 per cent. 5-20 bonds, called 1865	77,250 00	38,931 60
5 per cent. 10-40 bonds, called 1864.....	639,250 00	214,619 11
6 per cent. Consol. bonds, called, 1865.....	469,250 00	9,406 24
6 per cent. Consol. bonds, called, 1867.....	1,371,000 00	214,606 66
6 per cent. Consol. bonds, called, 1868	472,900 00	28,319 22
6 per cent. loan, 1861, matured dec, 31, 1880	336,000 00	4,524 00
5 per cent. funded loan, 1881 called.....	2,254,150 00	77,941 15
1 10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,068 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,300 00	1,104 43
5 per cent. 1 year notes, 1863.	44,685 00	2,238 85
5 per cent. 2 year notes, 1863.	35,450 00	1,804 80
6 per cent. compound interest notes, 1863-64.....	230,250 00	46,639 13
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	142,150 00	4,997 45
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,723,865 26	$718,686 08

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$60,535 00	
Legal tender notes, 1862-63..	346,681,016 00	
Certificates of deposit.....	11,925,000 00	
Coin certificates, 1863.....	5,782,920 00	
Silver certificates, 1878.....	51,166,530 00	
Unclaimed interest.....		6,746 51
Fractional currency, 1862, 1863 and 1864..$15,481,887 32		
Less amount estimated as lost or destroyed, act of June 21, 1879..... 8,375,934 00	7,105,953 32	
Aggregate of debt bearing no interest	$422,721,954 32	$6,746 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$196,378,600 00	
Bonds at 5 per cent.....	439,841,350 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent	738,959,000 00	
Refunding certificates.....	688,800 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,639,567,750 00	$20,223,225 16
Debt on which interest has ceased since maturity.....	6,723,865 26	718,686 08
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,551 00	
Certificates of deposit.....	11,925,000 00	
Coin and Silver Certificates.	56,949,450 00	
Fractional currency.....	7,105,953 32	
	$422,721,954 32	
Unclaimed interest.....		6,746 51
	$2,069,013,569 58	$20,948,657 75
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,089,962,227 33

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,125,544 58
Debt on which interest has ceased.....	6,723,865 26
Interest thereon	718,686 08
Gold and silver certificates.....	56,949,450 00
U. S. Notes held for redemption of certificates of deposit.....	11,925,000 00
Cash balance available July, 1, 1881.....	170,920,869 43
	$249,363,415 35
Debt, less amount in Treasury, July 1, 1881.	$1,840,598,811 98
Debt, less amount in Treasury, June 1, 1881.	1,852,921,971 51
Decrease of debt during the month.....	$12,323,159 53
Decrease of debt since June 30, 1880.....	$101,573,483 86

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	48,849 60
Totals.....	$64,623,512 00	$1,938,705 36

Interest paid by United States, $49,528,566 66; interest repaid by transportation of mails, &c., $14,426,126 36; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $34,447,241 44.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, June 30, 1881.

WILLIAM WINDOM,
Secretary of the Treasury.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, July 5th, 1881.

There is nothing of importance to communicate concerning the market since our last report. The orders booked are principally for quick delivery.

FOUNDRY.

	No.			Mos.
Hanging Rock Charcoal	1	26 00	@28 00	4
Strong Neutral Coke	1	24 50	@25 00	4
American Scotch	1	21 50	@22 50	4

GREY FORGE.

Neutral Coke		21 00	@22 50	4
Cold Short		20 00	@21 00	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast		37 50	@40 00	4
" Warm "		30 00	@32 00	4
Southern Car Wheel		33 00	@37 00	4
Lake Superior 1 and 2		33 05	@35 00	4
Lake Superior 3 and 6		35 00	@37 00	4

The Kentucky Central Railroad Company have decided to extend the road from Paris, Ky., to Knoxville, Tenn. Work will be commenced upon the extension as soon as the right of way is voted.

Philadelphia Stock Exchange.

Closing Prices for the week ending July 5.

	W. 29.	Th. 30.	F. 1.	Sat. 2.	M. 4.	Tu. 5.
Allegheny Val. 7 3-10s.....	....	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883....	....	....	....	....	....	....
6s, 1889.....	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	20	....	....	....
Preferred..... .... 27½	28½	28	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new..... 127½	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	...	....	....	....	....	13
Preferred.....	....	23	20	....	....	21½
2d mortgage	....	....	....	....	....	....
Lehigh Navigation 45½	45½	45½	44½	....	....	44½
6s, 1884..... 106½	....	106½	....	....	....	....
Gold Loan.....	115	114½	....	....	....	115
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	....	....	....	....	....
Lehigh Valley 61½	61½	61½	61	....	....	60½
1st mort. 6s, coupon.....	....	122	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s...	....	....	....	....	....	....
Consol. mort. 6s..... 121	....	....	120½	....	....	....
Consol. mort. 6s, reg.... ..	....	....	120½	....	....	....
Little Schuylkill... .. 57½	....	....	....	....	....	....
Minehill & Sch. Haven.....	62½	....	....	....	....	....
North Pennsylvania	60½	....	....	....	....	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	121½x	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central. .. 56½	56½	55x	54	....	....	....
6s.....	104½	102a	101½	....	....	102
Northern Pacific 44½	44½	45½	44½	....	....	43½
Preferred 85	85½	85½	82½	....	....	84
Pennsylvania R. R. .. 64½	64½	65½	64	....	....	64½
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	127
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	121	....	....	....	....
Consol. mort. 6s, reg....	121	....	....	....	....	....
Penn. State 6s. 2d series ...	....	....	....	....	....	....
do. 3d series....	....	....	....	....	....	....
do. 5s, new.....	119½	....	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading..... 29½	30½	30½	29½	....	....	29½
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s. new convertible... ..	....	....	....	....	....	....
Consol. mortgage 7s.	....	127	....	....	....	....
Consol mortgage reg. 127	....	....	....	....	....	....
Gen'l mortgage 6s....95 chp	95½	96	95½	....	....	96
Philadelphia and Erie 108	25½	....	....	....	....	25
1st mortgage, 7s.....	....	....	....	....	....	....
2d mortgage, 7s.....	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.. 22½	23	22½	21½	..	....	24½
7s.....	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred..... 14½	....	....	14	....	....	....
6s, 1872..... ...107	....	....	....	....	....	....
6s, 1882.....	....	....	....	....	....	90
United Co. of N. Jersey	....	....	....	....	....	....
Hestonville, (Horse).. 22½	22½	22½	....	....	....	....
Chestnut & Wal. (do)....	....	....	....	....	....	....
Green and Coates (do.)....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending July 5.

	W. 29	Th. 30.	F. 1.	Sat. 2.	M. 4.	Tu. 5.
Baltimore and Ohio	200	....	....	....	....	200
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	109½
Central Ohio (50).....	....	....	....	....	....	....
1st mortgage	113½	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	....	....	125	....	....	124
2d mortgage, 7s..... 91	90½	90½	....	....	....	89
3d mortgage, 8s..... 80	80½	80½	....	....	....	....
Northern Central ($50) 56½	56½	....	....	....	56½	....
2d mortgage, 6s 1885.....	112	....	....	....	111	....
3d mortgage, 6s, 1909.....	....	119	....	....	....	....
6s, 1900, Gold.....	....	....	....	....	....	....
6s, 1904, gold.....	174½	114½x	....	....	....	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	123½x	....	....	....	124½
Virginia 6s, Consol .. 86	87	....	....	....	86½	83½
Consol. Coupons	....	92½	....	....	....	92½
10-40 bonds..... 57½	56	56	....	....	58	55½
Deferred Certificates.....	17	17	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	...	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred.....	....	111½	....	....	....	....
City Passenger R.R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 6.

	Th.30.	F.1.	Sat.2.	M 4	Tu.5.	W.6.
Adams Express	....	....	....	....	....	....
Albany and Susq	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	83	82	82	....	80	80
Atlantic & Pacific Tel	....	....	....	....	....	....
Burl., C. R. & Nor	80	....	81¼	....	....	....
1st mortgage 5s	102¼	....	102¼	....	102¼	....
Canada Southern	67¾	68¼	66¼	....	68	67¼
1st mortgage guar	104	101¼x	101¾	....	101¼	10 ¾
Central of N. Jersey	101¾	102¾	99¾	....	100¼	100¾
1st mortgage 1890	120¼	....	....	....	....	120
7s, consolidated, ass	120	....	....	....	....	....
7s, convertible, ass	....	....	....	....	....	....
7s, Income	....	101¼	....	....	100	....
Adjustment	....	108¼	....	....	108	108¾
Central Pacific	100	99¾	97	....	97¾	98¾
6s, gold	120	....	....	....	....	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	30	30	29	....	29	29¼
Chicago and Alton	139¾	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	163	164	162¾	....	162¼	163
7s Consol, 1903	....	....	....	....	....	....
Chic., Mil. and St. Paul	126¾	127¾	124¼	....	125	126¾
Preferred	135	136¼	134	....	....	136
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	124x	125	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	126	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	....	....	....	....	....	....
Chic. & Northwestern	127¾	129¾	126¾	....	128	129¾
Preferred	140	142	140	....	139¾	142
1st mortgage	113¾	....	....	....	113¾	....
Sinking Fund 6s	....	112¾	....	....	....	....
Consolidated 7s	....	....	....	....	135	....
Consol. Gold bonds	....	....	....	....	....	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac	142x	142¾	140	....	141¾	142¾
6s, 1917, c	....	....	....	....	....	....
Clev., Col., C. and Ind.	94	94¼	92¾	....	94	95¾
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	139	....	....	140	139
7s, Consolidated	....	....	....	....	....	128¾
4th mortgage	....	113x	....	....	....	....
Col., Chi., & Ind. Cent	24¾	24¼	25	....	23¾	24¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	109¾	110	108¾	....	108¾	109¾
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	122¾x	124¾	122¾	....	123¾	123¾
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext	....	....	....	....	....	....
3d mortgage	109¾	109¾	....	....	....	....
4th mort. 5s, ext	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	133¾	....	....	....	....	....
Great Western 1st mort	112	....	....	....	....	....
2d mortgage	....	....	111	....	....	112
Hannibal & St. Joseph	92	91¾	91	....	92	92¾
Preferred	116¾	116¾	116	....	114¾	116¾
6s, Convertible	....	....	....	....	112	....
Houston & Tex. Cent	99¾	101¾	101¾	....	100	101¾
1st Mortgage	....	....	....	....	....	....
Illinois Central	140¾	137¾	....	....	138	141
Lake Shore & Mich So.	126¾x	126¾	124¾	....	125¾	125¾
Consol. 7s	....	....	....	....	....	131
Consol. 7s, reg	....	....	....	....	126¾	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	108¾	107¾	104¾	....	106	107
7s Consolidated	124	....	....	....	....	....
Manhattan	25¾	26	24¾	....	24	24¾
Metropolitan Elevated	88¾	89	88¾	....	88¾	88
1st Mortgage	100¾x	100	....	....	100	100¾
Michigan Central	104¾x	104¾	103¾	....	104¾	106
7s, 1902	....	....	....	....	....	130
M. S. and N. I. 1st, S. F.	110¾	....	....	....	....	110¾
Morris and Essex	126	126¾	126	....	125¾	127¾
1st mortgage	....	....	....	....	....	....
2d mortgage	119¾	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	124	....	....	....	....
N. Y. Cent. & Hud. Riv.	146	146¾	145	....	146	144
6s, Sinking fund, 1883	....	....	105	....	....	105
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	139¾	....
1st mortgage, reg	....	....	....	....	....	....
N. Y. Elevated	110¾	110	108	....	108	109
1st mortgage	....	....	....	....	116¾	116¾
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
N. Y., Lake Erie & W	46¾	46¾	43	....	46	45¾
Preferred	87¾	88¾	85	....	87¾	87¾
2d Consolidated	103¾	104¾	102¾	....	103¾	104¾
New 2d 5s fund	....	....	99¼	....	....	99x
N. Y., N. Haven & Hart	....	....	....	....	....	....
North Missouri 1st M	....	....	....	....	....	....
Northern Pacific	44¾	45	40¾	....	43¾	43¾
Preferred	85¾	86¾	82¾	....	84¾	84¾
Ohio and Mississippi	42¾	42¾	40¾	....	41¾	42
Preferred	116	....	....	....	....	....
2d mortgage	....	....	....	....	124	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co	52	52¼	49¾	....	51	51
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	280	....	....	....	....	....
Philadelphia & Reading	60¾	60¾	57	....	58¾	59¾
Pitts., Ft. W. & Chi. gtd	139	....	....	....	....	139
1st mortgage	....	....	....	....	....	....
2d mortgage	132¾	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	143¾	....	143	....	142	143
Quicksilver Mining Co	19	19¾	18¾	....	....	20¾
Preferred	71	71¾	69¾	....	71	73
St. Louis & San Fran	52¾	52¾	49¾	....	50¾	51¾
Preferred	75¾	76¾	75¾	....	75¾	78¾
1st Preferred	115	....	....	....	112¾	115
St. L., Alton and T. H.	64	....	....	....	....	....
Preferred	96	....	94	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	117	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S	....	83	....	....	....	....
1st mortgage	....	....	113	....	....	118¾
3d mortgage	....	....	....	....	....	....
Tol., P. & War. 1st E. D	....	....	....	....	....	....
1st mort., West. Div	....	....	....	....	....	....
Union Pacific	129¾	131¾	128¾	....	129¾	129¾
1st mortgage	121¾	....	119	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
United States Express	70	69¾	69	....	65	65¾
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	59¾	59¾	57	....	57¾	58¾
Preferred	94¾	95	93	....	93¾	94
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	136	....	....	....	....	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	88¾	91	88¼	....	89¾	91x
7s, S. F. conv., 1900	....	....	....	....	122	....

Boston Stock Exchange.

Prices for the week ending July6.

	Th.30.	F 1.	Sat.2.	M 4.	Tu.5.	W.6.
Atch., Top. and San. Fe.	146¾	147¾	145	....	146¾	146
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	175	....	....	174¾	....
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	110	110
Boston and Maine	165	....	....	....	164¾	....
Boston and Providence	171	....	....	....	....	....
Boston, Hart. & Erie 7s	81¾	82¾	80	....	78¾	81¾
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	96	....	....	....	....	....
7s	....	....	....	....	....	....
Chi., Burl. and Quincy	164	163¾	....	....	162¾	....
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	....	32¾	....	....	31	31¾
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	51¾	52¾	51	....	51	51¾
New 4½ Bonds	....	110¾	110¾	....	110¾	110¾
Fitchburg	....	163	....	....	162	....
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	106¾
N. Y. & New England	81	82	....	....	80	....
7s	....	123	....	....	....	....
Northern, N. H	109¾	110	110	....	....	110
Norwich & Worcester	....	....	....	....	....	....
Ogden & Lake Champ	....	53¾	53¾	....	53¾	....
Preferred	....	....	....	....	....	....
Old Colony	131	....	....	....	130	....
Ph., Wil. & Balt. ($50)	68	68	....	....	68	68
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Ariz. Val	....	....	....	....	....	....
7s	....	....	....	....	....	128
Pullman Palace Car	143¾	....	143¾	....	....	142
Union Pacific	129¾	131	....	....	130	131
6s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	68	....	....	....	....	67
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	228	227	228	....	225	230
Quincy	....	....	....	....	....	87¾

New York Stock Exchange.

Closing Prices for the week ending July 6.

	Th.30.	F.1.	Sat.2	M.4.	Tu.5.	W.6.
Federal Stocks:—						
U. S. 4s, 1907, reg	116¾	....	117	....	117	....
U. S. 4s, 1907, coup	116	117¼	116¾	....	....	116¾
U. S. 4½s, 1891, reg	....	....	....	....	....	....
U. S. 4½s, 1891, coup	....	....	....	....	....	....
U. S. 5s, 1881, reg	....	102	102¾	....	102¾	102¾
U. S. 5s, 1881, coup	....	....	....	....	....	....
U. S. 6s, 1881, reg	....	....	....	....	....	....
U. S. 6s continued at 3½	....	....	....	....	102¾	....
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	....	....
Dt. of Col. 3-65s, coup	....	....	....	....	108¼	....

London Stock Exchange.

	—Closing Prices.— June 24	June 17
Baltimore and Ohio (sterling)	116 —118	116 —118
Central of New Jersey $100 shares	106 —106	105 —107
Do. Cons. Mort. Oct. '79 coupon	120 —122	120 —122
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	104 —106	105 —107
Det., Gd. Haven & Mil. Equip. bds.	118 —120	118 —120
Do. Con. M. 5 p.c. till '84 after 6 p.c	113 —115	113 —115
Illinois Central $100 shares	143 —145	144 —146
Lehigh Valley Consol mortgage	118 —122	118 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	134 —136	134 —136
Do. $100 shares	150 —152	140 —151
Do. Mort. bonds (ex.)	125 —127	124 —126
N. Y., Lake Erie & West., $100 shs	47¼— 47¾	47 — 47¼
Do. 6 p. c. pref. $100 shares	90 — 92	89 — 91
Do. 1st Con. Mor. Bonds (Erie)	135 —137	134 —136
Mort. Funded Coupon bonds	132 —134	131 —133
Do. do. 2d do.	105¾—106¼	105 —106
Do. 2d Consol. Mort. bonds	101 —103	103 —104
N. Y., Penn. & Ohio 1st mor. bds	62¾— 63¾	64¼— 65¼
Do. Prior Lien Bonds (sterling)	111 —113	108 —110
Pennsylvania, $50 shares	67 — 68	66¾— 67¾
Do. Con. Sink. Fund Mort	122 —125	122 —124
Philadelphia & Reading $50 shares	30 — 31	28¾— 29¾
General Consol. Mortgage	115 —118	115 — 118
Do. Improvement Mortgage	104 —106	104 —106
Do. Gen. Mort. '74, ex-deferd. con.	96 — 98	96 — 98
Do. Scrip for 6 def. ¼ coupons	93 — 96	93 — 96
Pittsbg, Ft. W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	129 —131	129 —131
Do 1st pref. stock	105 —107	105 —107
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, July 7, 1881.

In the morning hours money was in good supply at 3½@4 per cent on stocks and at 2½@3 on government bonds. In the afternoon the quotation for call loans at the Stock Exchange was 3½ per cent. In the last hour call loans were bid up to 5 per cent; the closing quotation was 3½@4 per cent.

The posted rates of the leading drawers were 4.84½@4.86½. The actual rates were 4.83¾@4.84 and 4.85½@4.86 with cable transfers 4.86¼@¾ and prime commercial 4.82@4.82½. The actual rates for Continental exchange were as follows: francs, 5.23⅛@5.22½ and 5.19⅜; marks, 94¼@3/8 and 94¾@⅞; and guilders 40@40¼.

The Secretary of the Treasury issued on the 1st inst the following call for bonds for redemption, being for the remainder of the five per cent registered bonds issued under the Acts of July 14, 1870, and January 20, 1871, which were not presented for continuance at 3½ per cent:

By virtue of the authority conferred by law upon the Secretary of the Treasury, notice is hereby given that the 5 per cent registered bonds issued under the acts of July 1st, 1870, and Jan. 20, 1871, now outstanding and uncalled, will be paid at the Treasury of the United States, in the City of Washington, D. C., on the 1st day of October next, with the interest accrued thereon from May 1, 1881, and that the interest on the said bonds will cease on the said 1st day of October, 1881. Or, if the holders prefer, such bonds will be paid on presentation at any time prior to the 1st of October next, with accrued interest from May 1, 1881, to date of presentation. Parties

transmitting bonds for redemption shall address them to the "Secretary of the Treasury, Loan Division, Washington, D. C.," and all the bonds called by this circular should be assigned to the "Secretary of the Treasury for redemption." Where checks in payment for the bonds are desired in favor of any but the payee, the bonds should be assigned to "the Secretary of the Treasury for redemption for account of"—(here insert the name of the person or persons to whose order the check should be made payable.)

The Treasurer of the United States issued on the 1st inst. a statement showing that the total funded indebtedness of the District of Columbia amounted to $22,141,800. The amount of the funded debt retired since July 1, 1878, is $652,900, and the reduction in the annual interest charge by the operation of the sinking fund since that date is $41,370 77. The following stocks and bonds on which interest has ceased, there being funds for their payment deposited in the Treasury, are outstanding: Corporation of Washington 10 year bonds, $150; 5 per cent general stock, $2,010 01; 6 per cent general stock, $4,280 17; 6 per cent Canal stock $100; Corporation of Georgetown 6 per cent general stock, $200—total, $6,740 18.

The statement of the public debt of the United States, given in another column, shows a decrease during June of $12,323,159 53, and a decrease since June 30, 1880, of $101,573,483 36. The interest-bearing debt amounts to $1,639,567,750; debt on which interest has ceased since maturity, $6,723,865 26; debt bearing no interest, $122,721,954 32; total debt, $2,069,013,569 58; interterest, $20,948,657 75; gold and silver certificates, $56,949,450; United States notes held for redemption of certificates of deposit, $11,925,000; cash balance available, July 1, 1881, $170,920,869 43; total cash in the Treasury July 1, 1881, $249,353,415 35.

During the fiscal year ending June 30, 1881, fifty-four National banks have been organized, with a capital of $6,409,700. Nineteen banks have gone into voluntary liquidation by vote of the shareholders, having a capital of $1,620,006. There have been no failures of National banks during the fiscal year. The number of banks now in existence is 2,122. There has been a large increase in the loans and the deposits. The statement of May 6, which is the date of the last reports received from the banks, shows an increase of $84,600,000 in loans over the corresponding period of last year, and $133,200,000 in individual deposits. There has also been an increase in specie of about $23,000,000, and an increase in circulation of $10,596,000, which, however, has been more than counterbalanced by the increased amount, $13,703,000, of legal tender notes deposited for the purpose of retiring circulation. One year ago the banks held nearly $200,000,000 of five and six per cent bonds. They now hold $189,000,000 of the continued three-and a-halfs and the remainder of their fives and sixes will soon either cease to bear interest or be continued, with the exception of $3,500,000 of Pacific Railroad sixes.

It is estimated that the National debt is owned by less than 100,000 persons. Robert N. Porter, of Chicago, special agent of the census, places the distribution of registered bonds as follows: New-England States, 11 per cent; Middle States, 40 per cent; Southern States, 2 per cent; Western States, 8¼ per cent; banks and other corporations, 35¼ per cent.

The closing quotations on Thursday were: Adams Express, 135@137; American Express, 80@82; American District Telegraph, 48@50; Chicago, Burlington and Quincy, 164@165; Canada Southern, 67⅛@67⅞; Chicago and Northwestern, 131¼@131⅜; Central Pacific, 99¾@99⅞; Chicago, Milwaukee and St. Paul, 127¾@128; do. pref., 136⅞@137; Chicago, Rock Island and Pacific, 142¼@143⅛; Cleveland, Columbus, Cincinnati and Indianapolis, 95⅛@95¾; Columbus, Chicago and Indiana Central, 25¼@25½; Delaware and Hudson Canal, 109¾@110; Delaware, Lackawanna and Western, 123⅞@124⅛; Hannibal and St. Joseph, 93¾@94; do. pref., 117½@118; Lake Erie and Western, 60¾@61¼; Lake Shore and Michigan Southern, 125¾@125⅞; Metropolitan Elevated, 90¾@91⅛; Manhattan Elevated, 23¾@24; Michigan Central, 105@105⅛; New York Elevated, 109½@110; New York, Lake Erie and Western, 45⅞@46; do. pref., 87⅜@87¾; New York Central and Hudson River, 145⅞@146; Ohio and Mississippi 42⅛@42¼; Ohio Central, 34¾@35; Pacific Mail, 51⅜@51⅛; Panama —@256; St. Louis, Alton and Terre Haute, 62@65; do. pref., —@96¾; Texas and Pacific, 66⅛@66⅞; Union Pacific, 130⅛@130¼; United States Express, 69@70; Wells Fargo Express, 125@130; Western Union Telegraph, 92⅜@92½; Wabash, St. Louis and Pacific, 58¾@59; do. pref., 94⅛@94¼.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, 133; Boston and New York Air Line, 69; Buffalo, Pittsburg and Western, 46½; Chicago, Burlington and Quincy 8s, 106; Chicago and Eastern Illinois 1st, 113; Chicago, St. Louis and New Orleans, 83½; Chesapeake and Ohio 1st pref., 44⅞; do. 2d pref., 31; do. cur. int., 62¾; do. 1st, Series B, 89½; Chicago, St. Paul, Minneapolis and Omaha, 43; do. pref., 105¼; do. consol., 104½; Cedar Falls and Minnesota, 33; Cincinnati, Sandusky and Cleveland, 62¼; Clev., Col., Cin. and Ind. consol., 126½; Cairo and Fulton 1st, 113½; Col., Chi. and Ind. Cent. Inc., 75¾; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 108¼; Denver and Rio Grande, 108½; do. 1st, 120½; do. 1st consol., 117¾; Denver, South Park and Pacific 1st, 110; Houston and Texas Central 1st, W. and N. W. div, 115; Indiana, Bloom. and Western, 55; Kansas Pacific 1st consol., 110; Long Island, 60; Louisville, New Albany and Chicago, 102½; do. 1st, 107; Lake Erie and Western, 61; do. Sandusky div. 1st, 106¾; Louisville and Nashville Gen'l mort. 6s, 108; Manhattan Beach, 47; Marietta and Cincinnati 1st pref., 15½; do. 2d pref., 11; Mobile and Ohio, 39; do. 1st deben., 99½; do. 2d deben., 70; do. 1st mort., 115; Missouri, Kansas and Texas, 49½; do. consol. ass., 110⅜; do. 6s, 86¼; do. 2d, 85½; Missouri Pacific, 110⅞; do. 1st, consol., 109⅜; Memphis and Charleston, 87½; Milwaukee, Lake Shore and Western, 60⅞; do. 1st, 106; Milwaukee and Northern 1st, 101; Metropolitan 2d, 89; Nashville, Chattanooga and St. Louis, 89; New York, Ontario and Western, 36¼; Norfolk and Western, 60; New Orleans Pacific 1st, 101; Northern Pacific 1st, 108¾; New York City and Northern Gen'l mort., 95¾; Ohio Central, 34⅞; do. 1st, 105; do. Inc., 65; Oregon Railway and Nav., 171; do. 1st, 112½; Ohio Southern, 34¼; do. 1st, 99½; do. inc., 55; Peoria, Decatur and Evansville, 49; Rome, Watertown and Ogdensburg, 40½; do. 1st consol., 103; Rochester and Pittsburg, 44½; do Inc., 57½; Richmond and Allegheny, 70; St. Paul and Sioux City 1st, 112½; St. Louis, Jacksonville and Chicago 1st, 120; St. Paul, Minn. and Man., 106½; do. 1st, 111½; do. 2d, 109; St. Paul and Duluth pref., 88; Southern Pacific of California 1st, 107½; St. Louis and Iron Mt. 1st, pref. Inc., 100; do. 5s, 94½; do. Ark. Branch 1st, 114½; Toledo, Delphos and Burlington, 33; do. inc., 60; Texas and Pacific, 66¼; do. Inc., L. G., 87; do. Rio Grande div., 1st, 101¼; Texas and St. Louis, 45¼; do. 1st, 94; Toledo, Peoria and Western 1st, 118½; Alabama, Class A, 78½; Arkansas 7s, P. B. & N. O., 14½; Louisiana 7s, consol., 63¾; South Carolina 6s, consol., 106⅜; Tennessee 6s, old, 73; do. new, 73; Virginia 6s, def., 17; Sutro Tunnel, 1¾; Colorado Coal and Iron, 63¼; do. 1st, 102; Consolidation Coal, 40; Maryland Coal, 30; New Central Coal, 29½; Spring Mt. Coal, 45; Central Mining, 4½; Excelsior, 1¼; Homestake, 19¾; Standard, 23½; Silver Cliff, 5½.

Philadelphia—Am. S. S. Co., 29¼; do. 6s, 109; Buffalo, Pittsburg and Western pref., 35; Cincinnati 7.30s, M. & N., 134; Chesapeake and Delaware Canal 6s, 89; Huntingdon and Broad Top Mt. consol. 6s, 91¼; New Orleans Pacific 6s, 102; Oil Creek 1st, 102; Philadelphia Germantown and Norristown, 110½; Philadelphia and Reading R. R. scrip, 74; Pennsylvania Co. 6s, 107½; Pennsylvania and New York Canal 7s, 123½; Sunbury, Hazleton and Wilkesbarre 2d, 35; Texas and Pacific consol. mort. 6s, 105; Union and Titusville, 7s, 110; West Jersey R. R. 35; do. 1st, 122; Western Pennsylvania 6s, Pittsburg Br., 113. The latest quotations are: City 6s, 115@116; do. free of tax, 131@132½; do. 4s, new, 106@111; Pennsylvania State 6s, 3d series, 104¼@105; do. 5s, new, loan, 118½@120; do. 4s, new, 111@—; Philadelphia and Reading R. R., 29¼@29⅜; do. consol, mort. 7s, coup. 126¾@127; do. reg., 126⅞@127; do. mort. 6s, 121@—; do. 7s, 1893, 121@122; do. new conv., 66@—; United New Jersey R. R. and Canal, 197@200; Buffalo, Pittsburg and Western, 22⅜@22⅝; Pittsburg, Titusville and Buffalo 7s, 106¼@107; Camden and Amboy mort. 6s, 1889, 115@115½; Pennsylvania R. R., 64½@64¾; do. gen'l mort., coupon, 127@128; do. reg., 127¾@128; do. consol. mort. 6s, reg., 121¼@121¾; Little Schuylkill R. R., 57@57¼; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 14¼@15; do. 6s, 1882, 89⅞@90½; do. 1872, 105@109; Elmira and Williamsport pref., 55@60; do. 6s, 117@—; do. 5s, 100@102; Lehigh Coal and Navigation, 44¾@45; do. 6s, 1884, 106½@107; do. R. R. loan, 119¾@120¼; do. Gold Loan, 114⅞@115¼; do. consol. 7s, 118@119½; Northern Pacific, 48⅛@48¼; do. pref., 84@84¼; North Pennsylvania, 60@60½; do. 6s, 109½@110¼; do. 7s, 118@121; do. Gen'l mort. 7s, reg., 121¼@121¾; Philadelphia and Erie, 25

@—; do. 7s, 120@122¼; do. 5s, —@107½; Minehill, 62@62½; Catawissa, 21@21½; do. pref., 57½@58½; do. new pref., 57½@58; do. 7s, 1900, 127@127½; Lehigh Valley 60¼@60⅜; do. 6s, coupon, 122½@123⅛; do. reg., 122¾@123¼; do. 2d mort. 7s, 136@138; do. consol. mort., 121@122; Fifth and Sixth streets (horse), 136@137; Second and Third, 111¾@116; Thirteenth and Fifteenth, 82@—; Spruce and Pine, 50¼@51; Green and Coates, 82¼@—; Chestnut and Walnut, 95@100; Hestonville, 20@22½; Germantown, 75@—; Union, 119@125; Lombard and South, —@25¾; West Philadelphia, 94@100; People's, 30⅛@30⅜; Continental, 106@108.

Baltimore.—Atlanta and Charlotte 1st, 111; Atlantic Coal, 1 60; Baltimore and Ohio 2d pref., 122; Baltimore City 4s, 1920, 111¼; do. 5s, 1894, 117¾; do. 6s, 1884, 106; do. 6s, 1890, 118; do. 6s, 1902, 128; Consolidation Coal, 39½; Canton Co. 6s, 112; Columbia and Greenville 2d, 93¾; Maryland 6s, exempt, 113; North Carolina 4s, ex int., 89; Norfolk Water 8s, 126; Union Railroad bonds endorsed by Canton Co., 117; Virginia Midland pref., 71½; do. 2d pref., 50; do. 1st mort., 114½; do. 2d, 113½; do. 3d, 94; do. 5th, 100¼; Wilmington, Columbia and Augusta, 111; do. 6s, 111½. The latest quotations are: Atlanta and Charlotte 1st, 111@111¼; Baltimore and Ohio, 200@210; do. 6s, 1885, 109½@110; Baltimore City Passenger R. R., 39@—; Baltimore City 6s, 1884, 107@—; do. 6s, 1890, 118¼@119; do. 6s, 1900, 125@—; do. 6s, 1900, new, 126@—; do. 5s, 1894, 117⅛@119; do. 5s, 1900, 122½@123; do. 5s, 1916, 125@126; do. 4s, 1920, 111@111½; Canton 6s, gold, —@112; Columbia and Greenville 1st, 104½@105½; do. 2d, 94@94¾; Marietta and Cincinnati 1st, 124@124⅝; do. 2d, 88¾@89; do. 3d, 48½@49¼; Norfolk and Western pref., 58½@59½; Northern Central, 54¼@54⅝; do. 6s, 1900, gold, 119@120; do. 6s, 1904, gold, 114@116; do. 5s, 1926, 102@103; Ohio and Mississippi S. F., 121@—; Pittsburg and Connellsville 7s, 124@124½; Virginia Midland pref., 70@72; do. 2d pref., 50@55; Virginia Consol. 83¼@83½; do. consol. coupons, 91¾@92¼; do. 10-40s, 55½@56; Western Maryland 2d pref., 107¼@107½.

Boston.—Atlantic and Pacific 6s, gold, 103¾; do. Inc. 6s, 57; Atchison, Topeka and Santa Fe 5s, 98½; Boston, Clinton, Fitchburg and New Bedford, 46; do. pref., 140; Boston Water Power, 9⅞; Burlington and Missouri River 6s, non-exempt, 107; Chicago and West Michigan, 89; Cincinnati, Sandusky and Cleveland pref., 31⅞; do. 7s, 109; Chicago, Milwaukee and St. Paul, Wis. Valley div. 6s, 105; Chicago, Burlington and Quincy 5s, 105; Chicago and Eastern Illinois, 110; Flint and Pere Marquette, 39¼; do. pref., 106; Iowa Falls and Sioux City, 91½; Kansas City, Fort Scott and Gulf, 95; do. 7s, 114; Little Rock and Ft. Smith, 80; do. 7s, 119; Marquette, Houghton and Ontonagon, 77; Massachusetts Central, 28; do. 6s, 100⅛; Mexican Central Block new, 100¼; do. old, 111; Maine Central, 50; Northern Pacific 6s, 104; New York and New England 6s, 112; New Mexico and Southern Pacific 7s, 122½; Ogdensburg and Lake Champlain Income, 74½; Rutland pref., 32; do. 5s, 85; Sonora 1st mort. 99¾; Sioux City and Pacific 6s, 128½; Summit Branch, 24¾; Toledo, Delphos and Burlington, 16½; Wisconsin Central, 28½; do. 1st series, 79; Altonez Mining Co., 2; Copper Falls, 6; Catalpa, 1¾; Douglas, 2; Duncan, 1⅞; Franklin, 11½; Pewabic, 12; Ridge, 3; Silver Islet, 43½; Sullivan, 4.

Standard Time.

Various plans have been suggested of late looking to the establishment of a standard time for railroad and general use. In regard to the proposition made by Mr. Fleming, which has attracted no little attention here and abroad, the Montreal Daily Witness, says:

"Mr. Sanford Fleming has won fame quite beyond his expectation, and, with due respect we may add, quite beyond his deserts. At the recent meeting of engineers here, he made a very simple and business-like proposition with a view to regulating the variation of time on this continent. The European countries are comparatively small and compact, and each follows without inconvenience the time of its capital. But the United States and Canada cover too much longitude to work by such a rule, and hitherto we have had no rule of uniformity. Each town has its own time determined direct from the sun, and each considerable railway running east and west is divided into sections which adopt the time of different centres. Mr. Fleming's proposition was simply to divide the country into sections whose time would be exactly an hour apart, and have all places within those sections uniform. Anyone passing from one section into another would find his watch just one hour astray, and would not be perplexed by having to calculate a different number of minutes of difference in each place visited. We are not prepared to pronounce judgment on this proposition, which seems to have a good deal to recommend it, but it is a very different one from that which the New York Herald and journals which follow it attribute to Mr. Fleming, which is no less than that all the clocks in the world should run on a uniform time. This would be a revolution, indeed, and would have curious results. The day which would begin at midnight, say at Greenwich, would have to begin at five in the morning at Montreal, and places west of here would have to begin their day at various times in the forenoon. They would have to change their dates after the business day commenced, and speak of breakfast as having been taken yesterday. All this would be very interesting, indeed, but we hardly think Mr. Fleming deserves to have so stupendous a proposition attributed to him. Mr. Fleming did say something about restoring the old fashion of making the clock tell the hours from one to twenty-four, which, could it be adopted, would remove the need of saying a. m. or p. m., and do away with many mistakes in reading time tables, but a good many things would need to be considered before adopting this part of his scheme."

The Quincy, Missouri and Pacific branch of the Wabash Railroad was completed July 1 to Trenton, Mo., 140 miles west from Quincy, Ill.

A railway is to be built up Mount Lafayette, of the White Mountain range. The mountain is 5,290 feet above the level of the sea, and its summit can be reached by a climbing line of three miles. Its estimated cost is $150,000.

Regular trains commenced running on the Saratoga Lake Railway on the 4th of July.

HANNIBAL AND ST. JOSEPH RAILROAD CO.,
No. 78 BROADWAY, NEW YORK, July 2, 1881.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of Three and one-half per cent upon its Preferred Stock, payable Monday, August 1, 1881, at this office.

The transfer books of the Preferred Stock will be closed at 3 o'clock P. M. on July 9, and reopen August 4, 1881. JOHN A. HILTON, Secretary.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.
Treasurer's Office Grand Central Depot,
NEW YORK, June 24, 1881.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a quarterly dividend of TWO PER CENT upon its capital stock, payable on the 1st day of August next at this office.

The transfer books will be closed at 3 o'clock P. M., on THURSDAY the 30th inst., and will be reopened on the evening of THURSDAY the 4th day of August next.

E. D. WORCESTER, Treasurer.

Brown, Brothers & Co.,
NO. 59 WALL ST., N. Y.,
BUY AND SELL
BILLS OF EXCHANGE
ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.
Issue Commercial and Travelers' Credits
IN STERLING,
AVAILABLE IN ANY PART OF THE WORLD.
And in France, in Martinique and Guadaloupe.
MAKE TELEGRAPHIC TRANSFERS OF MONEY
Between this and other countries, through London and Paris.
Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

Paine, Webber & Co.,
BANKERS AND BROKERS,
(Members of the Boston Stock Exchange.)
53 Devonshire St., Boston.
Devote special attention to the purchase and sale of Stocks and Bonds in the Boston market, the careful selection of securities for investment, and the negotiations of commercial paper.
WM. A. PAINE. WALLACE G. WEBBER. C. H. PAINE.

John H. Davis & Co.,
Bankers and Brokers,
17 Wall St., New York.
Interest allowed on Temporary and Standing Deposits.
Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth,
BANKERS,
10 WALL STREET, N. Y.
IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.
WM. C. SHELDON. WM. B. WADSWORTH.
GEO. R. SHELDON.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashnelot.....100	210,000	quarterly	Jny 81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July 80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,922,900	J. & D.	June'80 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,559,578	J. & J.	July '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bed.100	1,297,800	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June'78 3
Bost., Conc.& Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July 81 2
Boston and Maine.....100	6,921,274	M. & N.	May 81 4
Boston and Providence.100	4,000,000	M. & N.	May 81 4
Attleborough Branch..100	131,700	J. & J.	July '81 3½
Bost., Revere B. &Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'81 3
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '81 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*..... 50	1,159,500	October	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref..... 50	1,900,000	M. & N.	May '81 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '81 1
" " pref 100	769,300	F. & A	Feb '81 3½
Central of Georgia.....100	7,500,000	J & D.	June '81 4
Central of New Jersey.100	18,564,200	quarterly	Apl. 78 2½
Central Ohio*..... 50	2,425,000	J & J.	July '81 3
" pref..... 50	400,000	J. & J	uly '81 3
Central Pacific.....100	54,275,500	F. & A.	Feb. 81 3
Chemung*.....100	380,000	quarterly	July '81 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. 81 4
" " pref...100	2,425,400	M. & S.	Mar '81 4
Chicago,Burl. & Quincy.100	31,004,456	quarterly	June '81 2
Chi., Clin., Dub.&Minn.....	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '81 4
Chi., Mil. and St. Paul..100	15,404,281	A. & O.	Apl. '81 3½
" " pref.....100	12 279,483	A. & O.	Apl. '81 3½
Chicago & N. Western..100	14,988,257	J. & D	June'81 3
" " pref.100	21,625,353	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Aug.'81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	June'81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	June'81 2
Colum. & Hocking Val..100	3,500,000	F. & A.	Feb. '81 4
Concord..... 50	1,500,000	M. & N.	May 81 5
Concord and Ports.*.....100	350,000	J. & D.	June'81 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Feb. '81 2
Connecticut River.....100	2,100,000	J. & J.	July '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	June 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*..... 25	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80 2½
" " pref.100	2,503,380	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*..... 50	1,200,200	J. & J.	July 81 3
East Mahanoy*..... 50	892,950	J. & J.	July 81 3
East Tenn., Va. & Ga...100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,800	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & D	June '81 2½
Eel River.....100	3,000,000	quarterly	June '81 2½
Elmira, Jef. & Canand*..00	500,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '81 1½
" " pref. 50	500,000	J. & J.	July '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg 100	4,500,000	J. and J	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia 100	4,200,000	J. and J	July '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	Apl. '81 2
Illinois Central 100	30,000,000	M. & S	Mar. '81 3½
Iowa Falls& Sioux City*100	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co.100	7,630,000	quarterly	May,'81 1½
Io. Co. & Mo. Northern. 25	600,000	quarterly	May,'81 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May,'81 1½
Joliet and Chicago*.....100	1,800,200	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May,'80 1½
Kentucky Central.....100	1,500,000	J. & D.	Dec. '80 1
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	49,466,800	quarterly	Aug. '81 2
" (guar.).100	533,500	F. & A.	Aug. '81 5
Lawrence*..... 50	450,000	quarterly	July '81 2
Lehigh Valley 50	27,382,655	quarterly	July '81 1½
" pref. 50	106,200	quarterly	July '81 1½
Little Miami*..... 50	5,871,450	quarterly	June '81 2
Little Schuylkill*..... 50	$2,646,100	J & J.	July 81 3½
Louisville & Nashville...100	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 5½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati.... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	Aug. '81 1
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '81 3½
Missouri Pacific..... 100	42,416,000	quarterly	July 81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '81 6
Nashua and Lowell.....100	800,000	M. & N.	May '81 3½
Nashua and Rochester .100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,266	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N.Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref....100	8,146,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '81 2
Nieg. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*..... 100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '81 1½
Northern Central 50	5,842,000	J. & J.	July '81 3
Northern N. Hampsh....100	3,068,400	J. & D.	June'81 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	May 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug 80 4½
Panama.....100	7 000,000	Aug. 1, 1	881, $24.26
Paterson and Hudson*..100	632,000	J & J.	July '81 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 1
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 5½
Phila. and Trenton*.....100	1,259,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J.	July '81 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	July '81 1½
" Special Imp..100	5,504,300	quarterly	July '81 1½
Pittsfield & N. Adams..100	460,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July 81 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	July '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Peterab....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome,Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,163,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. 80 5
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*....100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	2,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July 79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,809,000	F. & A.	Feb. '80 2
Union Pacific 100	36,746,000	quarterly	July '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	May 81 1½
Ware River*.....100	$750,000	J. & J.	July '81 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '80 3
Warwick Valley 100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,458,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	July '81 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000.000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	903,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	July '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '81 3
Eighth Avenue (N.Y.)....100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry....100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000.000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	July 81 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300.000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston).... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,556	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,030	J. & J.	Jan. '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,776	J. & J.	Jan. '78 3
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '81 3
South Boston 100	500,000	J. & J.	July '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	July '81 4
Union (Phila.) 50	400,000	J. & J.	July '81 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000,000	.....	June'81 1½
Delaware and Raritan*..100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,008,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.) 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	3.000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May '81 $4
Central Mining Co.....100	... .	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I..100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	5,668,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	July '81 4
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	July 81 3
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car 100	5,990.200	F.M.A.N	May '81 2
Quicksilver, common....100	5,708.706	.....	.....
preferred 100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,760,000	J. & J	July '81 5
Sioux C. & L.F. L.& L. Co.100	500,000	J. & J.	July '81 2
Spring Mountain Coal....50	1,250,000	J. & D.	June'81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express....100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '81 4
West. Union Telegraph.100	80,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,651	184,680	165,630	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,329	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,644	134,134	259,208	232,146	.....	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	.....	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	196,220	168,199	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	.....	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,883	191,695	295,455	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	584,230	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	177,861	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,003	.....	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247.807	188,120	195,329	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,082	226,399	227,323	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	857,733	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	.....	.....	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	846,000	809,700	.....	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	162,027	145,416	132,692	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,487	1,713,697	1,515,835	1,398,344	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	299,880	368,276	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	337,678	334,947	311,470	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,323	343,749	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,038	1,308,658	1,325,780	13,621,239
1880	1,939,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,503	175,864	.....	.....	.....	.....	.....	.....	.....	.....
1881	212.435	178,234	262,050	265,298	283,399	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,923	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490 195	451,560	408,241	349.053	355,300	442,000	542 555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	480,300	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	.....	.....	.....	.....	.....	.....	.....	.....
1881	264,187	159,482	320,962	425,685	382,642	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,523	.....	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	928,603	933.143	1,199,268	1,028,791	1,122,706	952.049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,152
1881	811,617	816,922	1,119,591	1,023,482	1,144,661	.....	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank.	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65.

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No
Jersey City, N. J	*First National Bank*	671 *to* 750	19,669 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,669 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,750 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Tre
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

Customs Seals and Wires.

The following circular was issued on the 1st inst. by the Treasury Department at Washington, to Collectors of Customs and others:

"On and after the 1st prox. all common carriers whose cars or vessels are secured by Customs lead seals and wires will be required to reimburse the Government for the cost of said seals. Customs officers will keep an accurate account with each carrier, and collect monthly from each the amount due for seals used. The amounts so collected should be accounted for as miscellaneous receipts. In making collections for the seals used under these instructions from the supply now on hand at the several ports, the carriers should be charged at the rate of $3 49 per 1,000 seals, that being the price at which said seals are furnished to the department. For lead seals and wires hereafter furnished $5 50 per 1,000 will be collected, that being the price to be paid the contractor for the fiscal year beginning July 1, 1881. Monthly reports of lead seals received used, and remaining on hand will continue to be made as heretofore."

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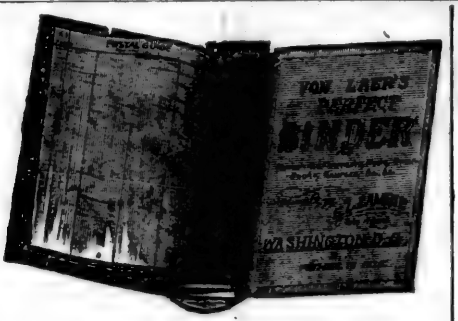
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AND A THOROUGH

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CLASSIFIED BUSINESS DIRECTORY OF THE

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Montreal, Dec. 1880.

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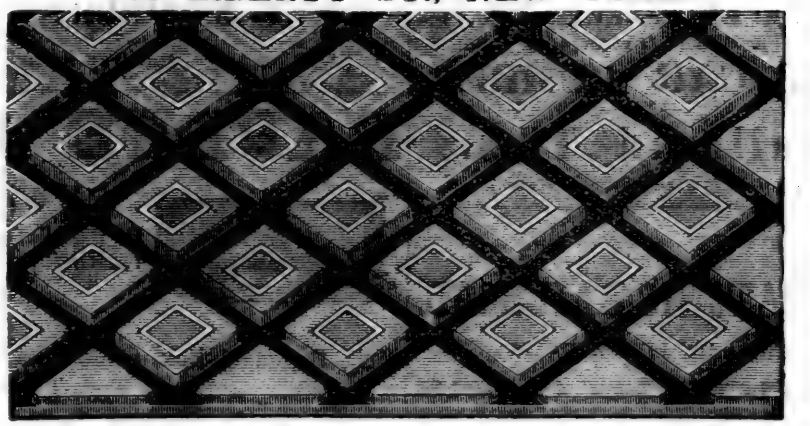
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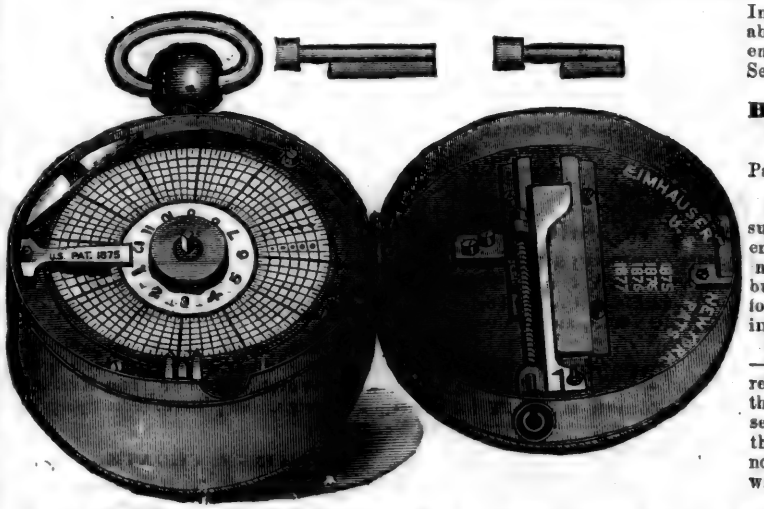
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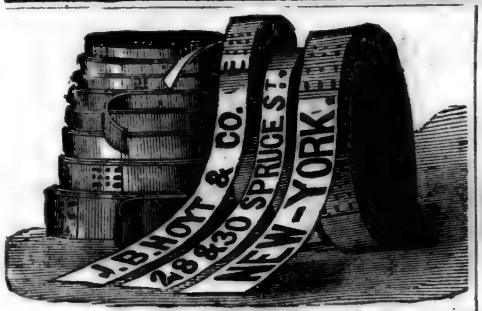
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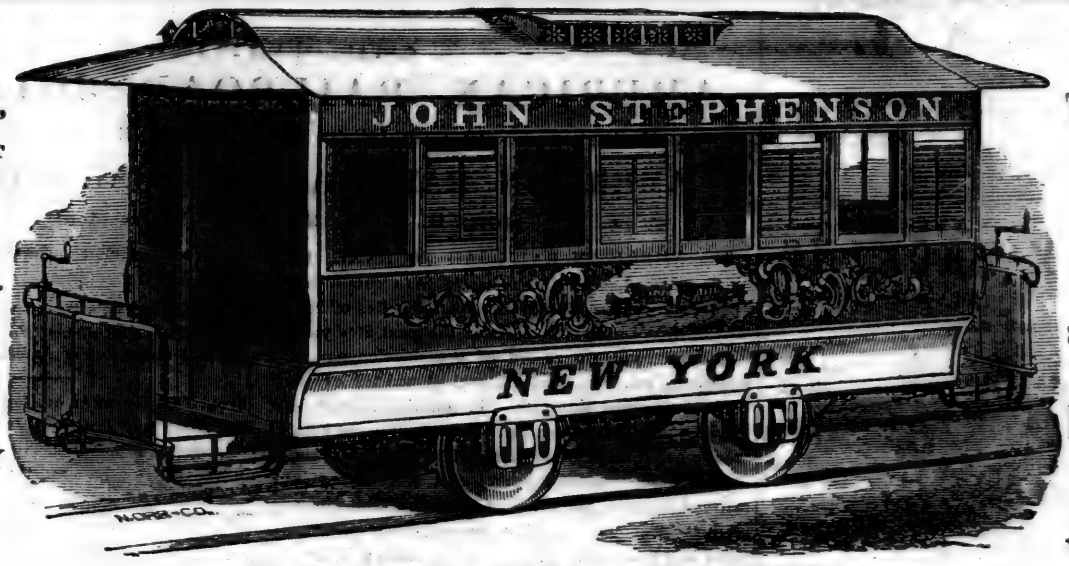
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STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., NO. 29.] NEW YORK, JULY 16, 1881. [WHOLE NO 2,360, VOL. LIV.

RAILROAD BUILDING ALONG THE CLIFFS OF THE HUDSON.

A singular spectacle has been witnessed of late by passengers on the Hudson river boats, at a point on the river near Cornwall, where along the face of a cliff rising perpendicular from the water a railroad is being cut. The scene is thus described by a Sun reporter:

The cliff was crowded with men, who, clinging like lizards to the face of the rock, were working seventy-five feet above the surface of the water; and here and there were laborers hanging (for the foothold they had obtained was hardly worthy of the name) by ropes fastened many feet above their heads, and circling their waists. All the passengers gazed with amazement at the singular spectacle; and when one of the men, turning toward the steamboat, waved his hand, cheered, and, falling off, swung for a moment, and then, getting his feet to their former place on the rock, renewed his work at cutting into its face, the spectators from the river sent back an answering cheer, as the boat swept around the point that hid the workmen from their sight, and left them discussing what they had just seen.

Greatly interested by the sight the reporter left the boat at Newburg and returned to Cornwall to inquire about the mid-air workers. He found that they were employed by the Ontario and Western Railroad Company, constructing the new North River Railroad. It is under contract to be completed by June 1, 1882, and is to run from Jersey City to Cornwall, and thence west to Middletown. The country through which it passes is so rocky and mountainous that much of the work has to be done by blasting, and this is especially the case between West Point and Cornwall. At West Point a tunnel 150 feet deep and 500 feet long has been cut through Target Hill, and many other bores, nearly as extensive, have been made. But the point already mentioned, near Cornwall, presented, perhaps, the greatest difficulties to the engineers and contractors. About eighty men are employed there, and they were selected on account of their activity and freedom from nervousness.

"They are not active enough, however," one of the surveyors said to the reporter, "to retain their foothold in every place, and at certain spots it is necessary for them to work bound, as it were, to the rock, for a drop of seventy-five feet into the river below, or possibly upon some of the straggling stones that rise above the surface of the water at the base of the cliff, would undoubtedly serve to reduce our staff of workmen. Had they been sailors they might, perhaps, have managed better so far as clinging to the rock is concerned, but they could not have done the work."

The workmen are, for the most part, Italians, although a few of other nationalities are employed. Italians, however, are best adapted to the peculiar work, not only because they are lithe, light, and active, but on account of their ability to stand the fierce heat that beats down on the exposed face of the rock.

HOW KRUPP'S ARMY OF MEN WORK AND ARE CARED FOR.

Hon. J. S. Potter, United States Consul at Crefeld, has recently visited the steel works of Herr Frederick Krupp at Essen, Germany, and in a private letter gives the following interesting description of that immense manufacturing establishment. "At this time 18,542 is the daily average number of men employed in this colossal manufactory for the production of everything that is composed of steel—especially war material. Steam and smoke were issuing from countless chimneys and smoke stacks, and rolling in immense volumes over the 650 acres of buildings within the walls which enclose his grounds. The view from the outside seemed to indicate a tornado of excitement and a rush of business within. Upon entering, however, the scene presented was surprisingly quiet. When a man was seen, whether workman or manager, he was as serene as a morning in the tropics. There was no excitement, no rush; every man's motions being all in the line of system and order. I do not remember to have heard a loud word spoken among the thousands of men in the different buildings through which we passed. But the unceasing smoke and steam continued to ascend from pipes and chimneys near and as far away as the eye could see, and the subdued hum of machinery everywhere was as steady as the roar of Niagara. Great cannon were being moved as silently as if they were going to the funeral of the masses of men they were made to slaughter. One cannon, recently finished, weighing, with wedge, about eighty tons, and throwing a shell weighing one and a half tons a distance of more than ten miles, was being placed in position. Only a mild word was occasionally uttered by the man in charge, and the great mass went steadily in the right direction. No fuss, no false motions; every utterance and motion was just the one that ought to be made. The man in charge was a competent 'boss.'

The average number composing the families of these 18,542 men was four and a half to each—thus making between eighty and ninety thousand human beings dependent upon the business, skill and management of Herr Krupp, who was born lowly, and thirty years ago was a poor man. He provides everything—dwellings and homes for all—schools, churches, preachers, supply-stores, bakeries, slaughter houses, butchers, doctors, bathing establishments, life insurance and fire companies, pension institutions, hospitals, undertakers and funerals, and all works smoothly and well. In reply to a question covering the vast responsibility, anxiety, care and difficulties in managing such a complex and extensive establishment, he said he had little anxiety and no difficulty in managing his increasing business. His care and responsibility were chiefly exercised in the selection of men for positions of management. He had no friendship for 'bosses' who were not exactly fitted for the position they were engaged to fill—and no mercy for those found negligent or inefficient. To his caution in the selection of managers he attributed the chief success of his life."

CROSSING THE CHANNEL THROUGH A TUBE.

Among the latest and most novel plans for crossing the English Channel and also for uniting England to the Continent by a rail-

road, is that proposed by Bradford Leslie, engineer of the East India Railway Company. The idea is said to be to send cars under the channel through a cylindrical steel tube submerged 40 feet below the surface of the water. The tube would be so ballasted as to make it weigh 1¼ tons to the foot less than the water displaced, its buoyancy being counterbalanced by moorings at every 250 feet. At the shore ends it would be laid in dredged or excavated channels, and would be made to rise from the mid-channel depths by easy gradients. The cost of carrying out this scheme is estimated to be £8,000,000.

Credit Valley Railway.

The work of grading and bridging on the Credit Valley extension from Ingersoll to St. Thomas is progressing satisfactorily. The grading is now completed for seven miles beyond Ingersoll, or two miles beyond Putnamville. A force of 350 men is employed by the company, which is building about 16 miles of the 24 of the extension. Messrs. Hutchinson and Wood & Fellows, contractors, are completing the remaining eight miles. The London Globe, from which the above is obtained, says the right of way has all been purchased at a cost of about $40,000, and then adds:

The country through which the line runs has a fine rolling surface, with few engineering difficulties. The only bridges of importance are over Catfish, Kettle and Salt Creeks, that over the latter being 400 feet in length. It is made of iron and wood, resting upon substantial stone piers. The approaches to this bridge entail the erection of a very extensive embankment, 1,000 feet long and between forty and fifty feet high. The embankments elsewhere on the road are of a minor character. Through the township of Dorchester there is a good deal of cutting, none, however, except in the neighborhood of Putnamville being of much importance. The road will be open for freight traffic early this fall. The company are in the meanwhile adding largely to the rolling stock, additions being made every week. This week three fine parlor cars were placed on the line. Eight locomotives are building at Kington. Mr. James Ross, the Superintendent has made satisfactory arrangements with the Canada Southern for the terminus at St. Thomas, and it is expected that an extensive through traffic by that line will be transferred to the Credit Valley as soon as the extension is completed.

During the year 1880 the French railway companies issued 139,000,000 of tickets—11,000,000 for first class passengers, 42,000,000 for second class and 86,000,000 for the third class. There was only 1 passenger killed for each 7,000,000, 1 wounded for each 850,000, including the victims of their own imprudence. Out of 20 passengers killed in 1880, 5 only were killed by the action of the railway company, 12 by their awkardness and 5 committed suicide.

Contracts have been entered into for the completion of the Connotton Valley and Straitsville Railroad from Canton to Coshocton, a distance of 60 miles, within three months from the 22d of June. The line from Coshocton to Zanesville is now being located and will be let during the present month. The purpose is to have this feeder of the Connotton Valley Railroad 85 miles long, in running order by December of this year. The Connotton Valley Railroad opened on the 4th of July to Cleveland, by the Cleveland and Pittsburg Railroad from Bedford. It is expected that the twelve miles from Bedford to Cleveland will be in running order the last of this month.

Norfolk and Western Railroad.

The gross earnings of the Norfolk and Western Railroad Company for the month of June, 1881, (approximate) were $150,755 75, against $138,763 93 for the month of June, 1880, an increase of $16,991 82, or 12 7 per cent. For the twelve months ending June 30, 1881, the gross earnings (approximate) were $2,149,490 94, against $1,936,651 68 for the corresponding period of the previous year, an increase of $212,839 26, or 11 per cent. The operating expenses for the year ending June 30, 1881, (including $193,697 62 renewals and extraordinary expenses) were $1,150,577 02, leaving as net earnings the sum of $998,913 92. An improvement and construction fund of $1,000,000 was provided under the reorganization, from which all further disbursements for renewals and extraordinary expenses will be made. As this will entirely complete the relaying of the road with steel rails, and will fully equip it, no further charges to renewals and expenses will be proper. The Norfolk and Western Railroad Company has just secured the franchises and works of the New River Railroad, and will immediately prosecute the construction of the road into the great Flat Top coal region. This will furnish cheap coal for the company's own use and for its important local manufacturing industries, and will also provide a large business in coal transportation for shipment from Norfolk, where coal wharves are being located.

The new railroad on Long Island, to be known as the Northern Railroad of Long Island, as now planned, will extend from Astoria to Huntington, a distance of 38 miles, and for this extent of the road nearly all the plans and specifications have been agreed upon. The contract for building the road has been taken by Col. J. C. Lane for $3,000,000, $2,000,000 in the bonds and $1,000,000 in the stock of the company. It is said that work will be begun early in Autumn.

Negotiations are said to be in progress for the purchase by the Pennsylvania Railroad Company of the Junction and Breakwater, the Breakwater and Frankford, and the Worcester Railroads as feeders for the Delaware Division of the Philadelphia, Wilmington and Baltimore Railroad.

The Charleston (S. C.) News says that semi-annual dividends and interest amounting to $285,838 are to be paid in that city during the month of July upon a capital of $9,826,716.

The Michigan Central Railroad Company has purchased the Union Railroad, covering six miles between Kensington, Ill., and the Indiana State line, and which has been operated under lease by the former company.

Spartanburg, S. C., has voted to subscribe $75,000 to the Greenwood, Laurens and Spartanburg Railroad, a link in the proposed extension of the Virginia Midland and the Augusta and Knoxville Railroads.

Hudson River Tunnel.

Work on the Hudson River Tunnel is progressing favorably under the direction of the new engineer, General William Sooy Smith. The portion of the tunnel already built has been strengthened and it is being extended at the rate of about five feet a day, which gives promise of its completion within three years. The work now extends about three hundred feet under the river from the Jersey shore. A heading from the New York side is being started. The present arch is thirty feet below the bed of the river, which is formed of a fine silt and is very easily worked under compressed air. A double system of air-locks has been introduced, which will give additional safety and allow more rapid progress of the work.

The first quarterly report of the Long Island Railroad under the new receiver, Austin Corbin, has been filed with the Kings County Clerk. From January 1 to April 1, the receipts were $635,465 27, and the disbursements $593,500 82. The report has been referred by Judge Gilbert to Alexander Cameron, the partner of Judge Gilbert's son, as referee to report upon.

The North and West Branch Railroad was sold at sheriff's sale at Bloomsburg, Penn., on the 6th inst., to Chas. Parrish, of Wilkesbarre, for $700,000. The road is almost graded from Catawissa to Nanticoke. A new company is to be organized at once and the road completed. This will make a rail outlet from the mines of the Pennsylvania Railroad at Nanticoke.

Fred Wolffe, financial agent of the Erlanger syndicate, has purchased the Memphis, Holly Springs and Selma Railroad. It will be completed at once and extended to Albany, Ala., which will give the syndicate an uninterrupted line to the sea from Chattanooga, Memphis, Vicksburg, Shreveport and New Orleans.

The total values of the exports of petroleum and petroleum products during the month of May, 1881, were $3,861,155; May, 1880, $1,384,815. Eleven months ended May 31, 1881, $34,762,828; do. 1880, $33,992,812.

At a special meeting of the stockholders of the Knoxville and Ohio Railroad Company, at Knoxville, Tenn., on the 8th inst., the road was transferred to the East Tennessee, Virginia and Georgia Railroad Company for $1,152,000.

The work of laying the track of the Front and Union Street (Wilmington, Del.,) Railway is progressing rapidly, and will be completed at an early day. The rails are now laid from Union to Orange streets.

The Ontario and Quebec Railway Company will hold their first general meeting of shareholders at Montreal on the 19th of July.

The track of the Kentucky Central Railroad was changed, on the 10th inst., from the southern to the standard gauge.

Nine miles of the Yale and Savona (B. C.) Railway have been laid, and trains are running.

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New York, Saturday, July 16, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

FROM across the water and from various sources over here prophecies are coming concerning the stock markets of the United States, as gloomy in their import as those which have emenated from the mythical Mother Shipton as to the crisis which 1881 is to bring to human and material affairs in general. Some of this apprehension comes from the fact that there is an inclination just now among the generality of people hovering about the London market to avoid speculation. The tendency is also noticeable to some extent here, but not to a degree to create such an impression as seems to have been made in England. Not withstanding that these prophecies seem in the main unwarrantably gloomy, it is well enough perhaps that they are made, for there are reasons sufficient, to make it desirable that warnings should be uttered, and to make it the part of wisdom that they be at least studied. It needs but a glance at the rapidly increasing list of bonds and stocks offered to the public to see that among them are numbers which ordinary prudence would dictate had better be left alone until their merits have been clearly understood. But while fluctuations or even a touch of a panic may be possible in the stock market the condition of our country is such as to make decidedly improbable the coming in the near future of any demoralization to our general business.

WHILE so much thought is being bestowed upon the care of cattle in transit by rail, it is gratifying to know that the ocean steamship companies are providing measures for doing their part in seeing that American cattle are judiciously and humanely treated while on their way to the foreign market. The managers of the Monarch line of steamships require that in fair weather two men constantly watch the cattle on shipboard, and four men in stormy weather, whose duty it is to report at every half-hour bell, concerning the condition of the animals, and to report immediately to the captain, or if he is not on deck to the officer in charge of the watch, any signs of sickness or distress among the cattle. The rules require that the animals be watered twice daily, two bucketfuls of clean fresh water to be given to each animal each time; that they be fed three times with hay and twice with corn every day, and that it be seen to that the animals are on their feet twice each day, and, when they lie down, the man on watch to see that they do not overlap each other. Any ill-treatment or cruelty to an animal is positively prohibited on board, and any offense against this rule is severely punished, one part of the punishment being the forfeiture of gratuities. The men attending to the cattle are under the control of the captain. With the erection of the feeding and watering stations for which some of our railroad companies are arranging, and by which the cattle can be economically and conveniently fed and watered at least once in every ten hours' run without removal from the car, it would seem as though the comfort and healthfulness of the cattle had been provided for through all their long journey from the plains to the European market.

Authentic Crop Reports.

While so many unreliable reports are being circulated concerning the wheat crop it is a satisfaction to know that measures are being taken in various parts of the West by which accurate estimates of the yield will be furnished early in the season. There is a vast amount of labor and ingenuity employed in collecting facts on this important subject which is not realized by people generally who may suppose that the estimates on crops are chiefly prepared from general impressions or guess work. There certainly is guess work enough apparent in many of the unofficial reports circulated, but some of the official work is based on thorough system and extensive investigation, the effectiveness of which gives a valuable authenticity to the estimates.

One of the most notable and original plans adopted for gathering information concerning the probable wheat yield is that originated by Secretary Chamberlain of the Ohio State Board of Agriculture, a plan which is said not to be in use elsewhere now but which will doubtless be followed to some extent in other localities after its value is demonstrated in Ohio. Secretary Chamberlain, in co-operation with State Auditor Oglevee, ascertained in the Spring through paid assessors of the different townships throughout the State, the average acreage of wheat in each county by means of a new heading added to the ordinary blanks filled out by the county auditors. Recently he has had prepared and sent to each township "threshers blanks" as they are called, to be given to the leading threshers throughout the State. These blanks are in the form of a neat pocket memorandum of card board, with certain spaces for recording the number of acres and bushels threshed and date of threshing. The correspondents from the different townships after collecting the reports of three weeks' threshing will send the totals of acres and bushels thus obtained to the State Board of Agriculture. In this way a close average of the yield per acre for three weeks will be obtained from each county, which will be considered as an average for the season. Having the average per acre and the total acreage the basis for an exceedingly prompt and valuable estimates of the yield is furnished. The results obtained by this plan will be given in the August crop report of the Ohio officials, to be published about the middle of August. The township correspondents are not paid for their labor but as a recognition of the value of the service rendered, the Board of Agriculture sends to each correspondent an invitation to attend the Ohio State Fair, to be held at Columbus from August 29 to Sept. 3, the recipient to have full complimentary admission to all the privileges of this interesting and important agricultural Fair.

The value of authentic crop reports cannot be overestimated, and especially is this true this season when an unusually large number of inaccurate reports have been set afloat for speculative purpose. The assurance that some of the reports soon to appear will contain reliable information is at least comforting, though so far as transportation companies and their stocks are directly concerned they are not likely to be seriously affected by forthcoming estimates, the probabilities being that they will not vary widely from some of the cautious prophecies that have already been made. Anything done however toward introducing a reliable system for obtaining the earliest and most accurate estimates concerning crops is a great boon to the stock market and to general trade, and it is to be hoped that the promisingly good plan adopted by the Ohio State Board of Agriculture will prove satisfactory in its results and develop into one of wide extended utility.

Organization.

Articles of incorporation of the Staten Island North and South Shore Railroad Company have been filed at Albany. The capital stock is fixed at $200,000.

At the annual meeting of the directors of the Belfast and Moosehead Lake Railroad, in Belfast, Me., on the 8th inst., Charles B. Hazeltine was chosen president, Thomas A. Faunce, treasurer; John S. Kimball, clerk.

At the annual meeting of the Winchester and Strasburg Railroad Company, held on the 6th inst., John King, Jr., was re-elected president for the ensuing year, and Thomas Whitridge, Hugh Sisson, J. A. Sherrard, George A. Hupp and John Gregg were re-elected directors.

A charter has been granted to the Richmond (Va.) Grain Elevator Company. The capital stock is to be not less than $50,000 nor more than $1,000,000, divided into shares of $100 each. The real estate proposed to be held is for such elevators, warehouses, storehouses and buildings hereinbefore mentioned as may be found necessary, not exceeding ten acres.

Articles of consolidation of the Rochester, Nunda and Pittsburg Railroad Company with the Rochester, New York and Pennsylvania Railroad Company were filed in the office of the Secretary of State on the 11th inst. The capital of the first-named company was $400,000 and the latter $1,100,000. The capital of the new company is $1,500,000.

The Governor of Pennsylvania has granted a charter to the Pittsburg and New York Railroad Company, which is to construct a line from Armstrong County to Bradford, McKean County, a distance of 140 miles. The capital stock is fixed at $1,400,000. The President is to be Walston H. Brown, of New York. Among the directors are Frederick H. Brown and Thomas A. Wentworth, of New York.

The Philadelphia, Wilmington and Baltimore Railroad having passed into the hands of the Pennsylvania Railroad Company, the following directors were elected on the 13th: George B. Roberts, Edmund Smith, A. J. Cassatt, J. DuBarry, John P. Green, Henry M. Phillips and Wistar Morris, taking the places of Messrs Thayer, Minot, Bowditch, Haven, Garrett, Pratt and Whitridge, who retire. A. J. Cassatt was elected vice-president. Isaac Hinckley, it is said, will be retained as president.

The subscription books of the Palestine Railroad Company have just been opened in Boston. The corporation was formed in February, 1880, under Massachusetts laws, and has for its purpose the construction of a railroad and telegraph line from Cairo in Egypt through Palestine to Assyria. The officers of the company are Alexander McDonald, of Boston, president; N. J. Nichols, of Worcester, vice-president; Rev. Joseph Williams, of Boston, treasurer; and George W. Hamilton, of Boston, secretary.

The Belt Railroad around Chicago was organized on the 30th ult., at Chicago, by Elijah Smith of Boston, in conjunction with the principal officers of the Chicago and Northwestern, Michigan Central, Chicago, Burlington and Quincy and Illinois Central Railroads. The capital stock was fixed at $5,000,000, and the following gentlemen elected directors: H. D. Ledyard, A. L. Osborne, C. E. Perkins, T. J. Potter, Albert Keep, Marvin Hughitt, W. K. Ackerman, Joseph S. Tucker and Elijah Smith.

Articles of association of the Central Railway of Missouri were filed with the Secretary of State of Missouri on the 28th ult. Capital, $410,000. Incorporators, A. W. Maupin, Union, Franklin county; Jas. Edwards, Joseph A. Hall, Albert Singer and Max Kohn of St. Louis. Length of road, about 41 miles, running from St. Louis to Creve Cœur lake, thence to Tavern Rock in Franklin county, thence up the south bank of the Missouri river to the track of the Missouri Pacific and Labadie bottom in Franklin county.

At the annual meeting of the stockholders of the Metropolitan Elevated Railway Company held in this city on the 8th inst., the following directors were chosen: Jay Gould, Russell Sage, Sidney Dillon, William R. Garrison, Jose F. de Navarro, Sylvester H. Kneeland, Joseph S. Stout, G. M. Dodge, Horace Porter, Washington E. Conner and Samuel Sloan. Of these only three were members of the former board: Jose F. de Navarro, William R. Garrison and Horace Porter. The ticket elected received the votes of 52,635 shares of stock out of a total capital of 65,000 shares; there was no opposition.

A charter was granted at the State department, Harrisburg, Pa., on the 6th inst., to the Franklin and Clearfield Railroad Company, to be constructed from a point in or near Chambersburg to a point on Clearfield creek, in the township of Baccaria, in the county of Clearfield. The length of the road is to be 136 miles, and is to run through the counties of Franklin, Blair, Cambria and Clearfield. The capital stock is $816,000. The president is Thos. E. Shoemaker, of Philadelphia, and the directors Edwin S. McConaughy, Robert M. Janney, B. F. Stratton, John J. Summers, E. J. Price, Walter Clark, Charles D. Barney and William F. Hirons, all of Philadelphia.

The American Loan and Trust Company of Boston was organized on the 2d inst. under the charter granted during the recent session of the Legislature of Massachusetts, by the election of the following board of directors: A. H. Rice, Elisha Atkins, L. C. Wade, F. Gordon Dexter, H. M. Whitney, Jonas H. French, A. L. Goolidge, W. D. Forbes, I. T. Burr, Thomas Dana, Fred. L. Ames, Henry D Hyde, Ezra H. Baker, B. P. Cheney, T. Jefferson Coolidge, William B. Bacon, Oliver Ames, Charles Morrill, George C. Lord and A. P. Potter. Mr. Asa P. Potter was elected president.

The first regular meeting of the directors of the Quebec, Montmorency and Charlevoix Railway has just been held in Quebec. J. B. Z. Dubeau has been named president, and O. Gautoier, M.P.P. for Charlevoix, vice-president of the company. G. C. Langelier has been appointed secretary-treasurer. The other members of the board of directors are F. Langelier, L. A. Roberge, Charles Langelier, M.P.P., August Laberge and T. E. Fortin. Subscriptions to the stock have already commenced, and the directors hope to begin at once the exploration and localization of the line as far as the mouth of the Saguenay, where a winter bridge will be established.

At a meeting of the stockholders of the Cincinnati and Eastern Railroad Company, held at Batavia, Ohio, on the 4th inst, the following gentlemen were elected to serve as directors for the ensuing year: S. Woodward, N. R. Thompson, F. M. Smith, O. H Hardin, J. H. Crissman, J. M. Neely, M. Jameison, G. H Wilbur, J. P. Duckwall, W. R. McGill and J. Marshall. The board organized by re-electing unanimously W. R. McGill, president; W. Mansfield, secretary and auditor; G. H. Wilbur, superintendent; M. Jamieson, treasurer. W. W. Young was appointed chief engineer. The directors' report shows that the floating debt has been paid and the receiver discharged.

At the recent annual meeting of the Cincinnati and Southeastern Railroad Company, held at Covington, Ky., the following directors were elected: A. M. Black, John B. Clark, I. C. Sibley, I. M. Dickey, Isaac Reineman, E. C. Bradley and Henry Sibley. The officers are: President, Charles Miller; first vice president, C. W. Mackey; second vice president, Henry Richardson; secretary and treasurer; H. M. Hughes; General Manager, John V. Patton. The road is now under contract, and a large number of hands are at work on its construction from Dayton to Augusta, which section it is expected will be completed from Newport to Augusta in December of this year, and through to West Liberty or Hazel Green early in the fall of 1882, a distance of 135 miles, and immediately through the coal and timber region of the mountain district. From that point it will be continued through the coal fields of Breathitt and other counties to Pound Gap, which will be accomplished in 1883.

Articles of agreement and consolidation were filed at Columbus, Ohio, on the 1st inst., and at Harrisburg, Penn., on the 6th inst, between the Pittsburg, Youngstown and Chicago Railroad Company of Ohio, and the Pittsburg, Youngstown and Chicago Railroad Company of Pennsylvania, under the name of the Pittsburg, Youngstown and Chicago Railroad Company. The Ohio Company was incorporated with a capital of $2,000,000, to build a railroad from a point on the east line of the State of Ohio to the city of Toledo, and the Pennsylvania Company, with a capital of $2,000,000, was to build from the city of Pittsburgh to some peint on the east line of the State of Ohio. The capital stock of the consolidated company is to be $4,000,000, and the consolidated roads are to form one continuous line from Pittsburg to Toledo. Chauncey H. Andrews of Youngstown, Ohio, is president of the company; and the directors are: Wm. J. Hitchcock, Lucius E. Cochran, Youngstown; Louis Miller, Akron, O.; Wm. J. McKennie, Jas. H. Wade, Wm. Chisholm, S. T. Everett, Cleveland, O.; W. S. Bissell, J. A. Caughey, Wm. McCreary, W. M. Short, Pittsburgh, and N. B. Raders, of Allegheny City.

At a meeting of the bondholders of the Connecticut Western Railroad Company, held at Hartford, Conn., on the 30th ult., to complete a new organization under the charter passed by the Legislature authorizing organization as the Hartford and Connecticut Western Railroad Company, and converting the bonds into stock, resolutions were passed providing for organization on a capital of $1,920,000, and the following directors were elected: C. T. Hillyer, T. M. Allyn, L. B. Merriam, J. F. Jones and H. J. Barbour, of Hartford; W. L. Gilbert and George Dudley of Winsted; Frederick Miles, W. H. Barnum and Alexander H. Holley, of Salisbury; Joseph Toy, of Simsbury; Lyman Dunning and E. T. Butler, of Norfolk. The resolutions provide for the scaling down of the bonds and the issue of $600 in stock for $1,000 in bonds and $300 in stock for each $500 bond. And at a meeting of the newly chosen directors held at the same place on the 11th inst., William L. Gilbert, of Winsted, was elected president; C. T. Hillyer, of Hartford, vice-president; E. R Beardsley, of Winsted, secretary and treasurer; Lent B Merriam, of Hartford, Joseph Toy, of Simsbury, and E. T. Butler, of Norfolk, an Executive Committee. John F. Jones was appointed superintendent and general freight agent, and Walter Pearce general ticket agent. The new organization will now receive the conveyance of the property and franchise of the old company from the State treasurer, which has been held in trust by the State for the past year. The back taxes of the old company, including those which became due in 1880, the whole amount being upward of $30,000, were abated by act of the last Legislature, provided that the first mortgage bondholders should organize as a railroad corporation before Jan. 1, 1882, and receive from the State treasurer the conveyance of the prop-

erty and franchise of the road. Under the new management the corporation starts free of debt.

Articles of incorporation were filed at Portland, Oregon, on the 28th of June, by Henry Villard, A. H. Holmes, J. N. Dolph, R. Koehler, C. H. Prescott, Paul Schulze, George J. Ainsworth and Joseph Simon, of the Oregon Transcontiental Company. The duration of the organization is perpetual. The capital stock is fixed at $50,000,000. The object is to construct the following railroad and telegraph lines: Between Portland and Umatilla; from Umatilla to connect with the Union Pacific Railroad near Granger station; from Umatilla to Walla Walla; from the last described line to Weston, and thence to Pendleton; from Walla Walla to Snake river, with a branch line to Dayton, Pataha City and Lewiston; from a point on Snake river near the mouth of the Palouse to the headwaters of Spokane river, with necessary branches; from Wallula to Seattle, with a branch line from Benton to the Cedar river coal mines, and also to the Carbon river coal mines; from Wallula to the eastern boundary of Washington Territory, and thence, as consent is gained, through the Territories, of Idaho, Montana, Dakota and the State of Minnesota to Duluth, in that State, with branch lines to connect with the railway system of Wisconsin; from Portland to Astoria; from Portland across the Columbia river to connect with the line running to Seattle; from Portland along the west side of the Willamette valley, through Umpqua and Rogue river valleys, to connect with the railroad system; from Portland along the east side of the Willamette, to connect with the line last described. To purchase, lease, consolidate with, or otherwise acquire other railroads or telegraph lines, or connect with or exchange traffic therewith, or assist and facilitate consecutive railroads in Nevada, Minnesota, Washington, Idaho, Montana or Dakota, or steamship lines running from Portland to any port in the Pacific ocean; issue bonds and secure their payment; to purchase or build docks, bridges, canals, locks, etc.; to borrow money and engage property, or to increase their capital stock. The principal office is to be located at Portland.

Personal.

Robert Garrett was elected first vice president and Samuel Spencer third vice presidedt of the Baltimore and Ohio Railroad Company, on the 13th inst.

A foreign paper describes Hon. Levi P. Morton as being a "baronet looking man, quite affable and democratic, yet with a certain banker's tone."

E. Ryder succeeds H. Hitchcock, resigned, as superintendent of the Galesburg division of the Chicago, Burlington and Quincy railroad.

A workman in the London, Ont., car shops of the Great Western Railway, of Canada is said to be the son of the late Earl of Mar and heir to an estate in Scotland valued at $100,000,000.

Russell Sage has been elected president and S. H. Kneeland vice president of the Metropolitan Elevated Railroad Company, by the newly elected board of directors.

Lorenzo Longhi, a nephew of the famous Delmonico of this city, has contracted to look after the working of the refreshment rooms and dining cars of the Grand Trunk Railway of Canada.

Col. H. T. Douglas, superintendent of the Richmond, York River and Chesapeake Railroad, it is said will be tendered a position in the engineering department of the Richmond and Danville Railroad.

Col. A. A. Folsom, superintendent of the Boston and Providence Railroad, was a passenger on the Arizona, concerning the safety of which some anxiety had been felt, but which arrived at this city after an uneventful voyage last Saturday.

John M. Hood, president and general manager of the Western Maryland Railroad, has declined the offer of the second vice presidency of the Baltimore and Ohio Railroad company and remains with the former road, which has been greatly improved and extended under his management.

Bradford Dunham has been appointed to succeed C. H. Hudson, resigned, as general manager of the Trans-Ohio divisions of the Baltimore and Ohio Railroad, embracing the Central Ohio, Lake Erie, Straitsville and Chicago divisions, with headquarters at Newark, Ohio.

R. W. Thompson, Ex-Secretary of the Navy has been elected president of the Baltimore, Cincinnati and Western Central Railroad Company, which proposes to build a new railroad from Baltimore to Cincinnati over a route projected by way of the south branch of the Potomac and Elk Rivers and Great Kanawha and Ohio rivers.

A. W. Cable, general freight and passenger agent of the Poughkeepsie, Hartford and Boston Railroad, and secretary of the Poughkeepsie Bridge Company, died on Monday last, aged 48 years. He was a prominent resident of Poughkeepsie, was one of the alms house commissioners of that city and was at one time United States Inspector of Internal revenus in the Hudson River counties.

A. A. Gaddis and F. L. Pomeroy who have a wide circle of acquaintances among railroad men and the traveling public, and who have been prominently connected with the Boston, Hoosac Tunnel and Western Railway Co., are now associated again in similar relations on the Ogdensburg and Lake Champlain Railroad. Mr. Gaddis is the general manager of the last named road and Mr. Pomeroy has recently been appointed general freight and passenger agent of that company.

The popularity which a faithful railroad conductor can obtain was demonstrated by the large number of people who met at Bennington, Vt., last Sunday to pay their last tributes of respect and affection to the memory of conductor Fred A. Wilder, late of the Bennington and Rutland Railway. A special train was run from Rutland, Vt., and fully 2,000 people were present at the funeral. Mr. Wilder was a native of Ashburnham, Mass., and had run the New York and Montreal express train between Bennington and Rutland, and for several years to St. Albans during a consecutive term of nearly fifteen years. He leaves a widow and one child.

A curious custom of not working at all on Saturdays, which is said to have prevailed for 18 years at the widely known machine shops of E. Lyon & Co., 470 Grand St., but which was discontinued in January 1880, is accounted for as follows by a Times reporter from information obtained in a recent interview with Thomas H. Watson, a member of the firm and managing superintendent of the works: Mr. Elihalet Lyon, the senior member, is a Connecticut Yankee, who is imbued with all the notions of the Seventh Day Baptists, and who faithfully carried them out as far as the management of his farm near New London, where he spends the most of his time, is concerned. Twenty odd years ago he advanced money on a machine shop, which, as its owner was unsuccessful in business, soon afterward fell into his hands, and, farmer as he was, Mr. Lyon was compelled to devote his attention to a business to which he was an entire stranger. His religious scruples forbade him to work his men on Saturdays. Mr. Watson, who was then his superintendent, accommodated himself to this strange order in this wise: He required the men to work until 6:30 every night, and limited their noon hour to 30 minutes. When Friday night came they had worked 56 long hours, and were so exhausted that Saturday and Sunday were hardly sufficient for them to recuperate in. In January, 1880, the engine gave out. Work was so brisk that it must be done or the firm suffer, and Mr. Watson boldly put his men to their tools on Saturday. They now work 10 hours 5 days in the week and 9 hours on Saturdays. No such thing as Saturday labor, however, is known on the firm's books or time accounts. Mr. Watson met the scruples of the senior member by charging all Saturday work as "extra time." He supposes the senior member may possibly know the true state of affairs, but he avoids the subject scrupuously and so does Mr. Lyon. It has become a necessity, Mr. Watson explained, now that their business has enlarged, to work on Satutdays. Mr. Frank H. Stillman, the junior partner and Mr. Lyon's son-in-law, is also a Seventh Day Baptist. For some time before he was admitted to the firm he kept the "time" of the men. "I don't like this Saturday work," he exclaimed energetically one day. Without wounding his feelings Mr. Watson intimated that if business was to be continued business hours must be adopted, and so far as he was concerned business was to be continued. The subject was never again mentioned.

Railroad Earnings.

Central Pacific Railroad, month of June, $2,063,000; June 1880, $1,724,950; first six months 1881, $10,771,763; first six months 1880, $8,504,694.

Flint and Pere Marquette Railroad week ending June 30, $47,853 40, corresponding week 1880, $35,933 35; week ending July 7, $34,484 50 corresponding week 1880, $28,449 75; from June 1 to July 7, $939,150 95; corresponding period 1880, $771,566 45.

Great Western Railway of Canada, week ending July 1, $94 292; corresponding week 1880, $98,801; aggregate increase first six months this year over same period last year $166,814.

Chicago and Grand Trunk Railway, week ending July 2, $30,208, corresponding week 1880, $40,459; aggregate increase June 1 to July 2 over same period last year $114,438.

St. Paul, Minneapolis and Manitoba Railway, week ending June 30, $123,455 58, corresponding week last year, $65,842 55; month of June $405,321 58, June 1880, $243,407 08; from Jan. 1 to June 30, $1,948,281 10, same period last year, $1,438,001 75; week ending July 7, $84,285 06 corresponding week 1880 $54,944 14.

Denver and Rio Grande Railway, first week of July $134,302, corresponding week last year, $71,543; miles now operated 800, operated last year 505.

Interest and Dividends.

The Schuylkill Valley Navigation and Railroad Company have declared a dividend of 2½ per cent, payable July 13.

The Union (Philadelphia) Passenger Railway Company have declared a dividend of $3 50 per share, payable July 22.

The Mill Creek and Mine Hill Navigation and Railroad Company have declared a dividend of 5 per cent payable July 13.

The Mount Carbon and Port Carbon Railroad Company have declared a dividend of 6 per cent, payable July 13.

The Atlantic Coal Company have declared a semi-annual dividend of 10 cents per share, payable in Baltimore on the 1st of August.

The Philadelphia City (Chestnut and Walnut

Streets) Passenger Railway Company have declared a dividend of $3 50 per share, payable July 14.

The St. Paul, Minneapolis and Manitoba Railway Company have declared a dividend of 3 per cent, payable August 1, to stockholders of record July 20.

The Columbus and Hocking Valley Railroad Company have declared a dividend of 20 per cent, payable in the stock of the company on the 11th inst.

The Minehill and Schuylkill Haven Railroad Company have declared a dividend of 3½ per cent, payable July 15.

The Portland, Saco and Portsmouth Railroad Company have declared a dividend of $3 per share, payable July 15.

The Little Schuylkill Navigation and Railroad Company have declared a dividend of 3½ per cent, payable July 18.

The Atchison, Topeka and Santa Fe Railroad Company have declared a quarterly dividend of 2 per cent, payable Aug. 15, to stockholders of record August 2.

The St. Louis and San Francisco Railway Company have declared a dividend of 3½ per cent on the preferred stock, payable August 1 to stockholders of record July 20.

The George's Creek Coal and Iron Comprny have declared a semi annual dividend of $3 per share, payable at the office of John S. Gittings & Co., Baltimore, on the 12th instant.

The Housatonic Railroad Company have declared a quarterly dividend of $2 per share on the preferred stock, payable on the 15th inst., ot the Treasurer's office, Bridgeport, Conn.

The transfer books of the Quicksilver Mining Co. will be closed on the 18th inst., preparatory to declaring a dividend provided a proposed arrangement of the preferred stockholders shall be consummated to discontinue litigation.

The Central Pacific Railroad Company will pay $1 per share on presentation of dividend warrant No. 12, on or after Aug. 1, at the company's offices, either in New York or San Francisco. Transfer books close July 16.

Manufacturing.

A woolen manufacturing company at Pittsfield, Mass., has received an order for a supply of sleeping car blankets for an Italian railroad.

A new method for preserving iron from rust has been invented by Mr. Ward, of London. It is called "inoxydizing." The articles are coated with a silicate composition and heated in a furnace until the composition is fused into the metal. The result is said to be very satisfactory.

The New Haven Palladium says "Rogers & Hubbard of Middletown, have received during the the last twelve months 1,200,000 ox shins from Peter Cooper, of New York. The solid portions of the bone are made into knife handles and buttons, the knuckle-ends into fertilizers. The small portions of the solid bone are ground up—granulated—and used for case-hardening by gun and tool manufacturers. The fine meal or dust taken out by the saw is sold for a fertilizer."

Ellis Brothers of the Schenectady Locomotive works have been turning out new locomotives of late at the rate of thirteen a month, and it is expected that the facilities afforded by the addition recently made to their works will increase the number to fourteen. Among the orders now on hand are forty locomotives for the New York Central and Hudson River Railroad, and thirty for the Lake Shore and Michigan Southern Railway.

A car is being built at the Altoona shops of the Pennsylvania Railroad Company for the transportation of fast horses and their equipments. Compartments for four horses are arranged at one end of the car, the remaining space being used for sulkies, harness, etc. It is proposed to attach the car to passenger trains so that the grooms and sporting stock can be transported from one part of the country to another more promptly and conveniently than by ordinary freight trains.

To preserve railroad ties from decay a process of saturation with creasote or with sulphate of copper is frequently employed. Under a new method proposed by M. Jacques, fatty substances (in the form of a soapy solution) combined with phenic acid are injected into the wood so as to penetrate every fibre of it. After a lapse of eight days a fatty acid is formed which is said to be insoluble in water and to be capable of affording the most complete protection against the rotting caused by moisture.

The Pittsburg Chronicle says: The largest grading plow ever constructed for any railroad company in this country will be delivered to the Chicago, Milwaukee and St. Paul Company next week. Its weight is 2,500 pounds, the landside and share alone weighing 750 pounds. The moldboard is nine feet long, twenty-six inches wide and weighs 180 pounds; landside, six by two inches, and nine feet long; share, six feet long, fifteen inches wide, and half an inch thick; standard, three feet and eight inches long, eighteen inches deep, and ten inches thick. The coulter weighs 200 pounds. The clevis is of thickly wrought iron, and measures five feet in length. The plow is to be drawn by a locomotive running on a temporary track, and is calculated to handle more dirt than 2,000 men could. It will be used by the construction forces on the extension of the Dakota and Hastings division of the road.

The following is taken from a description given by the St. Paul Pioneer Press of two $12,000 sleeping cars recently made for the Northern Pacific Railroad Company at the Barney and Smith works, Dayton, Ohio. The cars on the outside are painted in light colors. They are full length, having fourteen sections of berths, with saloons and closets. There are no state-rooms. The seats are upholstered with maroon-covered plush, with nickel-plated ornaments on the armrests, the latter being made of natural cherry wood. The panels in the outside of the bunks are veneered with ash, while all the other wood work in sight is of cherry. Three hanging lamps, nickel-plated, Hitchcock's patent, shed tempered lustre at night that is reflected back from the mirorrs placed in convenient positions. The windows of the doors admit daylight, variegated by neat ornamentation. In one of the closets is a Baker standard heater; near by is the ladies' dressing-room. Body Brussels carpeting furnishes easy walking for the feet and pleasure to the eye. One of the noticeable features about the bunks is the peculiar chain by which they are lowered. The arrangement is such that the bunk remains in position just as it may be left, so that if the catch in the spring lock should loosen the bunk would not drop on the heads of the passengers sitting beneath. Inside the bunks are racks for apparel during sleeping hours. The cars have twelve wheel trucks with elliptic springs. The platforms are Miller's patent, with automatic brakes. The inside roofing is of veneered oak, ornamented with small figure and scroll work.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 2, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad, ..	212 493	4,141,712	3,767,372
Schuylkill Canal	23,832	197 873	193,093
Lehigh Valley	150,330	3,085 584	2,384,215
Del., Lack. & Western.	95,735	1.960,376	1,622,428
Shamokin Valley	22 668	507,573	380 132
Central New Jersey.	78,791	1,960,232	1,617,383
United R. R. of New Jersey	88,847	743 883	490,864
Pennsylvania Coal ..	35 413	585,882	470,248
Delaware and Hudson	84,042	1,651,297	1 438,788
Huntingdon & Broad Top Mt.....	12,592	236,554	237,814
Penn. and New York.	39,178	798,997	631,832
Clearfield, Pa.....	47,103	1,182,802	698,460

The total tonnage of anthracite coal from all the regions for the week ending July 2, as reported by the several carrying companies, amounted to 671,949 tons, against 404,211 tons in the corresponding week last year, an increase of 267,738 tons. The total amount of anthracite mined for the year is 12,696,564 tons, against 10,383,311 tons for the same period last year, an increase of 2,313,253 tons. The quantity of bituminous coal sent to market for the week amounted to 101,652 tons, against 90,147 tons in corresponding week last year, an increase of 11,505 tons. The total amount of bituminous mined for the year is 2,397,544 tons, against 2,021,747 tons for the corresponding period last year an increase of 375,797 tons. The total tonnage of all kinds of coal for the week is 773,601 tons, against 494,358 tons in corresponding week last year, an increase of 279,243 tons, and the total tonnage for the coal year is 15,094,108 tons, against 12,405 058 tons to same date last year, an increase of 2 689,050 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending June 25 was 158 354 tons, of which 126,939 tons were coal and 31 415 tons coke. The total tonnage for the year thus far has been 4,241,670 tons, of which 3,048,078 tons were coal and 1,193,592 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended July 2 were 48,310 tons, and for the year to that date 950,756 tons, a decrease of 78,124 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week 25,340 tons; year, 666,108 tons; decrease as compared with 1880, 7,896,tons; Chesapeake and Ohio Canal—week, 15,198 tons; year, 174,404 tons; decrease compared with 1880, 65,707 tons. Pennsylvania Railroad—week, 7,886 tons; year, 110,043 tons; decrease compared with 1880, 4,723 tons. The Coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 43,565 tons; year, 891,953 tons. Baltimore and Ohio Railroad—week, none; year, 88,159 tons. George's Creek and Cumberland Railroad—week, 4,683 tons; year, 28,311 tons. The Reading Railroad tonnage for last week, ending July 9, was 95,000 tons, of which 23,500 tons were sent to and 88,600 tons shipped from Port Richmond,

and 7,800 tons sent to and 7,000 tons shipped from Elizabethport.—[Phila. Ledger July 11.

Corn as Fuel.

Not a few good people, in parts where fuel is cheap and food dear, have been shocked by reports from the West of settlers resorting to corn for fuel. To the sentimentalist it seems dreadful, almost sinful, that grain which might feed thousands of hungry people should be "destroyed" in that way; and we have heard some one speak as though it would be almost a virtue in the Iowa farmer to freeze to death and save the corn for its more legitimate use as food. The Iowa State Register looks at the question in a more matter of fact and sensible way. It has tried corn as fuel, and finds that corn in the ear can be burned in stoves made for either soft or hard coal, and is an especially good fuel for cooking stoves. Moreover, the cost of growing corn in Iowa is so small that it is as economical to raise corn for fuel on the prairies as it is to import coal or grow wood, certainly off the lines of railway. An acre of corn can be raised for about six dollars, including the rent of the land. Fifty bushels of corn will weigh 3,500 pounds, or equal to a ton and three-quarters of soft coal. This, at fifteen cents per bushel (which is as much as corn was worth on the farm away from railways last winter), would be as cheap for fuel as soft coal at four dollars per ton. Two bushels of corn will make a fire which will keep a family warm all day, even in very cold weather. Some recommend raising sunflowers for firewood, but they are not as good as corn. Nor need the talk about burning corn create any reluctance to remove to regions where they have to burn corn for fuel. It can be raised in one-tenth of the time and at less expense than timber can be raised for the purpose, and the farmer may as easily and as conscientiously plant corn for fuel as sunflowers or trees. The Register is of the opinion, however, that, though the prairie farmers will occasionally have to burn corn to keep warm, they are not likely to choose it as fuel when they can get coal or wood.—[Montreal Daily Witness.

The St. Louis, Iron Mountain and Southern Railway Company have decided to proceed at once with the construction of about 250 miles of standard gauge railroad in Arkansas. The new line will leave the main line of the Iron Mountain Road at Noble Station about 200 miles south of St. Louis, and will run south about 250 miles through Forest City to the southeast corner of Ashley County, on the border line of Louisiana. The new line will run for the whole distance through the oldest and richest part of the State and open up new markets of great and growing importance.

William Engler has been awarded the contract for grading one mile of the Baltimore and Delta Railway, from Delta, in York county, Penn., the terminus of the Peach Bottom Railway, to the Maryland line. The Baltimore Sun, from which the above is obtained, says that Hon. Hugh J. Jewett, who is a native of Harford county, Md., is taking a warm interest in the success of the Baltimore and Delta Railroad, and is assisting in the negotations for the sale in New York of the necessary bonds to complete the road.

The Western extension of the Northern Pacific Railroad has been completed to Glendive, on the Yellowstone. Beyond Glendive to Miles City the road has been graded and some 60,000 ties which have been prepared in the vicinity are being distributed over the road. Work is also progressing favorably beyond Miles City. The cars will be running to Glendive in a few days after the road is completed.

New Pattern Summer Street Cars.

The Philadelphia Ledger says that the Frankford and Southwark (Fifth and Sixth Streets) Passenger Railway Company have placed on the line three summer cars differing in many respects from those in use on other roads, and then adds:

The entrance to the new cars is by the rear platform, the same as to an ordinary car, but instead of the seats running lengthwise, six seats, each holding two passengers, are placed on each side of an eighteen inch aisle, the passengers facing the driver. At the front end of the car one seat extends entirely across it, affording room for six passengers, in all comfortably seating thirty passengers. The drivers' and conductors' platforms are narrower than usual, thus preventing double tiers of passengers on them. The new cars are one inch wider and nearly two feet longer than an ordinary car. They are provided with separate sun curtains to each seat, and a long storm curtain is handily placed outside of those. They are also provided with glazed windows in the front end, which can be raised in case of a too strong draft of air coming in that direction without shutting off the view. The seats are finished in perforated board, and the arms of bronze. This pattern of car, which is the idea of Mr. William P. Cox, the President of the road, is considered by him an improvement over those in use on other roads, especially in manner of ingress, egress and seating.

From Richmond, Va., July 11, we learn that the Richmond, York River and Chesapeake Railroad property, including the Baltimore line of steamers, has been leased by the Richmond and Danville Railroad Company. This property is turned over free of all indebtedness except the mortgage of nine hundred thousand dollars, the interest of which is assumed by the lessee, the lessee receiving one hundred thousand dollars of the unexpended nine hundred thousand to be applied to a permanent betterment of the roadway and equipment. The lessee also undertakes to pay three per cent semi-annually on the stock of between four and five hundred thousand dollars. This practically gives the Richmond and Danville road ownership and control of the line between Richmond and Baltimore via West Point.

The Denver (Col.) Railroad and Mining Gazette says that the Denver and Rio Grande Railway company has awarded contracts for grading its line from Red Cliff down the Eagle and Grand rivers, and has ordered its forces on the South Platte increased and construction pressed between Aceqia, eighteen miles south of Denver, to Fairplay, in the South Park, and to South Arkansas, in the Arkansas valley and to Leadville.

The Gulf, Colorado and Santa Fe Railway has reached a point 100 miles north of Clinton and 33 miles south of Cleburne, Texas. All bridging, grading, &c., are completed, so that track laying goes on uninterruptedly at the rate of a mile and a half a day. The road will reach Cleburne by Aug. 1, and the Chicago, Texas and Mexican Central Railroad by October.

The Chicago and Northwestern Railway Company is under contract with mining companies in Upper Michigan to transport no circus, menagerie or tent show north of the Menominee River. It is claimed by the mining companies that the advent of a circus or tent show into the district during the shipping season results in thousands of dollars damage to their interests.

The Atlanta Cotton Exposition.

Concerning the International Cotton Exposition, which is to be opened Oct. 5 and closed Dec. 31, at Atlanta, Ga., W. I. Kimball the director-general, in a circular recently issued says: "I have the pleasure of announcing that the financial success of this great international enterprise is assured beyond a doubt by the liberal subscriptions that have been made to its stock by the large number of actual entries already made and by the certainty of an immense throng of visitors. On my return from an extensive trip through the North and West, these facts were laid before the Executive Committee at its regular meeting, held June 28, where it was unanimously voted to rescind that part of the rule relating to exhibits which required payment for every square foot of floor space occupied, and to make the entry fee of $25 the only charge against them. Under this decision every merchant, mechanic, or manufacturer in the civilized world can enter his wares for exhibition, and secure the necessary floor space, by sending his formal application, addressed to the International Cotton Exposition, accompanied with his check for the entry fee of $25." In the matter of classification, it has been decided that the first four apartments will contain articles related to textile fabrics, as was originally contemplated. The other two departments will include all products, machines, and manufactures not related to textile fabrics, and will admit any product of human labor.

The Monumental City Railway Company of Baltimore has entered into a contract with George F. Work and John H. Hobart, of Philadelphia, to build and equip the road. Work will begin immediately, and it is expected that the portion within the city limits will be completed by August 31. The route extends from the heart of the city through its eastern portion by way of Patterson Park and Highlandtown to Point Breeze. The officers of the company are Rufus Bennett, president; Howard Monnikhuysen, treasurer; Robert T. Banks, secretary, and Thos. J. McKaig, attorney.

The new railroad between Camden and Marlton, N. J., by way of Haddonfield, built by the Camden and Atlantic Railroad Company, was to to have been formally opened on the 15th inst. This road leaves the track of the Camden and Atlantic Railroad about a quarter of a mile from Haddonfield, and passes through a rich agricultural district, heretofore, inaccessible by railroad communication. The new road will be of great advantage to the people of Marlton and Medford, as well as to those residing along the line.

The engineering corps of the Chicago, Texas and Mexican Central railroad are now working from Dallas to Paris and from Paris to Dallas. It is expected that the survey will be completed in two months, so that the contracts can be let for grading the distance—100 miles. The grading of the 27 miles towards Cleburne has been finished. Surveys for the remaining 23 miles to Cleburne will be ready and contracts for grading let next week.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala.& Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M.(guar. by D.& H.Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1863	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1868	4,000,000	7-3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., R. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,500	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A.& N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,110,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,580	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1884	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	664,000	8	Jan. & July.	New York.	84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-'90	....
3d preferred bonds	452,500	6	" "	" "	98-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	961,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,00 pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1858-'90 (Balt.) stg fd.	2,833,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	5,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to estate of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mor. Inc. (R.R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,068,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	551,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1898	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.).	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb.(C., B. & Q.):						
Bonds convertible until 1892	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch).	1,000,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M.& S.):						
1st Mort., gold (Coup. or Reg.).	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy(U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'99	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York	1884	....
1st Mort (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6	May & Nov.	New York	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'91-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $2,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N.S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,520,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Als.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530 000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76–'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Shefl. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon.	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	1,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds. ..	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg Fd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	600,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	89 ,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	8 8,47.	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd June.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	241,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,000,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie du Chien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,316,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1909	....
1st Mort. (Dav. & N. W.).....	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,660,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,986	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,800	7	" "	" "	1885	....
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (28 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (28m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)...	246,000	7	Jan. & July.	" "	1888	....
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,740,000	5–6	Apr. and Oct	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug	" "	1882	....
1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York	1887	....
2d Mortgage guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $8,000.000.....	7,258,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80–'84	....
2d Mortgage	1,998,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1909	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3.000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,546,800	7	Jan. and July.	" "	'82–'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.)'58	1,600,000	7	April & Oct.	" "	1888	....
1s Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82–'92	....
1st Mort.(Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York	1890	....
1st Mort. (San., Day. & Cin.) ..	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75–'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1906	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,661,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
2d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., a.l.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Clev. land.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort.(Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1903	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.		'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort. (Tol., Loganap't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,499,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	851,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,067,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,000	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1,040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1884	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1885	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh. & M.S.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division	580,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1903	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1896	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	250,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1,722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
1st Mort. (Bay C. & Kalag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,633,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,166,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1908	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car....	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed....	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3,000	7	" "	" "	1892	....
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'84-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1885	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.).	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	....
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	....
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1898	....
Houston and Texas Central:						
1st Mortgage L.G, sk'g fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.).	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.).	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds..	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1896	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1906	....
Sterling Bonds, Sinking Fund..	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds...	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,600,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R..	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,510,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)..	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	335,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent..	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	....
New Mortgage	1,500 000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund..	4,000,000	7	Jan. & July.	Boston.	....	....
Mortgage on Branches	1,325,000	....	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,040,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.).	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)...	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	....
Kansas City, St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City, Top. & W. (A., T. & S. Fe)						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3d D. 244.66m. & 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold..	1,460,000	7*	Jan. and July.	" "	1896	....
2d Mort. (")gold	850,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	223,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P..	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'92	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1908	....
Lake Erie and Western:						
1st Mortgage, gold	1,515,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)..	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension).	600,000	....	.....	" "	....	....
1st Mort. (Lan., Bl. & Muncie)...	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")...	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd..	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon..		7	Jan. & July.	" "	1900	....
3d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,706,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev., Pain. & Ash.)..	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,884,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	479,000	7	April & Oct.	New York.	1899	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)....	5,000,000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000		Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1906	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd.	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	19[illegible]	....
Atlantic Ave. Improve. Certif.	114,800	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & [illegible]ef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	800,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 18[illegible]0	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	392,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 000		Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1893	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O.	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,[illegible]00,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1899	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $900,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York	1895	....
1st Mort. (North'n Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	956,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,601,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	256,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,574,000	7	Jan & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1s Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200 000	...	.....	.....	....	....
1st Mort (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284.000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn & Pacific R. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	500, 00	7	May & Nov.	New Haven.	1888	....
2d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	[illegible]	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260.000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,[illegible]90,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 18[illegible]0	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,600	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300.000	6	April & Oct.	New York.	1885	....
2d Mortgage	357,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERCAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	3,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	...
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	...
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,432,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,226	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400 000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	...
1st Mort., gold. Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,356,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peters'b.—See AtlM&O:						
North Carolina:						
1st Mortgage	210,000	6	May & Nov.	Co's Shops, NC.	1883	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....
Bonds of 1881 secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	230,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,478,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3 000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	...
Northern Pacific:						
1st Mort., l. g. Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort. l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	...
Consol Mort. for $3,500,000, 1880	2,371.000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100.000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692.000	7	" "	"	1894	....
Plain Bonds	390,600	7	Various.	"	1881	....
Plain Bonds	500.000	6	June & Dec.	"	1896	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1898	...
Oregon and California:						
1st Mortgage, gold	10,950,600	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	....	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	203,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar	258,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B &Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	839,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	19 0	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $1,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400.000	6	.....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1s. Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1898	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.&P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6	.....	Philadelphia.	....	....
Loan of 1868, debenture	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510.500	6	" "	"	1893	....
Mortg ge Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup & reg.	10,640,000	7	June & Dec.	Philadelphia	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond.	1911	....
Consol. M. gold $ or £. coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499 900	7	Jan. & July		1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond	1897	....
General Mort. s g. sinking fund	19 686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1893	....
Income Mortgage of 1870	10,000,000	6	" "	"	....	....
Debenture Loan, 5 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832.760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	5 6,000	3-6	May & Nov.	Philadelphia.	1898	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000	18,036,500	7	Various.	Lond. or Phil.	'94-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	466,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100,0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Se ies B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortenge (Series F).....	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860 000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg fd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	...
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds..... ...	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1987	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds	1,212,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	6	Jan. & July.	Phil. & Bal'h.	1893	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	...
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000...	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)..	500,000	8	.....	"	1888	...
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,277	6*	Jan. & July.	London.	'85-'96	....
Dollar Loan.	177,516	6-.	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelp a.	'81- 90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Sng Fd.	422,500	7	March & Sept.	New York.	1910	..
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1891	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	...
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,000,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1, 00,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,000.000	7	" "	" "	1915	....
2d Mo t. (" ")	1,200,000	7	" "	" "	1915	....
St. Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,355,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,338,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1910	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144 500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	419,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,-32	3·	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute.						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	...
1st Mort., L. G., sinking fund...	1,459,500	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. (Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.. ..	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1899	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage.....	1,623,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsid))....	1,628,020	6	" "	U S Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	6*	Jan. & July.	London.	'78-'88	...
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	...
2d Mort. for $3,000,000.....	1,028,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8·	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	576,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	44,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	261,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,760,000	7	April & Oct.	New York.	1893	....
Terre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	2,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1860	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	6	March & Sept.	N. Y. & Bost	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	$ 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa'a)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1905 (" ")	841,000	6	March & Sept.	"	1905	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	846,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,883,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	...
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1893	....
1st Mort. (Quincy and Toledo)	600,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	...
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	...
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	338,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb. & Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	234,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,168,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	530,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	125,500	6	May and Nov.	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	600,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,903,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. (3d series, Jan. 1, 1871	6,483,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,053,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	676,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg.:						
1st Mortgage, extended	1,709,350	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1916	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susquen. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6-	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Gauge of Track. ft-in	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Transported. Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. pc.	Value of Shares. Par. $	Market. p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,263,000	6,000,000	1,791,784	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,760,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	378,461	.....	177.2	877,547	289,615	653,353	1,218,286	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,563,360	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,336,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,683	—	32,247	.....	1,656,432	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	281,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.8	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	.....	5,711,649	662,784	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	153,846	269.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point .....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	777,298	251,621	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,49?	2,259,843	4,136,296	646,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	39,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,498,300	14,692,373	395,393	.....	428.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,250	87	131,700	—	—	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va	29,543,315	12,203,068	46,223,039	335,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	9,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch ¶ .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20.000	149,110	31.0	767,757	.....	.....	285,007	228,674	10	100	....
Sept. 30, 1878	104.1	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch..... W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,020	.....	104.0	1,170,745	.....	.....	669,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	*	.....	.....	102,000	6,000,000	2,422,444	.....	262.6	1,099,776	183,942	677,600	1,508,498	741,788	—	100	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	3,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	566,121	695,965	347,456	669,772	173,570	—	100	....
Dec. 31, 1879	61.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	169,581	71,195	6¶	50	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132.152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	d. fic't.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	(2 years)	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	24,516,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	6 440,729	5,993,297	3,810,639	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	743	Boston and Lowell.....Mass.	5,247,682	441,934	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,883	2,876,581	1,068,280	1,399,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,600,000	89,776	1,761,995	126.5	1,755,103	4,829,028	810,122	2,532,662	934,434	6	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line....Conn.	4,454,338	*	49,311	28,831	3,559,027	732,500	13,647	187,399	53.6	133,585	58,776	58,674	284,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	42.1	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	*	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	552,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	33	30	17	593	Boston, Barre and Gardner.....Mass.	1,383,397	—	1,441	48,903	871,002	554,300	217,442	L. 298,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	166.8	124,307	119,015	178,235	183,866	40,455	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,699	5,665	415,430	—	1,633,957	45,060	39.0	632,307	49,800	....	13,197	d. fic't.	—	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Revere Beach & Lynn.....Mass.	466,681	94,219	158,303	26,558	350,000	300,000	45,150	50,615	8.8	124,966	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Boston, Winthrop & Pt. Shirley..... Mass.	42,660	1,861	.....	.....	19,450	18,000	7,260	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	8	Brighton.....Virginia	110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Bath and Coney Is.....N. Y.	182,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,309	337,869	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	48.8	—	....	4-8.5	6	5	2	28	Brooklyn, Flatb. and Coney Island. N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	871,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	286	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50.895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	1.0	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,500	1,401,765	248,301	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,562	*	.....	.....	540,700	850,000	.....	.....	120.5	617.728	207 239	1,063,256	954,683	380,355	—	100	....
May 31, 1880	46.	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	35.0	44,692	21,291	32,994	39,775	4,482	—	100	....
June 30, 1879	142.2	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	314.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911 306	263.107	764,183	1,410 260	459,702	—	100	....
June 30, 1880	146.5	—	54.2	5-0	24	7	7	611	Cairo and St Louis.....Ill.	7,103,035	*	In Receiver's hands.		4,555,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,497	342,002	62,491	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.	.....	.....	.....	.....	No returns.				157.0	291,276	68,959	199,232	266,648	.....	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	188,806	275,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	568,749	177,278	55,387	1,216,711	1,082,550	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3¶	50	....
June 30, 1879	148.0	11.0	8.7	5-6	13	9	6	206	Canada Central..... Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,198	—	100	....
Dec. 31, 1879	229.0	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... Canada.	23,777,145	*	6,088,539	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,996,305	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,369,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1880	242.0	—	17.3	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	7pf	50	—
Sept. 30. 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612.135	79,541	.....	2,339	589,110	—	18	13,21¹	34.6	75,090	21,672	73,578	57,929	2,559	6¶	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,708	.....	3,192,490	1,537,936	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	624	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,626,000	107,349	.....	190.6	467,641	157,242	235,952	716,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	85,192,285	306,605	15,882,538	1,213.1	7,203,591	6,942,307	1,875,348	17,163,168	6,945,300	—	100	....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,606	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug. N. C., S. C. & Ga.	5,182,315	*	372,892	23,826	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,384	98,476	438,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,892	—	37,442	26,037	648,763	500,000	990	.....	22.8	67,547	130,743	167,071	84,660	30,596	—	100	....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Charleston, C. & Aug. S. C.	650.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	423.0	9.5	58.6	4-9	81	34	16	2,195	Chesapeake and Ohio .....Va. & W. Va.	54,238,716	*	534,267	183,243	23,762,136	22,526,216	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	884,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	41	Cheshire.....N. H. & Mass.	2,995,239	322,266	.....	305,141	2,153,300	806,500	27,393	35,480	64.0	574,267	134,282	501,497	602,750	164,698	3	100	....
Dec. 31, 1879	243.5	145.7	193.8	4-8.5	187	80	21	4,218	Chicago and Alton .....Illinois.	19,096,603	*	3,537,160	4,668 316	12,490,872	11,627,850	2,597,988	579,378	840.4	3,609 638	843.429	2,634,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,843	*	202,408	172,924	383,054	3,714,329	259,340	204,956	152 0	1,000,088	146,219	749,340	1,020,794	389,445	—	100	....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa..... Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	196,841	104.0	.....	.....	.....	568,798	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan..... Mich.	6.238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	348 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	67.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,865,795	*	8,318,765	2,811,506	36,518,610	37,688,000	11,448 446	5,989,060	1,627.6	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah .....Illinois.	7,22 .440	*	.....	.....	4,112,500	2,961,000	158,940	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	....
Sept 30. 1879	30.5	—	1.5	3-0	2	2	—	78	Chi ago and Tomah ..... Wis ocnsin.	211,342	*	.....	.....	18 400	28,000	109.942	.....	30.6	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	2,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,856	1,857.3	8,600,617	2,076,184	4,688,353	14,317,105	7,260,038	8	100	....
Dec. 31, 1879	63.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,2 0 193	233,825	780,016	115 027	5,151,440	953,000	255,520	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,467,770	*	2,291,103	817,196	27,688,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,784	10,012,820	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Tons Moved.	Passengers	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Numbers.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	540.4	484 3	696 7	4-8.5	495	184	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	20,740,479	14,378,666	4,807,829	2,477,153	50,000,000	37,439,000	2,545,881	3,078,662	1,176.8	19,966,375	2,822,121	7,541,294	15,271,492	6,336,968	6	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26876	Lehigh Valley.....N. Y. & Pa.	23,861,189	9,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,070,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,046,241	*	1,965,942	34,724	4,637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	166.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* §.....Ark.	7,010,817	*	961,167	8,199	4,096,136	2,648,500	1,526,826	L. 298,278	165 2	238,829	54,516	.....	362,160	166,829	—	50	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island §.....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,886	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48,403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	155.5	209.7	—	5-0	186	67	33	3,112	Louisville & Nashville..Ill., T.,Ky. & Ala.	32,703,9 2	*	13,326,07	1,267,520	9,059,361	2 ,902,820	10,425,589	3,909,759	1,839 9	5,627,177	.....	.....	7,436,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	82	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,99 ,362	*	86,083	307,98	1,860,603	3,764,700	522,498	241,667	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,366	.....	268.2	.....	169,286	415,998	696 621	99,974	—	100	....
Jun. 30, 1879	85.5	—	0.2	4-8.5	2	1	—	4	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,808,885	*	.....	3,927	379,100	.....	946,104	L. 1,382	86.5	.....	6,592	10,760	17.106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,185	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,235	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,200	8,721,018	34,223	328,309	354.9	917,358	553,564	896,107	1,508,377	688,597	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	*	40,124	53,182	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	30	6	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	83,609	4,566,627	4,186,200	122,559	94,247	85.6	208,841	66,830	644,887	552,671	275,743	—	160	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	503	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	155.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	109,475	52,052	70,258	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5½	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,850	9,332	21,547	6,282	—	100	....
Jan. 30, 1879	166.7	22.6	19.5	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 20, 1879	162.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,788	24,886	6,000,000	1,110,000	107,781	.....	158 8	261,798	76,983	158,950	287,505	96,921	—	100	....
Jun. 20, 1879	108.0	—	8.0	4-8.5	13	6	3	286	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	200,059	100.0	227,441	.....	.....	525,489	269,280	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,340	.....	118.0	115,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	676.0	232.0	101.0	4-8.5	88	34	27	1,559	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,731,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	64.0	4-9	107	64	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,857	1,564,245	800,000	15,123,000	675,970	1,560,323	421.5	2,641,542	896,401	1,893,657	3,922,893	1,785,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 429	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	226,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459 244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,248	338,475	232,788	800,000	300,000	207,739	142,782	53 6	328,530	546,963	829,031	435,235	146,911	7	100	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	———	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,150	6,849 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	413	Naugatuck.....Connecticut.	1,903,484	224,056	62,525	150,138	2,000,000	———	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	—	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19,814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,824	96,566	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	33,284	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	910,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,315	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84 223	160,729	2,460,000	2,659,000	271,356	214,323	144.6	460,007	300,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	5-0	5	5	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,664	391,500	47,588	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass	2,760,372	246,720	100,000	136,593	1,500,000	1,499,500	99,006	158,108	121.0	517,233	365,008	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	5-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 20, 1880	208.2	66 0	62.8	4-8.5	8	119	40	1,588	N. York & N. England..M., R. I. & Conn.	7,087,936	1,616,306	322,785	665,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,118	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River.N.Y	137,757,152	*	4,050,094	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 8	16 861,509	8,130,843	9,441,243	25,747,568	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	5,500,000	.....	.....	17.5	2,9 9,666	29,875,912	.....	5,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	767 4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western..N. Y. & Pa.	158,035,707	*	1,537,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,893,876	5,491,481	8,715 892	18,693,109	7,049 182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	3,545	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,164,455	768,623	2,1 4 0.2	15,500,000	———	331,481	2,145,283	152.3	2,462,432	4,600,507	1,348,687	4,294,234	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1 373	N. Y. & Osw go Midland.....N. Y.	26,377,340	*	.....	.....	6,800,522	16,078 500	524,436	.....	344.0	410,479	213,161	216,100	528,592	84,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645,021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	228.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	228.1	474,347	103,172	184,514	556 700	210,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern §.....S. C.	2,148,131	*	53,6 0	21,289	985.350	1,058,000	60,744	119,037	102.0	286,090	46,960	.....	346,268	135,264	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133 490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	———	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	188.0	8.6	184.5	4-9	152	69	42	6 005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1 489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,705,179	1,530,879	7,920,966	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern.....New Hampshire.	3,068,400	*	424,147	491 913	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,868	489,005	112,489	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	95,607,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,937	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245,096	472,172	104,790	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren.....Pa.	135,816	*	.....	.....	150,000	———	750	.....	10.4	46,324	151,338	15,105	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,819	1,938,028	539,433	7,133,800	5,737,000	636,097	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	149.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	———	———	62,570	———	199.1	270,950	105,133	54,723	503,153	137,443	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191.663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m os. ending	May 31, '80	]	1,138,627	721,059	2	100	....
Jan. 31, 1880	155.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,853,000	1,441,194	48,283	83,240	185.7	386,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	8	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	256,915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	16.9	76.1	4-8	28	11	2	2,860	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	560	174	15818	Pennsylvania §.....Pennsylvania.	69,975,140	*	81,173,558	12,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,116,667	5,048,745	18,684,042	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,229,700	*	.....	.....	1,239,760	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,943,345	———	125,092	47,896	38,040	1,924,600	593,143	———	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va.& N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	———	64.0	142,593	29,524	67,782	202,986	54,767	—	100	....

Nov. 30, 1879	102.9	228.6	713.4	4-8.5	478	428	76	20248	Philadelphia & Reading	Penn	30,513,089	9,355,442	67,357,646	16,627,139	34,278,175	77,924,761	11,650,279		826.0	10,362,755	7,908,648	12,825,566	18,106,362	4,119,011	—	50	...
Oct. 31, 1880	96.3	15.8	149.0	4-8.5	78	130	50	1,313	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,218,690	*	3,076,773	634,868	11,585,760	8,740,500	642,073	955,608	212.7	1,874,822			3,263,110	1,366,223	8	50	...
Dec. 31, 1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	425,427	93,108	472,075	.....	767,790	192,428	.....	.....	9.1	49,200	143,893	71,488	141,245	19,604	—	50	...
Dec. 31, 1879	68.0	2.3	13.3	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,155	70.3	809,515	.....	371,461	335,649	157,923	—	50	...
Dec. 31, 1879	192.3	8.1	198.9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa. Co.)	Pa. & Ohio	16,107,384	3,834,910	1,679,297	1,439,976	8,437,200	12,497,000	2,128,367		1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,692,039	—	50	...
Dec. 31, 1879	468.4	—	2 9.5	4-9	278	155	59	6,658	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,619,721	*	270 000	.....	26,043,586	13,510,000	.....	.....	468.4	8,319,823	2,254,341	3,679,382	8,452,383	3,951,254	7	100	...
Dec. 31, 1879	96.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buf	N. Y. & Pa.	8,473,622	587,500	34,188	111,765	4,959,450	4,125,955	62,585	59,068	120.0	441,927	236,554	625,669	467,126	190,331	—	80	...
Dec. 31, 1879	24.0	—	1.3	4-9	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	618,367	.....	13,301	3,894	399,600	200,000	30,460	.....	24.0	61,106	63,123	121,808	77,599	33,349	—	100	...
Dec. 31, 1879	23.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	.....	.....	724,277	.....	16,000	.....	23.7	24,030	19,211	13,782	25,807	1,616	—	100	...
Sept. 30, 1879	42.7	—	2.2	4-8.5	4	5	—	60	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	.....	52,915	87,556	1,052,186	2,649,000	186,731	114,969	94.0	190,633	82,514	120,879	271,494	102,046	—	100	...
Sept. 30, 1879	22.5	—	2.3	4-8.5	3	3	2	77	Portland and Rochester	Me. & N. H.	1,966,211	292,838	.....	.....	686,011	1,500,000	527,274	.....	52.5	171,068	109,004	106,829	145,702	19,252	—	100	...
Sept. 30, 1879	43.4	7.0	58.4	4-8.5	30	30	11	817	Port Royal and Aug	S. C. & Ga.	2,529,331	*	.....	.....	437,917	20,000	.....	.....	13.6	.....	213,105	49,419	89,364	15,421	6pf	100	...
Sept. 30, 1879	13.6	—	3.0	4-8.5	5	10	—	25	Potomac, Fred. and Pied.	Va.	969,447	*	46,032	40,143	760,000	1,750,000	36,879	78,646	112.0	[15 months.		115,269	220,177	84,742	—	100	...
Dec. 31, 1879	230.3	—	3.7	4-8.5	6	—	—	280	Poughkeepsie, Hartford & Boston	N. Y.	1,449,920	*	.....	.....	850,000	636,000	38,216	.....	38.5	37,160	6,675	23,025	23,177	6,715	—	100	...
Jan. 30, 1879	286 6	58.5	15.0	4-8.5	33	42	11	431	Providence and Springfield	R. I. & Mass.	920,981	*	37,220	37,220	517,150	600,000	10,000	46,796	42.7	54,889	45,000	20.2 2	51,844	8,516	—	100	...
July 31, 1879	97.6	—	7.0	4-8.5	14	12	9	145	Providence and Worcester	R. I. & Mass.	2,926,353	102,407	.....	502,141	2,000,000	1,242 000	568,549	261,970	22.8	54,889	76,861	35,564	79,988	39.302	—	100	...
Sept. 30, 1879	42.5	—	2.6	4-8.5	6	8	2	118	Providence, Warren and Bristol	N. J.	644,025	644,025	.....	.....	437,917	20,000	.....	.....	65.8	710,486	1,849,912	787 821	1,069,644	337,656	5	100	...
Sept. 30, 1879	22.8	—	2.3	4-8.5	5	3	2	121	Pueblo and Ark. Valley	Col.	744 287	*	.....	.....	2,036,947	110,260	6,084,200	2,691,000	173,490	107,518	230.3	(Included in Lessees returns.]					—	100	...
Dec. 31, 1879	97.6	—	7.0	4-8.5	14	12	9	145	Que., Mon., Ottawa and Occid.	Ind.	6,809,000	*	.....	.....	.....	.....	.....	.....	340.0	480,763	179,767	87,463	341,098	69,280	—	100	...
Sept. 30, 1879	22.6	2.3	2.6	4-8.5	7	5	—	118	Raleigh and Gaston	North Carolina	10,500,000	*	.....	.....	.....	.....	7,811,245	.....	97.0	[14 mos.	58,178	.....	295,051	69,284	—	100	...
Sept. 30, 1879	80.0	—	7.2	4-8.5	13	14	10	121	Richmond and Petersburg	Va.	1,152,291	*	1,229,810	41,675	1,008,600	225,000	18,659	19,225	24.8	72,556	114,651	99,049	154,623	73 071	4	100	...
Sept. 30, 1879	38.5	—	3.5	5-0	5	7	2	72	Richmond, Fred'burg and Potomac	Va.	2,509,718	67,553	439,309	101,009	1,530,500	847,774	77,176	595,597	80.0	167,937	119,575	66,005	314,840	152,864	—	100	...
Sept. 30, 1879	107.6	—	10.7	4-8.5	11	10	5	246	Richmond, York Riv. & Chesapeake	Va.	632,847	*	.....	.....	497,500	273,000	.....	.....	38.5	56,255	20,351	83,409	124,035	41,074	—	100	...
Jan. 30, 1879	91.0	—	4.5	4-8.5	5	5	2	84	Rochester and State Line	N. Y.	2,437,417	*	.....	.....	22,094	2,349,900	1:1,709	.....	107.6	400,565	104,098	325,210	275,898	39,813	—	100	...
Sept. 30, 1879	141.1	48.5	84.9	4-8.5	52	50	25	1,175	Rock Island and Peoria	Ill.	1,680,012	*	.....	.....	1,500,000	150,000	24,866	.....	91.0	219,205	95,936	206,787	365,892	102,028	5½	100	...
Sept. 30, 1879	22.0	—	3.	4-8.5	4	4	2	114	Rome, Watertown and Ogdensburg	N. Y.	11,316,878	*	.....	.....	5,293,900	7,759,900	639,256	.....	408.9	1,079,013	514,770	571,063	1,143,289	308,848	—	100	...
Mar. 31, 1880	10.5	—	0.5	4-8.5	2	5	3	16	St. Croix and Penobscot	Me	364,000	*	27,383	18,508	100,000	200,700	1,014	108,177	22.0	24,844	12,271	....	38,662	19,457	—	100	...
Jun. 30, 1879	62.5	6.5	6.0	4-8.5	10	16	6	114	St. Johns	Florida	218,000	*	.....	.....	110,000	108,000	.....	.....	10.5	22,750	.....	.....	.....	26,852	16,656	5	100	...
Dec. 31, 1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Lawrence and Ottawa	Ont	1,589,229	*	.....	.....	789,909	730.000	.....	.....	59.0	127,202	48,038	43,305	129,517	37,865	—	100	...
Dec. 31, 1879	198.2	71.0	...	4-8.5	14	18	4	650	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,698	171,988	22,063,420	6,786,087	704,117	335,082	392.4	1,103,388	94,365	471,810	1,672,438	948,494	—	100	...
Dec. 31, 1879	489.5	195.0	126.4	4-8.5	121	47	24	2,591	St. L., Alton & T. H	Ill. & Ind.	11,768,490	*	653,144	598,847	4,768,400	7,000,000	1,093,812	158,179	264.0	.....	.....	.....	1,501,459	498,731	—	100	...
Dec. 31, 1879	41.5	18.7	2.5	4-9	4	1	—	94	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,694,908	*	4,456,463	593,522	21,458,961	30,068,657	1,692,841	.....	684.9	2,488,140	652,757	981,139	5,292,611	2,372,592	—	100	...
Dec. 31, 1879	158.3	—	29.8	4-8.5	32	14	10	792	St. Louis, Salem and Little Rock	Mo.	1.431 474	128,838	12,607	14,180	746,860	978,100	53,704	.....	60.2	.....	.....	.....	83,165	37,727	—	100	...
Jun. 30 1879	156.0	—	22.0	4-8.5	24	10	4	485	St. Louis, Vandalia & T. H.	Ill. & Ind.	8.330.209	*	1,550	2,069	3,928,016	4,499,000	227,546	.....	158.3	1,142,765	204,730	900,294	1,317,287	362,897	—	100	...
Jun. 30, 1880	207.1	395.4	37.9	4-8.5	65	69	*	1,498	*St. Paul and Duluth*	Minn.	9,097,866	*	.....	.....	9,097,866	.....	.....	.....	169.0	378,425	61,525	252,922	469,416	113,718	—	100	...
Dec. 31, 1879	49.5	—	7.0	4-8.5	3	3	2	66	St. Paul, Minn. and Man	Minn. & Iowa.	31,686,882	*	570,990	1,682,102	15,000 000	16,324,900	1,522,707	992.367	656.0	.....	.....	.....	2,933,108	1,632,595	—	100	...
Jun. 30, 1879	60.0	—	2.0	5-0	2	1	—	18	Sacramento and Placerville	Ca.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691	49.5	.....	20,004	33,120	149.253	58,163	—	100	...
Sept. 30, 1879	63.0	—	3.2	5-0	2	—	—	5	Savannah & Memphis	Ala.	4,701,533	*	.....	.....	2,321,080	2,137,000	418,297	31,467	60.0	42,631	11,200	11,000	53,244	11,557	—	100	...
Sept. 30, 1879	80.0	—	6.0	4-8.5	16	12	4	278	Savannah, Griffin and N. Ala	Ga.	1,555,945	*	.....	.....	815,255	500,000	.....	.....	63.0	.....	.....	.....	52 960	22,875	—	100	...
Dec. 31, 1879	27.3	3.8	12.5	4-9	—	—	—	—	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,299,600	215,004	100,500	1,218,427	80.0	269,388	32,450	226,337	477,365	179,124	7	100	...
Nov. 30, 1879	95.0	—	8.5	4-9½	6	2	2	147	Shamokin Valley and Pottsville	Pa.	2,863,450	.....	.....	.....	569,450	1,994,000	.....	.....	31.1	[Leased to Northern Central.		Rental	$24.671.	12	50	...
Sept. 30, 1879	32.3	—	1.5	4-8.5	3	2	2	23	Shenango and Allegheny	Pa.	1,046,631	147,940	25,000	.....	200,000	1,105,000	159,375	.....	46.0	.....	27,851	288,465	150,283	54,916	—	100	...
Jun. 30, 1880	61.5	51.7	5.9	4-8.5	5	3	4	92	Shepaug	Conn.	268,524	*	.....	6,625	299,700	400.000	.....	.....	32.5	38,394	10,956	20,528	54,175	18,605	—	100	...
Jun. 30, 1880	107.4	—	8.9	4-8.5	14	8	6	134	Sioux City and Dakota	Iowa & Dak.	3,246,381	.....	.....	.....	2,400,000	900,000	.....	.....	113.2	730.853	23,734	74,684	277,338	75,619	—	100	...
Sept. 30, 1879	25.0	—	1.0	4-8.5	2	1	1	12	*Sioux City and Pacific*	Neb. & Iowa.	5,355.551	.....	.....	.....	2,068,460	3,256,320	329,757	89,980	80.5	222,288	59,625	211,117	289,490	109,666	7pf	100	...
Sept. 30, 1879	183.0	6.3	26.0	5-0	1	1	1	52	Somerset	Maine.	799,488	*	94,837	.....	377,574	450,000	78,662	*	25.0	15,750	8,049	8,075	19,908	3,199	—	100	...
Aug. 31, 1879	144.0	166.5	21.5	5-0	36	28	9	392	South and North Alabama	Ala.	10,098,212	*	.....	.....	3.461,767	6,208.810	810 018	.....	139.3	599,226	83,017	468,195	873,197	314,586	—	100	...
Jun. 30, 1879	167.5	—	13.8	4-8.5	14	8	36	289	Southwestern (C. of Ga.)	Ga.	4,291,300	*	.....	.....	3,892,300	399 000	.....	.....	310.5	471,550	.....	.....	751,576	307.624	7	100	...
Sept. 30, 1879	99.0	—	3.4	5-0	5	4	2	31	Southern Minnesota	Wis. & Minn.	6,468,954	.....	69,682	102,594	1,784,200	4,739.900	103,621	113,519	167.5	251,455	52 028	148,894	534.426	262,004	—	100	...
Jun. 30, 1879	108.0	—	10.0	3 0	11	5	—	275	Spartanb. Union and Col	S. C.	1,340,882	.....	.....	.....	751,296	548,370	125,000	.....	69.0	.....	7,682	.....	75,616	20,834	—	100	...
Dec. 31, 1879	24.0	—	1.0	4-8.5	2	2	1	—	Springfield Southern	Ohio.	1,234,511	154,670	.....	.....	625,241	182,700	.....	.....	108.0	.....	73,889	91,477	117,400	10,292	—	100	...
Sept. 30, 1879	73.0	—	0.3	4-8.5	4	9	—	7	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	.....	1,000.000	400,000	41,678	.....	24 0	32,790	8,154	.....	63,088	16,070	—	100	...
Dec. 31, 1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Staten Island	N. Y.	490,000	*	.....	.....	210,000	300,000	.....	.....	13.0	72,985	356,128	.....	264,518	85,346	20	100	...
Dec. 31, 1879	51.0	—	38.5	4-8.5	18	8	4	448	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	34.0	104,230	.....	.....	123,168	22,091	—	100	...
Sept. 30, 1879	48.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Bing. and New York	N. Y.	4,038,029	*	12,662	253,308	2,004,000	2,020,000	216,695	65,605	81.0	484,623	145,196	1,288,735	829,842	327,231	4½	100	...
Oct. 31, 1879	79.7	34.1	39.0	4-8.5	44	22	17	1,466	Syracuse, Chenango & New York	N. Y.	1,089,660	*	.....	.....	801,400	261,4 0	.....	.....	43.5	84,240	85,417	50,178	72,278	3,766	—	100	...
May 31, 1880	179.7	264.1	42.7	4-8.5	52	21	12	925	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,600,000	793,627	1,262,660	113.8	1,018,962	232,686	1,287,601	1,082,374	404,371	8	50	...
Dec. 31, 1879	44.0	4.0	13.4	4-8.5	16	8	3	942	Texas and Pacific	Texas.	27,418,108	*	2,439,858	338,408	7,902,500	21,220,538	618,886	454,435	443.8	1,545,829	194,788	525,098	2,589,222	1,045,704	—	100	...
Jun. 30, 1879	79.0	—	11.7	3-6	12	16	3	273	Tioga and Elmira State Line	Pa.	1,539 836	506,099	.....	.....	580,900	629,500	.....	1,417,559	54.5	287,829	73,186	691,137	387,225	171,571	—	50	...
Jun. 30, 1879	191.0	—	16.0	3-6	20	12	6	424	Toronto and Nipissing	Ca.	1,600,000	*	.....	.....	193,350	1,276,915	260,382	.....	105.5	194,303	89,618	84,694	172,156	45,551	—	50	...
Sept. 30, 1879	84.7	—	16.7	4-8.5	18	15	7	461	Toronto, Grey and Bruce	Ca.	4,274,888	*	.....	.....	783,284	3,365.665	16,349	.....	191.0	310,025	118,652	92,855	284,947	80,512	—	100	...
Sept. 30, 1879	74.0	—	5.2	4-8.5	7	5	2	114	Troy and Boston	New York.	1,981,912	*	1,103,588	.....	1,609,016	2,199,500	408,149	.....	46.0	425,505	278,257	812,139	593 896	288,519	—	100	...
Dec. 31, 1879	1,087	5.0	20.0	4-8.5	178	121	41	3,115	Ulster and Delaware	New York.	1,073,359	*	1,751,912	16,846	1,139,500	1,582,600	170,017	.....	74.0	129,008	84,694	123,894	178,288	18,673	—	100	...
Dec. 31, 1879	404.3	—	34.7	4-9	44	31	19	3,636	*Union Pacific*	Nebr. Wy. & Utah.	114,493,812	.....	.....	.....	36,762,300	77,731,512	.....	.....	1,042 4	7,001,569	.....	992,886	13,201,077	7,725,574	—	100	...
Apr. 30, 1880	36.5	—	1.8	4-8.5	6	7	5	29	United New Jersey (Pa.)	N. Jer.	35,330,487	*	.....	.....	20,490,400	19,976,000	.....	.....	404.3	5,588,128	7,204,654	5,052,995	9,088,884	2,914,947	—	100	...
Dec. 31, 1879	105.0	—	7.5	4-8.5	5	5	3	91	Utah Central	Utah.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	36.5	.....	.....	.....	447,034	291,972	11	100	...
Sept. 30, 1879	87.0	—	13.8	4-8.5	18	20	14	212	Utah Southern	Utah.	3,450,000	*	.....	.....	1,500,000	1,950.000	.....	.....	105.0	.....	.....	.....	327,558	177,042	—	100	...
Sept. 30, 1879	71.0	—	10.0	4-8.5	11	10	5	82	Utica and Black River	New York.	2,378,739	418,847	183,100	288,519	1,771,720	1,112,000	54,735	180,751	180.1	432,840	213.019	108,880	475,508	184,977	2	100	...
Dec. 31, 1879	75.7	21.7	16.5	4-8.5	15	12	8	4	Utica, Ithaca and Elmira	New York.	2,883,472	*	.....	.....	2,000,000	.....	207.387	.....	98.0	174,354	100,026	88,003	156,951	def. 4,106	—	100	...
Feb. 28, 1879	140.0	2.0	10.0	5-0	17	10	4	91	Utica, Chenango and Susq. Valley	N. Y.	4,148,103	*	.....	.....	4,000,000	.....	148,103	.....	97.4	406,078	217,668	325,600	52 ,756	def. 268	6	100	...
Dec. 31, 1879	52.2	1.5	37.0	4-8.5	24	10	4	369	Vicksburg and Meridian	Miss.	3,046,444	*	134,110	81,077	1,897,603	3,166,973	88,474	.....	142.0	144,320	45,666	45,597	329,176	70,315	—	100	...
Dec. 31, 1879	40.8	1.4	2.5	4-8.5	2	2	1	35	Virginia and Truckee	Nev da.	3,715,360	712,279	.....	.....	6,000,000	1,000,000	.....	.....	53.7	458,810	.....	395,864	1,388,261	552,752	5½	100	...
Dec. 31, 1879	716.5	628.4	210.5	4-8.5	331	125	77	7,9-5	Wabash, Chester and West	Ill.	488,212	*	.....	.....	250,000	200,000	26,273	.....	42.5	.....	15,103	38,782	39 474	def. 3,996	—	100	...
Sept. 30, 1879	38.4	—	5.0	4-8.5	21	2	3	16	Wab., St. L. & Pacific	O., Ind. & Ill	.....	.....	.....	.....	40,000,000	35,267,250	.....	.....	1,801.7	.....	.....	.....	8,2 4,666	2,624,777	—	100	...
Sept. 30, 1879	10.2	—	0.4	4-8.5	—	—	—	—	Wallkill Valley	N. Y.	298,799	*	660,000	11,893	330.000	632,000	108.691	.....	33.5	80,828	69,930	60,788	8 ,012	14,423	—	100	...
Sept. 30, 1879	51.7	—	2.1	4-8.5	5	7	6	66	Warwick Valley	N. Y.	199,162	*	.....	.....	225,000	285,000	.....	.....	10.2	14,500	23,761	22,185	37,008	16,041	3½	100	...
Sept. 30, 1879	238.5	121.0	18.0	4-8.5	31	39	14	522	Washington and Ohio	Virginia	1,944,790	*	.....	.....	1,777.927	387.300	128,400	.....	51.7	99,745	28,889	27,839	97,470	22,281	—	100	...
Oct. 31, 1879	26.3	—	5.0	4-8.5	11	23	5	70	Wash. City, Va. Mid. & Gt. So.	Va & N C.	10,160,949	*	.....	.....	4,265,297	8,095,942	1,815,004	.....	359.5	815.137	131.911	514,018	954,738	347 082	—	50	...
Dec. 31, 1879	82.5	47.0	18.4	4-9	20	5	13	224	West Chester and Philadelphia	Pa.	1,647.105	163,012	349,717	143,209	821,300	1,100,000	53,146	228.598	26.3	255,190	738,127	95,439	304,452	128,535	7	50	...
Aug 31, 1879	116.0	51.0	8.3	5-0	16	13	8	260	West Jersey	New Jersey.	2,395,749	459,297	1,082,971	188,450	1,399 750	2,623,000	102.845	91,372	128.4	471,745	659,802	162,467	544,151	248,885	2	100	...
Dec. 31, 1879	192.0	20.7	26.2	4-8.5	39	12	12	612	Western of Alabama	Alabama.	3,275,012	*	177,000	48,082	.....	2,553,000	722,011	220,082	167.0	322,840	.....	.....	579,493	254,968	—	100	...
Sept. 30, 1880	168.5	17.0	13.0	4-8.5	28	22	11	370	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,885	4,000,000	3,500,000	354,353	308.207	212.7	585,993	160,254	348,422	773,551	234,716	—	100	...
Sept. 30, 1880	189.0	—	13.0	5-0	27	12	6	327	Wilmington and Weldon	N. C.	3.249,224	*	18.900	154.752	1,456.200	1,619,100	49,792	383.784	180.5	464 494	.....	.....	603,175	188,926	3	100	...
Dec. 31, 1879	249.9	70.0	17.9	4-8.5	25	13	6	627	Wilm., Colum. and Augusta	N. C. & S. C.	2,556,582	*	26,195	243 999	900,000	1,600.000	112,315	154,411	189.0	396,551	.....	.....	547,446	145,423	—	100	...
Dec. 31, 1879	108.5	—	11.5	4-8.5	5	4	2	343	Wisconsin Central	Wis.	19 823,023	*	.....	.....	11 435.500	8,168,000	.....	19 .091	455.7	708,741	167,083	325,078	851,091	353,952	—	100	...
Sept. 30, 1880	46 1	—	31.0	4-8.5	19	22	8	367	Wisconsin Valley	Wis.	2,853,739	306.132	104,728	28,767	2,026.256	1,149,745	78,278	39.087	90.0	.....	58,197	124,152	225,968	92,886	—	100	...
Jun. 30, 1879	65.0	—	2.0	3-6	3	2	2	21	Worcester and Nashua	N. H. & Mass.	2,121,982	390,686	.....	454,504	1,789,800	1,000.000	3,894	172.878	94.5	462,662	371,019	467.479	576.860	189.301	—	100	...
									Youngstown and Connotton Valley	Ohio.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	23.5	22,765	3,972	16,147	4,440	1,360	—	100	...

Redemption of Bank Notes.

The following is the text of the opinion recently rendered by the Attorney General relative to the deposit of coin by national banks for the purpose of withdrawing bonds and reducing circulation. The opinion, although bearing the date of June 30, was not received at the Treasury Department until the 11th inst.:

DEPARTMENT OF JUSTICE,
WASHINGTON, D. C., June 30.

SIR: To your inquiry of the 6th I replied upon the 14th inst., that a national bank has the right under the act of June 20, 1874, chapter 343, paragraph 4, to deposit coin for the purpose of withdrawing bonds and reducing circulation; whereupon, on this latter date you address to me these two additional questions. 1 Whether under section 3, of the act approved June 20, 1874, chapter 343, a national banking association may deposit any lawful money other than United States notes for the redemption of its circulation notes. 2. Whether the holders of the notes of any solvent national banking association may demand of the Treasurer of the United States, under the provisions of sections 3 and 4 of that act, redemption of such notes in United States notes.

First—Inasmuch as section 3 of the act of June 20, 1874, chapter 343, only requires that the banks shall at all times keep and have on deposit in the Treasury of the United States, a sum equal to 5 per cent of its circulation to be held and used for the redemption of such circulation, I think for the reasons indicated in my opinion of the 4th inst., construing similar language in the next section that a bank may deposit coin for the purpose mentioned in the third section, as above quoted.

Second—I think the Treasury, while having the privilege, under sections 3 and 4 of said act, to redeem bank circulation in United States notes, has the right to pay them in coin. The Government notes are promises to pay dollars; for such promises the thing promised may properly be substituted by the promiser. Again: This act of June 20, 1874, chapter 343, was not intended to repeal or affect the general provisions of the law (Revised Statutes, sections 95–38 et. seq) making the coins of the United States a legal tender in all payments. These statutes fix the medium in which, as well as in United States notes, the banks may redeem its circulation at its own counter, and it gives the same privilege to the Treasurer paying them at the Treasury of the United States.

Very respectfully, your obedient servant,
WAYNE MacVEAGH, Attorney-General.

To the Hon. WILLIAM WINDOM, Secretary of the Treasury.

This opinion removes all distinctions in lawful money of the United States except that which exists in virtue of the rule of the New York Clearing-house, requiring balances to be paid in gold or United States notes to the exclusion of standard silver dollars. Upon receipt of the Attorney-General's opinion, Treasurer Gilfillan immediately issued the following circular relative to deposits for the 5 per cent fund of national banks:

TREASURY OF THE UNITED STATES.
WASHINGTON, D. C., July 12, 1881.

In accordance with an opinion of the Attorney-General, dated June 20, 1881, national banks may reimburse the Treasurer of the United States for their circulating notes redeemed in any of the following ways: 1. By a check drawn on New York, payable to the order of the Assistant Treasurer of the United States in New York and collectible through the Clearing-house forwarded directly to that officer, with instructions to deposit the amount on account of the 5 per cent fund, and to forward the certificate of deposit therefor to the Treasurer of the United States. 2. By a deposit of lawful money of the United States with the Assistant Treasurer of the United States in New York, Boston, Philadelphia, New Orleans, Baltimore, Chicago, Cincinnati, St. Louis, or San Francisco on account of the 5 per cent fund. Banks not situated in one of the above-named cities should make the deposit through their correspondents. The certificate of deposit may be forwarded directly to the Treasurer of the United States, by the bank making the deposit, as credit cannot be given until it is received. Third, by a remittance of lawful money of the United States addressed to the Treasurer of the United States, Washington, D. C, marked with the amount and nature of the contents, and the fact that it is "for credit of the 5 par cent fund." The express charges, if not prepaid, will be deducted from the proceeds of the remittance at Government contract rates.

JAMES GILFILLAN, Treasurer United States.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.
Cincinnati, July 12, 1881.

Nothing new to report in the market since our last. We quote as follows:

FOUNDRY.

	No.		Mor.
Hanging Rock Charcoal	1	26 00@28 00	4
Strong Neutral Coke	1	24 50@25 00	4
American Scotch	1	21 50@22 50	4

GREY FORGE.

Neutral Coke		21 00@22 50	4
Cold Short		20 00@21 00	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast		37 50@40 00	4
" Warm "		30 00@32 00	4
Southern Car Wheel		33 00@37 00	4
Lake Superior 1 and 2		33 00@35 00	4
Lake Superior 3 and 6		35 00@37 00	4

The Pittsburg Chronicle says that the Pittsburgh and Youghiogheny Railroad, the charter of which was taken out by the Pittsburgh and Lake Erie Railroad in 1879, for the purpose of extending that line along the Monongahela river to a point near Connellsville, has passed into the hands of W. H. Vanderbilt, who proposes to put the road through as an independent railroad, and have it completed in twelve months. The line will run parallel with the Pittsburgh, Virginia and Charleston Railroad to McKeesport, from which point the river will be crossed, and the line extended up the Youghiogheny to New Haven, opposite Connellsville. It is also proposed to run a branch line into the coal regions of Fayette county.

According to the statement of John King, Jr., receiver, of the Ohio and Mississippi Railroad Company the moneys received by him during the month ending June 30, 1881, (including $81,049 76 on hand at the commencement of the month) amounted to $551 409 49, and the disbursements made by him to $369,024 19, leaving cash on hand July 1, 1881, $182,385 30. The disbursements were for vouchers subsequent to November, 1876, $236,131 90; pay rolls, $132,167 98; and arrearages, $724 31—total, as above, $369,024 19.

The Wabash Railway Company was to have taken possession on the 15th inst., as owner, of the Peoria, Pekin and Jacksonville railroad, 83 miles in length. On August 1 the Wabash Company will take possession of the Indianapolis, Peru and Chicago Railroad, 161 miles long. About the same date the Wabash company will assume control and operation of the Springfield and Northwestern, 47 miles in length.

Philadelphia Stock Exchange.

Closing Prices for the week ending July 12.

	W.6	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.
Allegheny Val. 7 3-10s	123	....	....	123	....	123
7s, Income	....	26	25	....	25	55
Camden & Am. 6s, 1885	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	116	....	....	....
Camden and Atlantic	21	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	118	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	20¾	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	22¾	....	21¾	21¾	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	45	45	44¾	44¾	45	44¾
6s, 1884	....	....	....	....	....	....
Gold Loan	114	....	....	....	115¾	115¾
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort 7s	117	....	....	....	117¾	....
Lehigh Valley	60¾	60¾	61¼	61¼	61¾	60¾
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	123	....	....	....	....
Little Schuylkill	55[x]	551	55¾	....	55¾	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	60	....	....	....	60¾	60¾
1st mortgage 6s	....	197¾	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	123	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	55¾	55¾	....	55	55	54¾
6s	....	102	102	....	....	....
Northern Pacific	43¾	45¾	43¾	43¾	43¾	42¾
Preferred	84¾	84¾	84¾	84	84¾	81¾
Pennsylvania R. R.	64¾	64¾	64¾	64¾	64¾	63¾
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	126¾	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	100¾	100¾	100¾	....	....	....
do. 5s, new	....	116¾	....	....	....	116¾
do. 4s	98¾	....	....	....	....	....
Phila. and Reading	29¾	29¾	29¾	29¾	29¾	29
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	....	126¾
Consol mortgage reg	....	....	....	....	....	126¾
Gen'l mortgage 6s	96chp	95¾	96	96¾	....	94¾
Philadelphia and Erie	25¾	....	25	25	25	....
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	124¾	....	....	124¾	....	....
Pittsb., Titusv. & Ruf.	22¾	23¾	22¾	22¾	....	21¾
7s	....	....	....	104¾	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	90	....	90¾	90¾	....	....
United Co. of N. Jersey	196	196	196	196	196	196
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending July 12.

	W.6	Th 7.	F.8.	Sat.9.	M.11.	Tu.12.
Baltimore and Ohio	200	200	200	....	200	
6s, 1880	....	....	....	....	....	....
6s, 1885	100¾	....	....	....	....	....
Central Ohio ($50)	50	....	....	....	....	....
1st mortgage	114	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	88¾	99	....	89¾	89¾	89¾
3d mortgage, 8s	48¾	49	48¾	50¾	49¾	49¾
Northern Central ($50)	54¾	....	....	55	55	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1902	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	116
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	124¾	124¾	....	....	....	....
Virginia 6s, Consol	83	84¾	84¾	84¾	84¾	84
Consol. Coupons	92¾	92¾	91¾	91¾	91¾	91¾
10-40 bonds	55¾	55¾	55¾	....	56	55¾
Deferred Certificates	....	....	....	....	....	....
Western Maryland	17	....	18	17¾	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	108¾	....	111¾	....	....	108
City Passenger R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 13.

	Th.7.	F.8	Sat.9.	M.11	Tu.12	W.13
Adams Express	134½	....	....	....	....	....
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	80½	....	84½	85	84	85
Atlantic & Pacific Tel	....	....	....	....	....	....
Burl., C. R. & Nor.	....	....	....	....	83	....
1st mortgage 5s	102½	102½	....	102½	103	102½
Canada Southern	67½	66½	66½	66½	64½	64½
1st mortgage guar.	101	101	100½	100½	100	100½
Central of N. Jersey	101	101½	100½	99½	98½	98½
1st mortgage 1890	120	....	....	....	....	....
7s, consolidated, ass.	....	118½	....	118½	....	....
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	101	....	101	....	....	....
Adjustment	107	107	106½	....	....	....
Central Pacific	99½	99½	99½	99½	98½	98½
6s, gold	116½x	117	117	....	....	116
1st M. (San Joaquin)	112½	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	107½
Land grant 6s	....	....	106½	....	106½	107
Chesapeake and Ohio	30½	29½	29½	30½	29½	29½
Chicago and Alton	142½	140	141½	141	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	165	164	164½	164	162½	162
7s Consol., 1903	....	....	120	....	....	....
Chic., Mil. and St. Paul	127½	127½	127½	127½	125	123½
Preferred	137	138½	....	136½	....	134½
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1st M. (I. and M. liv.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	131	....	129½	....	....	....
Chic. & Northwestern	131½	130½	130½	129½	127½	126½
Preferred	144½	143	143½	143	140½	140½
1st mortgage	....	....	....	....	....	113½
Sinking Fund 6s	111½	111	....	....	....	....
Consolidated 7s	135	....	....	....	....	135
Consol. Gold bonds	....	....	....	127	126½	....
Do. reg	....	....	....	....	....	126½
Chic., Rock Isl. & Pac	142½	142	142	142½	142	141
6s, 1917, c.	129½	129½	....	....	....	....
Clev., Col., C. and Ind.	95½	95	94½	93	93	....
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	140	140	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	113½
Col., Chi., & Ind. Cent	25½	25½	24½	23½	23	22½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	110½	110	110½	109½	108½	108½
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	106½	....	....	....	....
7s, 1894	....	....	120	....	120½	121
Del., Lack. & Western	124	123½	123½	122½	121½	121½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	132	....	....	....
2d mort. 6s, ext.	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mort. 5s, ext.	111	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	133	132	....
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	....	....	....	112	....
Hannibal & St. Joseph	92½	93½	93½	93½	92½	92½
Preferred	117½	117½	116½	....	112	110½
6s, Convertible	....	....	111½	....	....	....
Houston & Tex. Cent.	101½	101	101	98	99	98
1st Mortgage	118	....	....	....	....	....
Illinois Central	141½	141½	140	....	139½	139
Lake Shore & Mich So.	125½	124½	123½	122½	121½	121½
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	125
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	107½	107½	107½	107½	106½	105½
7s Consolidated	....	....	....	....	....	....
Manhattan	24½	25	23½	22	20½	17½
Metropolitan Elevated	89½	92½	93	91½	90½	90
1st Mortgage	100½	100½	100½	100½	100½	100½
Michigan Central	105½	103½	103½	102½	101½	100½
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	127½	127½	126½	....	....	125½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	120	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	145½	145½	144½	144	142½	143
6s, Sinking fund, 1883	....	106	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	137	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	109½	110½	111	....	....	109
1st mortgage	116½	116½	116½	116	115½	115½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
N. Y., Lake Erie & W.	45½	45½	45½	44½	43½	43½
Preferred	87½	86½	86½	85½	81½	81½
2d Consolidated	103½	103½	103½	103½	101½	101½
New 2d 5s fund	....	99½	....	....	99	98½
N. Y., N. Haven & Hart	....	....	....	....	....	163
North Missouri 1st M.	123	....	....	....	....	....
Northern Pacific	43½	43½	43½	43½	42½	42
Preferred	84½	84½	83½	84½	81½	82½
Ohio and Mississippi	42	41½	40½	40½	39½	39
Preferred	115	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	122	122	....	....	....	....
Pacific Mail S. S. Co.	51½	51½	51	49½	48½	....
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	113	....	....	....
2d mortgage	115½	....	....	....	....	....
Panama	....	256x	....	....	....	261
Philadelphia & Reading	59½	....	....	58½	58	58½
Pitts., Ft. W. & Chi. gtd	....	....	139	137	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	126½	....	....	....	....	....
Pullman Palace Car	....	143½	143	....	143	142
Quicksilver Mining Co	21	21	20½	21½	20½	20½
Preferred	74½	73½	73	74	74	73
St. Louis & San Fran.	54½	52	....	....	50½	50
Preferred	78	78	77½	77½	77	76½
1st Preferred	115	115	....	114	114½	....
St. L., Alton and T. H.	....	....	....	....	....	57
Preferred	....	....	....	94½	....	94
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	114	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	130½	129½	129½	129½	128½	128½
1st mortgage	117x	....	118½	118	117½	....
Land Grant 7s	....	....	....	116½	....	....
Sinking Fund 8s	....	....	....	....	129½	128
United States Express	70	....	....	....	....	71
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	113	....	....	113½	112	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	58½	58½	58	58½	56	55½
Preferred	94½	93½	93½	93½	92	91½
New Mort. 7s	....	....	....	111	....	....
Wells-Fargo Express	....	125	126	123	122	....
Western Pacific bonds	....	....	....	118x	....	....
Western Union Tel	92½	92½	92½	93	91	91
7s, S. F. conv., 1900	121	122	....	....	122	121½

Boston Stock Exchange.

Prices for the week ending July 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
Atch., Top. and San. Fe.	147½	147½	147½	147½	145	145½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	174	174	174	....	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	110	....	110½	....	111	110½
Boston and Maine	....	164½	164½	....	162	162½
Boston and Providence	....	172	....	170	170	....
Boston, Hart. & Erie 7s	83½	83	82	81½	81½	79½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	96½	....	....	....	....	96½
4s	....	164½	....	....	162½	126½
Chi., Burl. and Quincy	180	....	....	....	....	....
7s	....	....	....	....	31	30½
Cin., Sand. & Clev. ($50)	31½	....	....	....	....	....
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	51½	51	51	51	51
Eastern	110½	....	110½	....	....	111
New 4½ Bonds	....	153	153	153½	153½	153½
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	....	81	....	80	....	....
7s	....	....	....	....	....	....
Northern, N. H.	110	....	109½	....	110½	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	53	53	....	....	....	....
Preferred	....	....	....	....	....	....
Old Colony	130	130	130	131	131	....
Ph., Wil. & Balt. ($50)	68	....	....	....	68	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	123	122½	....	....	....	123
Pullman Palace Car	144	143	142½	143	142½	....
Union Pacific	....	130	130	130	129	128½
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	20	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	67	....	68	68	68	67
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	232½	....	....	230	230	229
Quincy	....	....	....	....	....	86

New York Stock Exchange.

Closing Prices for the week ending July 13.

	Th.7.	F.8.	Sat.9	M.11.	Tu.12	W.13.
FEDERAL STOCKS —						
U. S. 4s, 1907, reg.	116½	116½	....	116½	116½	116½
U. S. 4s, 1907, coup.	116½	116½	....	116½	116½	116½
U. S. 4½s, 1891, reg.	....	114½	....	114½	....	114½
U. S. 4½s, 1891, coup.	....	114½	....	114½	....	....
U. S. 5s, 1881, reg.	....	102½	....	....	102½	102
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s continued at 3½	103	102½	....	102½	....	102½
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	109	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— June 24	July 1
Baltimore and Ohio (sterling)	116 — 116	116 — 116
Central of New Jersey $100 shares	109 — 106	109 — 106
Do. Cons. Mort. Oct. '79 coupon	120 — 122	120 — 122
Do. Adjustment bonds	110 — 114	110 — 114
Do. Income bonds	104 — 106	104 — 106
Det., Gd Haven & Mil. Equip. bds.	118 — 120	118 — 120
Do. Con. M. 5 p.c. till '84 after 6 p.c	113 — 115	113 — 115
Illinois Central $100 shares	143 — 145	143 — 145
Lehigh Valley Consol mortgage	118 — 122	116 — 122
N. Y. Cent. & Hud. Riv. Mt. bonds	134 — 136	134 — 136
Do. $100 shares	150 — 152	150 — 152
Do. Mort. bonds (ss.)	125 — 127	124 — 123
N. Y., Lake Erie & West., $100 shs.	47½ — 47½	47½ — 48½
Do. 6 p. c. pref. $100 shares	90 — 92	89 — 91
Do 1st Con. Mor. Bonds (Erie)	135 — 137	135 — 137
Mort. Funded Coupon bonds	132 — 134	132 — 134
Do. do. 2d do.	105½ — 106½	105½ — 106½
Do. 2d Consol. Mort. bonds	101 — 103	101 — 103
Do Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	62½ — 63½	61½ — 62½
Do. Prior Lien Bonds (sterling)	111 — 113	110 — 112
Pennsylvania, $50 shares	67 — 68	66½ — 67½
Do. Con. Sink. Fund Mort.	122 — 125	119 — 124
Philadelphia & Reading $50 shares	30 — 31	30 — 31
General Consol. Mortgage	115 — 118	117 — 119
Do. Improvement Mortgage	104 — 106	106 — 107
Do. Gen. Mort. '74, ex-defer'd. cou.	96 — 98	96 — 98
Do. Scrip for the 6 def. ½ coupons.	93 — 96	90 — 94
Pittsbg, Ft. W. & Chic. Equip. bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	129 — 131	129 — 131
Do 1st pref. stock	106 — 107	102 — 104
Union Pacific Land Grant 1st mort.	113 — 116	113 — 116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, July 14, 1881.

In the forenoon the money market was easy at 3@3½ per cent for call loans, and 3@4 per cent for time loans and prime mercantile paper. In the afternoon the quotation for call loans at the Stock Exchange was 3 per cent. In the last hour the stock brokers obtained money on call as low as 2½ per cent.

The posted rates for prime bankers' sterling are 4.84½@4.86½. The actual rates are 4.83½@¾ and 4.85½@¾, with cable transfers 4.86½@¾ and prime commercial paper 4.82¼@½. The actual rates for Continental exchange are as follows: francs, 5.22½@5.19⅜; marks, 94¼ and 94¾; and guilders, 40@40¼.

Judge Lawrence, First Controller of the Treasury, has rendered an opinion in the matter of a person holding a power of attorney to collect payment for Government bonds, in which he maintains that "a power of attorney authorizing an agent to 'sell and assign' a Government bond 'called' for payment gives authority to the agent to assign to the Secretary of the Treasury for redemption and to receive in payment a draft made by the Treasurer of the United States to the agent by name, who can indorse it for collection or payment."

Another question has just been decided by Judge Lawrence in the matter of a claim for cigar stamps 'unnecessarily used,' in which he holds "First, under the internal revenue statutes stamps are to be affixed 'by the actual maker' on each box containing cigars. When mor

stamps are used than the statute requires, the actual maker affixing the unnecessary stamps is entitled to an 'allowance' therefor on application made in due time and form. Second, when the manufacturer of cigars, having paid the license tax required by law, makes cigars for a dealer who furnishes the material and money to buy stamps, the claim for an 'allowance' for 'stamps unnecessarily used' can only be made by the 'actual maker,' and not by the dealer. Third, the claim of the 'actual maker' for such allowance is not assignable. Fourth, when cigars are packed in boxes duly stamped, and is becomes necessary to repack the cigars in new boxes and to affix new stamps thereon, the manufacturer so affixing the latter stamps is entitled to an 'allowance' therefor as for stamps 'unnecessarily used.' The expression 'unnecessarily used' in the statute authorizing an allowance means used in excess of the amount of one set of stamps required by law * * * If stamps properly affixed should be removed by accident or by the action of natural causes, as water, &c., it might be necessary to affix new stamps to avoid prosecution. When so affixed an 'allowance' might properly be made for the latter stamps as 'unnecessarily used.'

An important decision by the Attorney General of the United States transfers and utilizes over $50,000,000 special funds held among the cash in the Treasury for the redemption of National bank notes. The Attorney General decides that banks withdrawing their circulation and banks depositing the 5 per cent standing redemption may use indifferently coin or greenbacks, and the United States Treasury is authorized in redeeming surrendered circulation and in the current redemption of National bank notes to use greenbacks or coin indifferently. The same principle will apply to the redemption of clearing house certificates under the act of 1872 as in greenbacks. All these special funds being done away, over $60,000,000 cash will be left free to the redemption of the United States bonds.

Judge Lawrence, Controller of the Treasury, has rendered a decision bearing on the survivorship of trustees, in which it is maintained that when a Government bond is inscribed in the name of three trustees and the nature of the trust is not shown and one trustee dies, the survivors may control the bond, continue the trust or otherwise execute it.

The Chief of the Loan Division of the Treasury Department estimates that there are about $30,000,000 registered five per cent bonds outstanding. These bonds are redeemable at once, with interest to the date of presentation. They cease to bear interest on October 1. There are upward of $12,000,000 of coupon five per cent bonds outstanding which cease to bear interest August 12, and are redeemable after that date.

The Treasurer of the United States has issued a circular embracing the following changes in the regulations governing the transportation of coin and mutilated United States notes: first, the registration fee on packages of standard silver dollars and fractional silver coin forwarded by mail by the Treasurer will be paid by the Government; second, the treasurer will forward fractional silver coin by express in multiples of $500 at the expense of the Government for deposits of gold coin or currency, or remittances to his office; third, the express charges are paid by the Government on worn and mutilated United States notes sent to the treasurer for redemption in multiples of $500, and on new United States notes returned. Notice is given that five cent nickel coins are no longer furnished by the Mint, but may be had upon application at any Sub-Treasury.

The prices of Cincinnati Municipal Bonds, the principal issues of which are the Gold 6s due 1906, Currency 6s due 1909 and Seven-Thirties due 1902, are reported to have advanced from five to seven per cent within the past six months. D. A. Easton, dealer in bonds, with Beody McClellan & Co., 58 Broadway, this city, makes a specialty of these bonds.

The affairs of the Quick Silver Mining Company are steadily assuming shape; the company has paid off $1,800,000 of bonded debt, and under the basis of settlement will pay a cash dividend to the preferred stockholders of Eight per cent, and to the common shareholders of about Two per cent, which will leave about $250,000 in the Treasury. The company will then pay Six per cent per annum.

The closing quotations on Thursday were: Adams Express, 135@137; American Express, 84@85; American District Telegraph, 47½@48½; Chicago, Burlington and Quincy, 163½@165; Canada Southern, 65¼@65½; Chicago and Northwestern, 127⅝@127¾; do. pref., 140¾@141; Central Pacific, 99¾@99⅞; Chicago, Milwaukee and St. Paul, 125@125¼; do. pref., 134½@135½; Chicago, Rock Island and Pacific, 141@141½; Cleveland, Columbus, Cincinnati and Indianapolis, 93½@94; Columbus, Chicago and Indiana Central, 23½@23¾; Delaware and Hudson Canal, 109¼@109½; Delaware, Lackawanna and Western, 123@123¼; Hannibal and St. Joseph, 92⅛@92¾; do. pref., 111@111⅛; Lake Erie and Western, 60@60½; Lake Shore and Michigan Southern, 122⅞@123; Metropolitan Elevated, 90¾@91; Manhattan Elevated, 18⅝@18¾; Michigan Central, 101⅝@101¾; New York Elevated, 107@108½; New York, Lake Erie and Western, 44@44⅛; do. pref., 84¼@84¾; New York Central and Hudson River, 144⅛@144⅝; Ohio and Mississippi 39⅝@40; Ohio Central, 83¼@33½; Pacific Mail, 50¼@50½; Panama, 260@264; St. Louis, Alton and Terre Haute, 58¼@60; do. pref, —@94; Texas and Pacific, 64¼@64⅛; Union Pacific, 129⅞@130; United States Express, 70@72; Wells Fargo Express, 121@125; Western Union Telegraph, 92¼@92½; Wabash, St. Louis and Pacific, 57⅛@57⅝; do. pref., 92⅝@92¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Ccl. and Pac. 1st, 104; Albany and Susq. 1st consol., 125; Boston and New York Air Line, 71; Buffalo, Pittsburg and Western, 48⅝; Boston, Hartford and Erie 1st, 79; Cedar Falls and Minnesota, 83½; Chesapeake and Ohio 1st pref., 41½; do. 2d pref., 31⅝ do. cur. int., 60⅛; do. 1st, Series B, 85; Chicago, St. Paul, Minneapolis and Omaha, 41¾; do. pref., 104¾; do. consol., 104¼; Cincinnati Sandusky and Cleveland, 61; Col., Chi, and Ind. Cent. 1st, Trust Co. certif. ass., 123; do. Inc., 78; Chicago, Burlington and Quincy 8s, 106; Chicaga, St. Paul and Minneapolis 1st, 112½; Central Iowa 1st, 118; Chicago and Milwaukee 1st, 125⅛; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 107⅞; do. Southwest div. 6s, 109½; Denver and Rio Grande, 105; do. 1st, 118; do. 1st consol., 116⅜; Houston and Texas Central 1st, Western div, 111½; International and Gt. Northern 1st, 112½; do. 2d, inc., ass., 102; Indiana, Bloom. and Western, 52; do. 1st, 97; do. 2d, 86; Jackson, Lansing and Saginaw, 1st, 110½; Kansas Pacific 1st consol., 109⅝; do. 6s, 1895, 117; do. 1896, 115; do. 6s, Denver div. ass., 113½; Keokuk and Des Moines pref, 52¾; Lake Erie and Western, 58; do. Inc. 77; Louisville, New Albany and Chicago, 98; do. 1st, 108; Long Island, 63; Louisville and Nashville Gen'l mort. 6s, 107½; do. 3d, 107; Lehigh and Wilkesbarre consol. ass., 111⅜; Manhattan Beach, 36; Marietta and Cincinnati 1st pref., 147⅞; do. 2d pref., 11½; Mobile and Ohio, 86½; do. 1st deben., 97; do. 2d deben., 70; Missouri, Kansas and Texas, 46⅛; do. consol. ass., 111; do. 2d, 84; do. 6s, 95; Missouri Pacific, 109; do. 1st, consol., 109¾; Memphis and Charleston, 82; Milwaukee, Lake Shore and Western, 57½; do. 1st, 106¼; Metropolitan Elevated 2d, 89½; Michigan Central 8s, 107; Milwaukee and Northern 1st, 101; Nashville, Chattanooga and St. Louis, 84; do. 1st, 118; New York, Ontario and Western, 34¾; Norfolk and Western pref, 60; do. Gen'l mort., 108; New Jersey Southern 6s, guar., 104¼; Northern Pacific 1st, 101½; New Orleans Pacific 1st, 101; New York City and Northern Gen'l mort., 96½; Ohio Central, 31½; do. 1st, 103½; do. Inc., 62½; Ohio Southern, 30; do. 1st, 98; do. inc., 50; Oregon Railway and Nav., 169; Ohio and Mississippi 1st, Springfield div., 120; Peoria, Decatur and Evansville, 46½; Pennsylvania Co. 4½s, 102; Rochester and Pittsburg, 43; do Inc., 55½; Richmond and Allegheny, 68½; do. 1st, 109; Rome, Watertown and Ogdensburg, 38; do. 1st consol., 103; St. Louis, Kansas City and Northern, Omaha div. 1st, 117½; Syracuse, Binghamton and New York 1st, 125; St. Paul and Sioux City 1st, 112½; St. Paul, Minn. and Man., 106; do. 1st, 112½; St. Paul and Duluth pref., 88; Southern Pacific of California 1st, 107⅝; St. Louis and San Francisco 2d, class A, 106; do. B, 96½; St. Louis and Iron Mt. 1st pref. Inc., 101½; do. 2d, 94; do. 5s, 94⅛; do. Ark. Branch 1st, 114¾; Texas and Pacific, 63; do. Inc., L. G., 84½; do. Rio Grande div., 1st, 100; Toledo, Delphos and Burlington, 32½; do. 1st, 97; do. inc., 60½; Wabash, St. Louis and Pacific Gen'l mort. 6s, 102; do. Chicago div. 6s, 99½; Arkansas 7s, L. R., P. B. & N. O., 12½; Alabama, Class A, 77⅞; Georgia 6s, 1886, 110; do. 7s, new, 110; Louisiana 7s, consol., 66; Missouri 6s, 1887, 110½; Tennessee 6s, old, 76; do. new, 76; Virginia 6s, def., 17½; Am. Dist. Tel., 48; Sutro Tunnel, 1½; Colorado Coal and Iron, 60; do. 6s, 100; Consolidation Coal, 41; Maryland Coal, 26⅝; New Central Coal, 27½; Caribou Mining, 3; Central, 4; Deadwood, 7¾; Excelsior, 1; Ontario, 36; Silver Cliff, 5¼; Standard, 23½; Stormont, 2¾.

Philadelphia.—Am. S. S. Co., 29¼; Central Transp., 43¾; Nesquehoning Valley, 58½; New

Orleans Pacific 6s, 101¾; Pennsylvania Canal 6s, 100; Pennsylvania R. R. 5s, 109; Philadelphia, Germantown and Norristown, 110⅛; Pennsylvania Co. 6s, 107⅛; Pennsylvania and New York Canal 7s, 1906, 129½; Texas and Pacific consol. mort. 6s, 105; do. Rio Grande div. 1st, 100½. The latest quotations are: City 6s, 115@116; do. free of tax, 130½@132½; do. 4s, new, 102@105; Pennsylvania State 6s, 3d series, 100¾@101; do. 5s, new. loan, 116½@117; do. 4s, new 111@—; Philadelphia and Reading R. R., 28¾@28⅞; do. consol, mort. 7s, coup. 126¾@127; do. reg., 126½@127; do. mort. 6s, 122@125; do. 7s, 1893, 121@122; do. new conv., 66@—; United New Jersey R. R. and Canal, 195¾@196; Buffalo, Pittsburg and Western, 21½@21⅝; Pittsburg, Titusville and Buffalo 7s, 104@104¾; Camden and Amboy mort. 6s, 1889, 115½@116; Pennsylvania R. R., 63⅛@63¼; do. gen'l mort., coupon, 126¼@126½; do. reg., 126¼@128; do. consol. mort. 6s, reg., 120@121¾; Little Schuylkill R. R., 55⅝@55⅞; Morris Canal, 44¾@45¼; do. pref., 169@—; Schuylkill Nav., 5¾@6; do. pref., 14¾@15; do. 6s, 1882, 88½@90½; do. 1872, 105@109; Elmira and Williamsport pref., 55@60; do, 6s, 117@—; do. 5s, 100@103; Lehigh Coal and Navigation, 44⅝@45¾; do. 6s, 1884, 106½@107; do. R. R. loan, 119¾@120; do. Gold Loan, 115½@116; do. consol. 7s, 117¾@118; Northern Pacific, 42@42¼; do. pref., 81½@81¾; North Pennsylvania, 60⅛@60⅝; do. 6s, 107½@107¾; do. 7s, 122@125; do. Gen'l mort. 7s, reg., 121¼@121¾; Philadelphia and Erie, 24@24¾; do. 7s, 120@122¼; do. 5s, 107½@108½; Minehill, 61½@62¼; Catawissa, 21@22½; do. pref., 57½@58½; do. new pref., 57½@58; do. 7s, 1900, 127@127½; Lehigh Valley 60½@60¾; do. 6s, coupon, 122@123⅛; do. reg., 122½@123⅛; do. 2d mort. 7s, 136½@137; do. consol. mort., 122¾@123; Fifth and Sixth streets (horse), 136@137; Second and Third, 112½@116; Thirteenth and Fifteenth, 81¾@82¼; Spruce and Pine, 50@51; Green and Coates, 80@—; Chestnut and Walnut, 95@100; Hestonville, 21½@21¾; Germantown, 75@76½; Union, 119@125; Lombard and South, —@26½; West Philadelphia, 95@96¼; People's, 31⅞@32½; Continental, 103@108.

Baltimore.—Atlantic Coal, 1.65; Atlanta and Charlotte, 81; do. 1st, 111; do. inc., 97; Baltimore City 6s, 1890, 118½; do. 6s, 1884, 106¼; do. 6s, 1900, 127; do. 5s, 1894, 118¼; do. 5s, 1916, 125; Columbia and Greenville 1st, 105; Chesapeake and Ohio Canal 6s, 64; Canton 6s, gold, 111½; Maryland Defense 6s, 106; North Carolina 4s, 89; Norfolk and Western pref., 60¼; Richmond and Danville gold bonds, 108; do. 1890, 108; Virginia Midland pref., 72; do. 2d pref., 51⅛; do. 2d mort., 112¼; do. 3d, 94; do. 4th, 55; do. 5th, 100⅝; Virginia Peelers, 42; do. coupons, 19¼. The latest quotations are: Atlanta and Charlotte, 81@82; do. 1st, 104½@111; Baltimore and Ohio, 199@200; do. 6s, 1885, 110@—; Baltimore City 6s, 1884, 106⅜@—; do. 6s, 1890, —@1118¼; do. 6s, 1900, 126@—; do. 5s, 1894, 117¾@118¼; do. 5s, 1916, 125@127; Canton 6s, gold, —@111⅜; Columbia and Greenville 1st, 104½@105¼; Consolidation Coal, 39½@42; Chesapeake and Ohio Canal 6s, 64@70; Marietta and Cincinnati 1st, 124@125; do, 2d, 89½@89¼; do. 3d, 49½@49¼; Northern Central, 54½@55; do. 6s, 1900, gold, 115¾@116¼; Ohio and Mississippi 1st Springfield div., 120⅝@—; Union Canal 6s, endorsed by Canton Co., 117½@—; Virginia Midland pref., 71½@72; do. 2d pref., 51½@55; do. 5th mort., 100½@101; Virginia Consol. 83¾@84; do. consol. coupons, 91½@91⅝; do. 10-40s, 55¾@56; Western Maryland 2d pref., 107¾@108; do. 1st, unindorsed, 112⅜@—.

Boston.—Atlantic and Pacific 6s, 104¼; do. Inc., 57¼; Atchison, Topeka and Santa Fe 8s, guar., 123; do. plain 5s, 99; Atchison 4½s, 96; Boston Land, 9⅝; Boston Water Power, 9⅞; Boston, Clinton, Fitchburg and New Bedford, 55½; do. pref., 132½; Boston, Concord and Montreal, 56; Burlington and Missouri River in Nebraska 6s, non-exempt, 106¼; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 109; do. Wis. Valley div. 6s, 105; Chicago and West Michigan, 88; Connotton Valley 7s, 100; Cincinnati, Sandusky and Cleveland 7s, 109; Cheshire, 62; Chicago and Eastern Illinois, 112; Chicago, Burlington and Quincy 4s, 97¼; Connecticut and Passumpsic Rivers R. R., 100½; Flint and Pere Marquette, 37; do. pref., 103½; Fort Scott Branch 7s, 110; Fort Wayne and Jackson pref., 85; Iowa Falls and Sioux City, 90; Kansas City, Lawrence Southern 6s, 110; Kansas City, St. Joseph and Council Bluffs 7s, 123; Kansas City, Fort Scott and Gulf, 95; Little Rock and Ft. Smith, 79; do. 7s, 119; Mexican Central 7s, 110; do. Blocks new, 99; do. old, 110; Marquette, Houghton and Ontonagon, 76; Massachusetts Central, 80; do. 6s, 100½; Maine Central, 47⅛; New York and New England 6s, 112⅛; New Mexico and Southern Pacific 7s, 122¼; Ogdensburg and Lake Champlain consol. 6s, 105⅛; do. Income, 73½; Portsmouth, Gt. Falls and Conway, 81; do. 4½s, 91; Rutland, 6¾; do. pref, 31½; do. 5s, 85; do. 6s, 105; Sonora 1st, 100; do. block No. 3, 240; do. No. 4, 100; Summit Branch, 25; Toledo, Delphos and Burlington, 16; do. 6s, M. L., 61; do. Dayton div., 50; Wisconsin Central, 26¾; do. 7s, 70; do. 1st series, 79; Atlantic Mining, 11; Allouez, 1⅞; Brunswick Antimony, 12; Blue Hill, 8⅝; Catalpa, 1⅝; Crescent, 1; Copper Falls, 6¼; Duncan, 1; Douglas, 2⅝; Empire, 45c; Franklin, 11; Harshaw, 8; Osceola, 32; Pewabic, 12½; Silver Islet, 43; Sullivan, 8¾.

At a meeting of the directors of the Panama Railroad Company in this city on the 7th inst., the De Lesseps Canal Company was admitted to representation in the board in compliance with the agreement recently made for the purchase of the road. The new directors are Richard W. Thompson, chairman of the American Committee: John W. Ellis, of Winslow, Lanier & Co.; E. P. Fabbri, of Drexel, Morgan & Co.; Jesse Seligman, of J. & W. Seligman & Co., members of the same committee, and T. J. Sabla, vice-president of the Mexican Telegraph Company. There was already one vacancy in the board, caused by the death of John R. Marshall, and four other places were made by the resignation of Samuel C. Thompson, Charles D. Leverich, George A. Hoyt and Christopher Meyer. The Canal Company will be entitled to one more seat next year, on the payment of another instalment of the purchase money, and the board will then remain unchanged until the last payment shall be made.

Louisville and Nashville Railroad.

The following is a statement of the operations of the Louisville and Nashville Company for the year ended June 30, the figures for the month of June being estimated:

Gross earnings, 1,840 miles		$10,910,039 77
Operating expenses (62 67 per cent)		6,837,198 18
Net earnings from traffic		$4,072 441 59
Other income from investments		261,629 07
Total		$4,334,070 66
Fixed charges	$3,109,950 68	
Taxes	212,924 80	
Total	$3,322,874 98	
Less to be refunded by S. & N. A. R. R.	252,511 03	
		3,070,363 95
Balance applicable to dividends		$1,263,706 71
Dividends for the year:		
Feb. 1, 1881, 3 per cent.	$543,900 00	
Aug. 1, 1881, 3 per cent	543,900 00	
		1,087,800 00
Surplus for the current year		$175,906 61
Surplus from last year		228,382 62
Surplus forward to next year's income account		$404,289 33

FOR SALE, ONLY $900—Dwelling, 7 rooms and Closets, Cellar, &c.; Small Barn, Hennery, &c., choice garden spot, Apple Orchard, grove of fine chestnuts, maple and oak trees; fine shade about the dwelling. About six acres of land. Premises are finally situated, valley of the Delaware River, Erie Railroad, 130 miles from New York, (one mile from Cochecton station) in the beautiful village of Damascus, Wayne Co., Pa.; is 8 minutes walk from the well-known Delaware Valley (Union Damascus) Academy, near churches, stores, post office, physicians, &c. Excellent water power and a small mill connected. To a family desiring a home while educating their children, or to a person engaging in manufacturing, the place is well adapted and very cheap. "W. K. E." box 3219, New York Office.

Also, 606 acres, choice land, about 140 under excellent cultivation, and about 300 acres cleared for tillage, with buildings. 4 miles from Narrowsburgh, N. Y. Price, $6,500. Address as above.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY,
No. 9 Nassau St., NEW YORK, July 7, 1881.

THREE DOLLARS per share will be paid on presentation of DIVIDEND WARRANT No. 12 on or after Aug. 1, at this office, or at the office of the company in San Francisco. Transfer-books will be closed from July 16 to Aug. 2, both inclusive, as per order of the Board of Directors.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.
Treasurer's Office Grand Central Depot,
NEW YORK, June 24, 1881.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a quarterly dividend of TWO PER CENT upon its capital stock, payable on the 1st day of August next at this office.

The transfer books will be closed at 3 o'clock P. M., on THURSDAY the 30th inst., and will be reopened on the evening of THURSDAY the 4th day of August next.

E. D. WORCESTER, Treasurer.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 2
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon,Genesco & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,549,578	J. & J.	July '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany.....100	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar.—100	60,000	J. & D	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July '81 2
Boston and Maine.....100	6,921,274	M. & N.	May '81 4
Boston and Providence.100	4,000,000	M. & N.	May '81 4
Attleborough Branch.100	131,700	J. & J.	July '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'81 3
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3.8
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '81 2
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*..... 50	1,159,500	October.	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref..... 50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '81 1
" " pref 100	769,600	F. & A	Feb '81 3½
Central of Georgia.....100	7,500,000	J & D.	June '81 4
Central of New Jersey.100	18,563,200	quarterly	Apl. 76 2½
Central Ohio*..... 50	2,425,000	J & J.	July '81 3
" pref.... 50	400,000	J. & J	July '81 3
Central Pacific.....100	54,275,500	F. & A.	Aug. 81 3
Chemung*.....100	380,000	quarterly	July '81 1½
Cheshire, preferred 100	2,156,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,085,100	M. & S.	Mar. '81 4
" " pref...100	2,425,400	M. & S.	Mar '81 4
Chicago,Burl. & Quincy.100	31,004,456	quarterly	June '81 2
Chi., Clin., Dub.&Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J	July '81 4
Chi., Mil. and St. Paul..100	16,404,261	A. & O.	Apl. '81 3
" " pref.....100	12,279,483	A. & O.	Apl. '81 3½
Chicago & N. Western..100	14,988,257	J. & D	June'81 3
" pref.100	21,625,353	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	20,000,000	quarterly	Aug.'81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	June'81 1½
Columbus and Xenia*.... 50	1,786,200	M.J.S.D	June'81 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug'81 2½
Concord..... 50	1,500,000	M. & N.	May '81 5
Concord and Ports.*.....100	350,000	J. & D.	June'81 3½
Conn. & Passump Riv..100	2,175,700	F. & A	Feb. '81 2
Connecticut River..... 100	2,100,000	J. & J.	July '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk.. 50	600,000	quarterly	June 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*..... 2	1,330,950	J. & J.	Jan. 81 3
Del. & Bound Brook*... 100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80 2½
" " pref.100	2,503,389	F. & A.	Feb. '81 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*..... 50	1,309,200	J. & J.	July '81 3
East Mahanoy*..... 50	392,950	J. & J.	July '81 3
East Tenn., Va. & Ga....100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.)..... 100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J & D	June '81 2½
Eel River..... 100	3,000,000	quarterly	June '81 2½
Elmira, Jef. & Canand*...00	500,000	Sept.	Sept '80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '81 1½
" " pref. 50	500,000	J. & J.	July '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg..... 100	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia..... 100	4,200,000	J. and J	July '81 3½
Hannibal & St. Jo. pref..100	5,183,924	F. & A.	Aug. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '81 3½
Housatonic, pref.....100	1,130,000	quarterly	July '81 2
Illinois Central.....100	29,000,000	M. & S	Mar. '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co 100	1,640,000	quarterly	May,'81 1½
Io. Sio. & Mo. Northern. 25	650,000	quarterly	May,'81 2
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May,'81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May,'80 1½
Kentucky Central.....100	1,500,000	J. & D.	Dec. '80 1
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. S...100	49,466,800	quarterly	Aug. '81 2
" (guar.)100	533,500	F. & A.	Aug. '81 5
Lawrence*..... 50	450,000	quarterly	July '81 2
Lehigh Valley 50	27,332,565	quarterly	July '81 1½
" pref. 50	106,300	quarterly	July '81 1½
Little Miami*..... 50	5,871,450	quarterly	June '81 2
Little Schuylkill*..... 50	$2,446,100	J. & J.	July '81 3½
Louisville & Nashville..100	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	Aug. '81 1
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	823,375	J. & J.	July '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '81 3½
Missouri Pacific..... 1 0	2,416,000	quarterly	July 81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '81 6
Nashua and Lowell.....100	800,000	M. & N.	May '81 3½
Nashua and Rochester .100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R...100	89,428,380	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref...100	8,146,700	.....	...
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '81 5
N. Y.,Provid. & Boston.100	3,000,000	quarterly	May '81 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*..... 100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S. C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '81 1½
Northern Central 50	5,842,000	J. & J	July '81 3
Northern N. Hampsh...100	3,068,400	J. & D.	Jn e'81 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D	Mar. '76 3½
Old Colony.....100	7,133,900	J. & J.	July '81 3
Oregon Railway & Nav.100	4,455,0.0	quarterly	May '81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug 80 4½
Panama..... 100	7 000,000	Aug. 1, 1	881, $24.26
Paterson and Hudson*..100	632,000	J & J.	July '81 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '81 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	July '81 1¾
" Special Imp.100	5,504 300	quarterly	July '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '81 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	July '81 3
Republican Valley.....	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,163,700	F. & A.	Feb. '76 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,438 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	July '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	Jn e'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	July '81 1½
United Cos. of N. J*....100	20,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3.050.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific....100	20,000,000	... .	.....
" pref.100	20 000,000	quarterly	May 81 1½
Ware River*.....100	$750,000	J. & J.	July '81 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A	Nov. 79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 2
Winchester & Strasburg*100	500,000	J. & J.	July '81 3
Worcester and Nashua.. 76	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	....
Baltimore City.....100	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Jambridge.....100	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl.100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	July '81 6
D. Dock R. R'w. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J	July 81 4
Lomb. & South Sts.(Ph.) 25	105.000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '76 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,776	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,193,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	May '81 3
South Boston 50	600,000	J. & J.	July '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	July '81 4
Union (Phila.) 50	400,000	J. & J.	July '81 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000,000	.....	June'81 1½
Delaware and Raritan*..100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat. 50	10,848,850	J.S D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,237	annually	A.'79 70c.s
" " (pref.) 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	3.000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'81 $5
Central Mining Co.....100	... .	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	July '81 3
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co....100	200,000	M. & S.	July '81 4
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	July 81 2
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	6,990.200	F.M.A.N	May '81 2
Quicksilver, common ...100	5,708.700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,750,000	J. & J	July '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	July '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'81 3½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '81 5
United States Express....100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '81 4
West. Union Telegraph.100	80,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

Burl., C. Rapids & Nor.:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1.335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,7?4	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,164,632	1,131,683	1,361,725	1,294,573	1,876,608	1,666,432	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,337,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	168,256	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,312	514,767	584,230	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247.807	188,120	195,329	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,082	226,399	227,323	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,213	613,806	613,008	535,733	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	857,733	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	667,300	.....	.....	.....	.....	.....	.....	.....
1881	816,960	803,490	941,699	846,000	809,700	807,900	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	164,027	145,416	132,692	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,233	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,933,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1.726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	299,880	368,276	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900.482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,038	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,641	197,470	174,502	175,864	173,148	.....	.....	.....	.....	.....	.....	.....
1881	212.435	178,234	262,050	265,293	283,399	260,254	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,923	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,933	490 195	451,560	408,241	349 053	353,424	442,000	543 555	661,400	678.200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	480,300	468,400	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	243,407	.....	.....	.....	.....	.....	.....	.....
1881	264,187	159,482	320,962	425,685	382,642	405,322	.....	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,529	.....	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	926,603	933.143	1,189,268	1,028,791	1,122,706	1,144,755	1,065,080	1,185,325	1,177,134	1,626,475	1,105,616	962,663	12,336,159
1881	811,617	816,922	1,119,591	1,023,482	1,144,661	1,308,992	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill	Central	" " " "
Chicago, Ill	Merchants'	" " " "
Chicago, Ill	Traders'	" " " "
Chicago, Ill	German	" A, March 10, 1865.
Chicago, Ill	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B. May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank.*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,669 *to* 19,698
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,826

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,669 *to* 19,698
Lynn, Mass	*National City Bank*	121 *to* 150	66,796 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1. 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1863. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Tre
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass. Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y. Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa. Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass. Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

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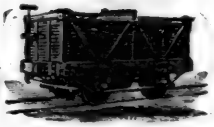
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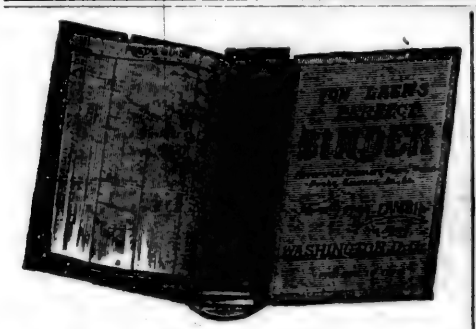
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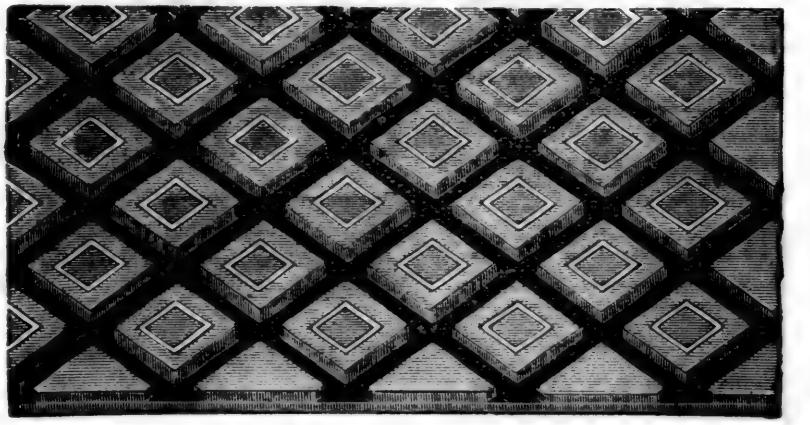
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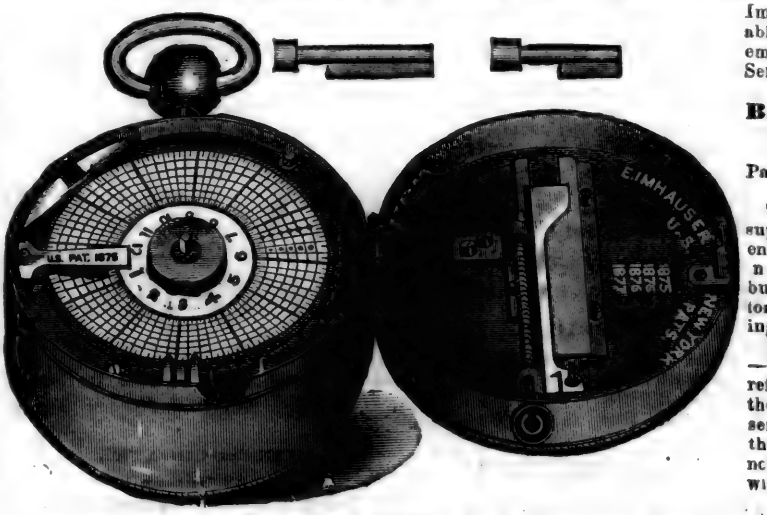
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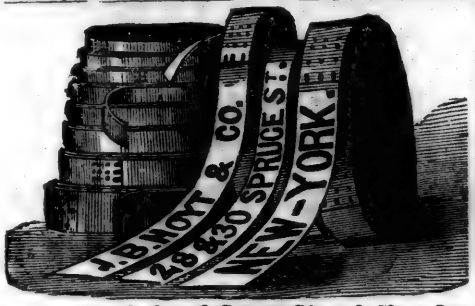
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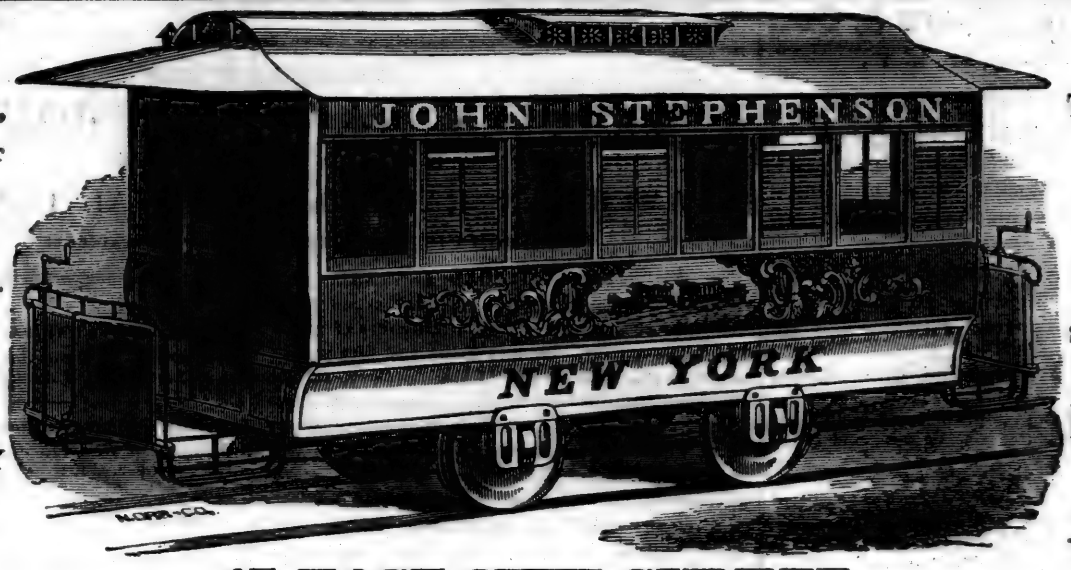
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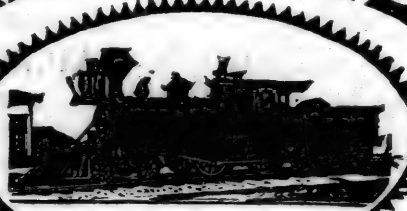
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The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopædia* and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

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ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 30.] NEW YORK, JULY 23, 1881. [WHOLE No 2,361, VOL. LIV.

BEAUTIFYING RAILROAD STATIONS.

An encouraging sign of the times is the interest which has been manifested of late by our railroad officials in the appearance of the stations on their lines. Many of these buildings and surroundings, which were formerly eye-sores, have been so beautified by the judicious expenditure of some thought and a little money, that they now lend an added charm to the landscape, and were they to be removed, they would be missed with regret.

I had occasion lately to visit one of these recently improved stations. The natural surface of the ground rose rapidly in the rear of the building, and along the edge of the great rock mass, cut through just here by the railroad, gurgled a small tumbling rill across the road, under a board or two. Except just above the station, where everything had been thoroughly cleared away, bits of rock abounded, and these had been utilized in a picturesque manner. Immediately around the station ran a carriage road, with a convenient oval circuit for turning. On one end of this circuit, near the station, was a weeping beech, and the other extremity was occupied by a group of flowering shrubs, that, although too freshly planted to blossom that year, already impressed the eye as an attractive mass of bright green foliage. Here and there, near the house, were planted pleasant shade trees, such as the linden, oak and maple. It should be remembered that by thus planting large shade trees, the architectural effect of the building was greatly enhanced, because the side toward the railroad, which is the true front, was uninterfered with. Passing mention is made of this, because objection might otherwise be fairly raised to shutting in the building with trees. The entire work had been completed rapidly, but with evident thoroughness. Rich, well tilled soil had been secured, and the paths were solid and properly constructed. All the edges of the walks were bordered by cut sods, and the remaining ground was sowed with grass seed that, by the good luck that sometimes accompanies good management, had come up evenly. A single path wound through the small domain, carried hither and thither so as to obtain the best views of the river near by, as well as the utmost variety of surface. It was surprising how large the place seemed, as one rambled over this undulating path. The matter-of-fact visitor was even betrayed into the expression that it was as good in its way as anything in Central Park.—[Scribner for July.

COL. SMITH'S PLAN FOR VENTILATING THE ST. LOUIS TUNNEL.

The increasing number of trains passing through the St. Louis Tunnel has made the question of ventilation a very serious one, the peculiar arrangement of grades and lateral archways making it almost impossible for natural ventilation to take place. Concerning the difficulty and the plans adopted to remedy it, the annual report of the St. Louis Bridge Company says: For some months past it has been almost impossible to keep the track gangs long enough in the tunnel to properly repair the track; and, in addition, the great quantity of smoke pouring out of the openings at St. Charles and Second streets has caused us to be threatened with numerous damage suits on account of this nuisance. There remained, therefore, but one course to pursue, to put up a shaft and mechanical ventilator, to thoroughly exhaust the gases from the tunnel, and to discharge them at a sufficient height not to annoy the public.

Col. C. Shaler Smith has devoted a great deal of time and attention to this problem, and the very ingenious plan devised by him is now in the course of being carried out. The requisite property has been condemned and acquired, and the iron for the chimney (which is of boiler plate, and will be 15 feet in diameter and 125 feet high), is now on the ground, and the erection has begun. A 120 horse power engine is under construction, and a pneumatic screw, having a capacity of 400,000 cubic feet of air per minute, will be placed in the base of the shaft and worked by this engine. To enable the repair gangs to work continuously in the tunnel, and to silence the complaints made as to the smoke at Main and Second street bridges, a small air screw on the same principle as the large one has been put up at the St. Charles street opening, and is now exhausting the gases at the rate of 30,000 cubic feet per minute. The effect of this same model, which is only 4 feet in diameter, leaves no doubt as to the success of the large screw when it shall be placed in position. Room is being prepared in the engine house for a 16 light electric machine, should it be considered advisable to light the tunnel in this manner. No extra power will be needed, as the engine ordered will be of sufficient capacity for both fan and electric light.

A RAILROAD TUNNEL THROUGH A VOLCANO.

The rocks which constitute the southern island of New Zealand are for the greatest part of the archaic type, consisting principally of gneiss, granite, mica schist, phyllite, quartzite, and felsitic rocks. They are partly covered by palæozoic strata, which are folded up into innumerable troughs and saddle-bags throughout the province of Canterbury, and which partly belong to the carboniferous period, so that there are prospects for a future discovery of coal beds. By far the greatest interest, however, is offered by the extensive volcanic phenomena of the island, and among them the extinct volcanoes upon the Banks peninsula, east of the town of Christchurch, are prominent. This peninsula, now only connected by bands of low and recent deposits with the mainland, was once a complete island, only formed by volcanoes, which rose up from the bottom of the sea. The special construction of such an extinct volcano has been made visible by a tunnel of 2,620 meters' length upon the railway between Christchurch and Littleton, which has pierced through the walls of a volcanic cone and thus has laid bare its structure of successive streams of lava and beds of scoriæ, ashes, and tufæ, which are again intersected by dikes of younger volcanic rocks. This is perhaps the first volcano through which a railway has been constructed.

Another peculiarity of New Zealand is the extremely frequent occurrence of bones of

those large wingless birds, which by the aborigines were called "moa," and which belong to the family of the Dinornithidae, of whom the largest representative, Dinornis maximus, has reached the considerable height of ten and a half feet; the largest deposits of these bones were found in the Point cavern and the marshes of Grenmark. There is now no doubt that these gigantic birds were contemporaneous with man, and that an early human race were moa hunters in these islands, who lived upon the flesh of these birds at a time when the glaciers extended still very much below their present boundaries, for bones, tools, and other remnants of these early moa hunters are frequently met intermingled with bones of the now extinct Dinornithidae.—[Scientific American.

Commerce of New York.

The foreign imports at New York for the month of June, 1881, are officially stated as follows:

	1880.	1881.
Entered for consumpt'n.	$17,586,293	$16,711,607
Do. for warehousing ...	12,898,188	9,438,021
Free goods.....	9,012,693	10,083,556
Specie and bullion	1,015,220	314,986
Total entered at port...	$40,512,404	$36,548,170
Withdrawn fr. wareh'use	6,877,703	8,227,805

The foreign imports at New York for six months from January 1, were:

	1880.	1881.
Entered for consumpt'n	$123 571,695	$105,807,106
Do. for warehouseing..	66,537,461	46,943,971
Free goods	63,891,545	61,163,434
Specie and bullion....	4,615,560	29,734,935
Total entered at port.	$258,616,261	$243,149,446
Withdrawn fr. wareh'se	89,757,848	48,096,542

The foreign imports at New York for the fiscal year ending June 30, were:

	1880.	1881.
Entered for consump..	$214,822,744	$206,990,018
Do. for warehousing..	101,835,723	92,402,052
Free goods.....	124,827,664	124,198,420
Specie and bullion....	83,358,731	100,329,471
Total entered at port..	$521,844,862	$523,919,961
Withdrawn from warehouse.....	76,126,686	101,008,053

The following is a description of imports at New York for the year ending June 30:

	1880.	1881.
Dry goods.....	$113,337,907	$108,910,998
General merchandise..	328,148 224	314,679,497
Specie and bullion....	83,358,731	100,329,471
Total imports.....	$524,844,862	$523,919,961

The duties received at New York for the fiscal year ending with June, were:

	1879-'80.	1880-'81.
July	$9,329,895 17	$13,360,394 87
August.....	10,562,188 82	14,492,361 87
September	11,790,902 26	12,856,636 10
October	10,952,564 48	10,574,333 53
November	8,460,050 08	9,079 082 36
December.....	8,175 540 13	9,260,734 57
January	11,960,677 78	10,572,559 15
February	12,251,602 24	11,217,766 87
March.....	14,463,557 65	13,122,964 03
April.....	11,901,071 43	11,678,760 93
May	9,752,773 54	11,055,935 39
June	10,699,840 52	10,993,452 70
Total.....	$130,309,604 10	$133,234,981 87

The exports from New York to foreign ports for the month of June, were:

	1880.	1881.
Domestic produce.....	$41,325,815	$29,171,452
Foreign free goods....	388,670	472 281
Do. dutiable.....	355,768	716,891
Specie and bullion.....	1,014,815	1,049,361
Total exports.....	$43,084,568	$31,406,985
Do. exclusive of specie	42,069,753	30,357,624

The exports from New York to foreign ports for six months from January 1, were:

	1880.	1881.
Domestic produce.....	$191,279,384	$177,575,644
Foreign free goods..	1 448,803	5,041,894
Do. dutiable	2,255,290	3,381,973
Specie and bullion...	4,720,871	6,352,782
Total exports	$199,704 348	$192 252,293
Do. exclusive of specie.	194,988,477	185,999,511

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1880.	1881.
Domestic produce.....	$386,064,796	$393,252,144
Foreign free goods....	2,161,880	7,162,407
Do. dutiable.....	4,517,387	6,434,510
Specie and bullion....	8,053,937	11,002,183
Total exports.....	$400,798,000	$417,841,044
Do. exclusive of specie	392,744,063	406,838,861

Antimony from the West.

It seems now quite probable that we shall be able to procure from mines in the West, the needed supply of antimony which heretofore has been wholly imported. Concerning the starting of this new mining industry in Utah, the Baltimore Sun of the 15th inst. says: One car-load of antimony, ten tons in all, was received yesterday by C. L. Oudesinys & Co., from the southern part of Utah Territory, being the first antimony received in the East from the mines of that section. The antimony was mined about 140 miles from Salt Lake City, and, owing to the limited means of transportation, had to be hauled 125 miles to Juab, in Utah, where it reached the railroad, and came east by way of Chicago. It was an expensive shipment comparatively, but placed the ore here cheaper than the same amount could be imported from Great Britain. The ore is a sulphide, bluish-gray in color and yields from 60 to 65 per cent of antimony. In the vicinity of the place where it was mined there are said to be 433 acres of antimony-bearing formation with an estimated yield of 1,089 tons to the acre. There are also no doubt other places where the mineral can be found in this country, but the success in Utah mines shows the boundless resources of the United States, which can now produce almost anything it needs. All antimony heretofore came from Great Britain and the island of Borneo, and paid an import duty of 10 per cent ad valorem; and there is some also from Sonora. It is believed that with the proper rail facilities to the mines of the West there will be no need of importations. The British and Bornean antimonial deposits are sulphides like the Utah deposits, but that from Sonora is an oxide. The sulphides are easily smelted, but the oxide is said to be richer. Antimony is largely used in britannia ware, type metal, stereotype metal, Babbitt metal for the bearings of machinery, pewter, shot, ammunition such as explosive projectiles, paints, pigments, chemical compounds, vulcanizing rubber, etc., and several thousand tons are used yearly. When the mining and railroad facilities are greater it will no doubt come into general use on account of the cheapness. A part of the car load received here will probably be sent to England, though most of it will be smelted here. Metallic antimony is worth about 14 cents a pound, and it is thought the native antimony can even now be brought to the eastern market at about 1½ cents a pound cheaper than from England and Borneo. Antimony was first made known as a metal by Basil Valentine, in the 15th century, and is said to have derived its name from anti monk, having proved fatal to some monks, to whom it was given as a medicine.

The Virginia and North Carolina Midland Railroads.

At the meeting of the directors of the Baltimore and Ohio Railroad Company, held in Baltimore on the 18th inst., President Garrett, in referring to the prospects of the Virginia Midland Railroad in which the Baltimore and Ohio Railroad Company is largely interested, said:

"In view of the large interest held by this company in the Virginia Midland Railroad, and not unobservant of the marked progress and improvement which the Southern States have made in their material condition for several years past, and of the importance of establishing better facilities of traffic and communication between the city of Baltimore and the section of country referred to, we have heretofore regarded it as sound policy to favor either the extension of that railway south of Danville into the Carolinas, or to encourage the construction of new lines of railway initiated by the local communities to accomplish the same object and connect with the Virginia Midland at or near Danville. While it has been necessary to proceed with due care and caution in this movement, under all the circumstances involved, it is proper now to advise that since the reorganization of the Virginia Midland Railroad Company several co-operative local railroad companies have consolidated their organizations in North Carolina for the general purposes adverted to, and have located and put under construction a large part of the work, extending from a point on the Virginia State line to Mocksville, in the county of Davie. From this last named point surveys are in progress to ascertain the most desirable and practicable route via Mooresville, or Statesville, through North and South Carolina, to connect directly with the city of Augusta, Ga., and ultimately, through lines either constructed or projected, with Charleston and Atlanta. Mr. J. S. Barbour, president of the Virginia Midland Railroad Company has been elected president of the North Carolina Midland Railroad Company, and is actively engaged in forwarding its construction. This line of railway, when built, will form the most direct all rail route between the North and the principal interior cities of North and South Carolina, extending into Georgia. It traverses some of the best agricultural and mineral lands of the States mentioned, and makes direct communication with the cotton producing belt of the South."

The St. Louis Republican says that Col. J. H. Morley, Chief Engineer of the St. Louis, Iron Mountain and Southern Railway Company, is surveying a line for the Crowley Ridge Branch route, 250 miles long, beginning at Noble's Station, twelve miles south of the Missouri boundary, running down Crowley's ridge, via Forrest City, crossing the Arkansas river near Arkansas Post; thence in a pretty direct line through the rich Bayou, Bartholomew country to the Louisiana line.

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New York, Saturday, July 23, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

IT would not appear from the latest traffic reports of the Erie Canal that a reduction of tolls was increasing the bulk of business much, for while the toll receipts for the week ending July 15 were nearly fifty per cent less than for the corresponding week last year, the number of tons carried was smaller than last year by about fifteen per cent. As reported by the Produce Exchange the toll receipts of the canal for the week ending July 15 were $22,877, and the number of tons carried 185,924, as compared with $41,253 and 222,209 tons for the corresponding week of 1880.

LIBERAL arrangements are being perfected for the convention of the American Bankers' Association to be held at Saratoga on the 10th 11th and 12th of August, among the generous offers being that of a number of leading railroads here and in Canada, by which delegates will be carried at half rates. The programme of the meetings is nearly completed and includes features of great importance to our commercial and agricultural as well as our banking interests. The industrial development of the country and the financial wants of the South and West will occupy conspicuous places in the deliberations, and valuable statistics will be presented from the current census returns. A report on the lake commerce and the development of the through trade between our Western cities and Europe, will be made by E. G. Spaulding chairman of the statistical committee, and Henry Martin its vice chairman. A large number of the representative bankers and merchants of the United States and Canada, together with prominent foreign guests will be present, and results of great practical value will doubtless come from this important midsummer convention.

Character of the People Coming Among Us.

While the tide of immigration is flowing in so strongly upon our shores, there is from time to time considerable apprehension expressed as to the character of the people coming among us, and the effect upon our institutions and industries of this vast addition of the foreign element to our population. The reports concerning immigration are on this account especially interesting now, and furnish many suggestive facts worthy of study. But from even a hasty glance at the figures given below an impression can be formed of the character of the immigration and its tendencies. The localities from which the foreigners come indicate the purpose of their coming to a large extent, and judging from this standpoint, the purpose in the main seems to be only such as shall tend to a development of the resources of our country and desirable settlement in her vast unoccupied domains. It is peculiarly noticeable that by far the greater portion of those coming are from localities from whence those inclined to follow agricultural pursuits would naturally be expected. It will be seen that nearly one-third of the arrivals during the twelve months ended June 30, 1881, were from Germany. Another indication that the bulk of the immigration seeks agricultural pursuits is seen in the difficulty experienced in obtaining laborers for railroad construction. While much information concerning the character of the immigration can be obtained from the figures given below, there is one point that should be borne in mind. It might appear from a hasty glance that the States were drawing largely from the population of Canada, but there is little to substantiate that impression when it is remembered that a large number of the immigrants placed in the reports as coming frem the Dominion of Canada, really come from Europe by way of Montreal, simply passing through Canada on their way to the West by the lakes, and doubtless in many cases ultimately to seek the western Canadian domains.

Estimates from the Bureau of Statistics at Washington place the total amount of immigration during the year ended June 30, at about 668,000 persons, the largest of any year in the history of our country. The number of immigrants arrived in the United States during the year ended June 30, 1880, was 457,257. During the month of June, 1881, there arrived in the customs districts of Baltimore, Boston, Detroit, Huron, Key West, Minnesota, New Bedford, New Orleans, New York, Passamaquoddy, Philadelphia, aed San Francisco 101,010 passengers, of whom 95,673 were immigrants, 3,351 citizens of the United States returned from abroad, and 1,986 aliens not intending to remain in the United States. Of the total number of immigrants, there arrived from England and Wales, 8,116; Ireland, 10,540; Scotland, 2,536; Austria, 5,355; Belgium, 217; Denmark, 1,426; France, 476; Germany, 34,194; Hungary, 333; Italy, 1,473; Netherlands, 1,176; Norway, 5,296; Poland, 842; Russia, 702; Sweden, 10,084; Switzerland, 1,558; China, 3,055; Dominion of Canada, 7,769; and from all other countries, 525.

During the twelve months ended June 30, 1881, the number of immgrants arrived in the above-named districts was as follows: From Germany, 209,500; Dominion of Canada, 118,664; England and Wales, 65,977; Ireland, 72,336; Scotland, 15,164; China, 10,498; and from all other countries, 168,100.

Personal.

Capt. James B. Eads and wife sailed from this city for Europe last Saturday.

The Governor General of Canada and party left Quebec for the Northwest, Monday afternoon.

Hon. Levi P. Morton sailed for Europe Wednesday, to assume his duties as United States Minister to France.

W. B. Strong, formerly vice president and general manager, has been elected president of the Atchison, Topeka and Santa Fe Railroad company.

L. A. Senecal, superintendent of the Quebec, Montreal, Ottawa and Occidental Railroad, sailed from this city for Havre last week, in the St. Laurent.

M. D. Woodford, general superintendent of the Fort Wayne and Jackson Railroad, has been appointed superintendent of the Division of the Wabash terminating at Detroit.

It is announced that H. H. Courtwright, general agent of the Chicago and Alton Railroad at Kansas City, will assume the general supervision of the freight business of that road west of the Mississippi, August 1.

A. L. Hopkins, vice president of the Wabash, St. Louis and Pacific Railway Company, and ex-Judge John F. Dillon, a prominent railroad lawyer have been appointed, by Judge Westbrook, receivers of the Manhattan Elevated Railway Co.

There is talk of establishing a female college at Nashville, Tenn., the undertaking to cost about $50,000, of which sum William H. Vanderbilt has offered to furnish two thirds on condition that the trustees of Vanderbilt University raise the other third.

Col. H. C. Nutt, of Chicago has been elected president of the Atlantic and Pacific Railway. Mr. Nickerson, of Boston, the former president, it is said will after Aug. 15th devote his whole attention to the Mexican Central, Sonora and California Southern Railroads.

James Law, of Ithaca, N. Y., James H. Sanders, of Chicago, and E. F. Thayer, of West Newton, Mass., have been appointed a commission to be known as "The Treasury Cattle Commission." The appointments were made by the Secretary of the Treasury

under authority conferred by the Sundry Civil Appropriation bill.

Joseph Hickson, general manager of the Grand Trunk Railway of Canada, is quoted as saying that the only condition upon which the Grand Trunk would run the proposed extension from St. Mary's to Exeter would be that the people should build it at their own expense.

It is said that S. W. Cummings, of Boston, is to take a position on a Western railroad, having tendered his resignation as general passenger and ticket agent of the Fitchburg Railroad to take effect August 15. Mr. Cummings has had an experience of over sixteen years in the business of railroad passenger departments.

At the adjourned annual meeting of the stockholders of the Western Railroad of Minnesota (the road from Sauk Rapids, leased to the Northern Pacific) in St. Paul, the following gentlemen were elected directors for the ensuing year: Frederick Billings, Johnston Livingston, C. B. Wright, Geo. W. Cass, all of New York; Geo. L. Becker, Alexander Ramsey, R. M. Newport, L. E. Reed and F. R. Delano, all of Minnesota.

Ransom Cook, recently deceased, who lived for eighty years in Saratoga county, was an inventor of considerable note, among his prominent inventions being the "Cooks' bit" now in extensive use. In devising this bit or boring auger the inventor was making a machine, and wanted an auger that would bore at an angle with the grain, without starting with a gouge. He hit on the idea of examining the lips of the worm commonly known as the wood borer, with a microscope, and from this model, furnished by nature, he made his auger, which was very successful.

The Baltimore Sun of the 16th inst. says: P. M. Logan, vice president of the Richmond and Danville Railroad, and T. M. R. Talcott, general manager, William P. Clyde, of New York, and Reuben Foster, general manager of the York River line, arrived in Baltimore early yesterday morning on the steamer Havana, having made a trip over of the Piedmont Air Line. Mr. Foster, manager of the Richmond and York River Railroad, formally transferred the road to the Richmond and Danville Road, in which division it will be embraced. Mr. Foster will remain manager of the water lines of the company between Baltimore and the York and James rivers.

William H. Martin, who has been appointed commissioner for the sale of lands in Florida by Hamilton Disston, of Philadelphia, Ex Governor Safford and W. C. Parsons, of Arizona, and their Puiladelphia associates was formerly superintendent of the California Immigrant Union. At the time he was County Clerk of Placer County, California, Governor Safford was in the California Legislature; Leland Stanford, president of the Central Pacific Railroad, was a Justice of the Peace at Michigan Bluffs, in the same county; C. J. Hillyer, attorney of the Bonanza kings—Flood, Fair and Mackey—was practising law at Auburn, in the same county, and James R. Keene was owner and editor of a valuable paper in Yreka

Captain John Ericsson, the world renowned inventor, is living in this city in the quiet way long maintained by him in Beach street near Hudson street, where he continues his scientific experiments and avoids as far as possible all disturbance from curious or even would-be friendly callers. Some of his characteristics are peculiar but have been naturally developed by his life of almost incessant work and study and his just appreciation of the value of his own time. No chairs are kept in his office and when a caller comes he is attended to politely by the inventor, both leaning against a high desk. Should the inventor weary of the caller, the former expresses a regret that the latter cannot stay longer, quietly opens the door and ushers him out. When Nilsson the famousd singer was here she expressed a desire to see her distinguished countryman and sent word to that effect from her hotel with an invitation for him to call. He sent word back that he had nothing special to see her about but that if she wanted to see him she could come down to the shop. Ole Bull and he are good friends and when the great violinist was in the city they frequently met. Ole Bull asked him to come up to his hotel and hear him play. The busy inventor said he could not and the violinist said then he would bring his violin down to the shop, when he was informed that if he did he would get pitched out of the door. But Ole Bull came with his violin and as the great practical calculator listened to the old melodies of his home across the seas, brought to him by the magical power of the musician, his mechanical nature relaxed and his eyes steeled by training were dimmed with tears, for as he afterwards said "the cuss" with his fiddle almost made him cry. Cap'ain Ericsson will be 79 years old on the last day of July, but shows few signs of his advanced years and continues actively engaged in experimenting. On the roof of his house he has a sun engine, one of his most cherished inventions, which he believes will prove of great future utility. Nearly every evening he can be seen at a certain hour, after nine o'clock, taking his constitutional walk, always about the same time and in the same locality, as has been his custom in summer and winter for many years.

Concerning the appointment of D. W. Caldwell as general manager of all the lines of the Pennsylvania Company west of Pittsburg, the Ohio State Journal, Columbus, O., says: By this transaction, Mr. Caldwell has added to his present system of lines that of the Pittsburg, Fort Wayne and Chicago road and its branches, making an immense system of roads for one management. It is the largest individual general superintendence in this country or in any other country. Mr. Caldwell was already General Manager of the Pittsburg, Cincinnati and St. Louis road, with a total of 1,424 miles, and of the Vandalia line with 356 miles. The two made 1,780 miles. The total number of miles in the Pittsburg, Fort Wayne and Chicago management is 1,060, making in his present combined system a total of 2,840. This does not include such roads as the Cincinnati, Richmond and Chicago, over which Panhandle cars are run, and over which routes he has had indirect control. It is a wonderful responsibility. Mr. Caldwell's roads in a direct line would stretch across the continent. They are larger than the Union Pacific. It is a great marshalship. The Vandalia has three branches and the Pittsburg, Fort Wayne and Chicago seven branches, while the Pittsburg, Cincinnati and St. Louis has twelve roads in its system. There is a superintendent for each of these twenty-two roads and some general superintendents with an army of other officials in the different departments. General manager Caldwell has come up through all the official positions, and is not only an able manager, but perfectly familiar with all the operations of roads. What is most to be regretted in connection with this promotion is the fact that it will take Mr. Caldwell to Pittsburg, whither his general passenger department went some months ago. He has been in this city for many years, and become attached to its citizens and intimately associated with its enterprises. To him the city is indebted for its fine Union depot and other railway improvements. It is also to be feared that this change may have something unfavorable to do with the location of the Panhandle shops in the northeastern part of this city. The idea of the present management of the Pennsylvania Company seems to be for concentration.

Manufacturing.

A second Fontaine Locomotive, embodying some improvements on the first one, is being constructed at the Rogers Locomotive Works, Paterson, N. J.

The works of the Jackson & Sharp Company, at Wilmington, Del., have been largely extended during the past six months, and now cover, including the lumber yard and ship building yard nearly twenty acres. The company now gives employment to a force of 900 men.

Hollow steel shafting, which is used to some extent in France, is made by casting the metal round a core of lime, the ingot being finally rolled into shafting, the lime core going with it and diminishing in the same proportion as the metal, even when the total diameter is reduced as low as one-fourth inch.

The Terre Haute Car Company, Terre Haute, Ind., has contracts for 1,350 freight cars of various kinds. This company has recently purchased twenty-six acres of land, for enlarging their works, and have recently built a wood machine shop and an erecting shop, the former 120×150 feet and the lattor 120×230.

The Ohio Falls Car Company, at Jeffersonville Ind., has an order to build for the Louisville and Nashville Railroad, a duplicate of the special car built a few months ago for the president of the Minneapolis and St. Louis Railway. The company has contracts for over 100 passenger cars and a large number of freight cars.

Among the recent orders received by Riehle Bros., proprietors of the Philadelphia Scale and Testing Machine Works, is one for the Girard Point Storage Co., for their new elevator at Girard Point, Philadelphia. The contract is said to be one of the largest ever awarded in Scales, amounting to about $8,000. This company reports a very active business with heavy orders under way, and an increasing demand.

A substance resembling both wood and leather is made by submitting paper ar paper pulp to the action of chloride of zinc and to a heavy pressure. Among the applications of the process is said to be that of forming the paper into rolls or sheets suitable for packing, then, when in the pasty state, sprinkling plumbago upon it, and by strong pressure thoroughly incorporating pulp and plumbago together—the resulting compounds furnishing valuable packing for steam engines and pumps.

The carrying capacity of freight cars has within the past few years been greatly increased by the improved construction both of cars and railroad tracks. The Western Weighing Association by obtaining the weights of 50,000 loaded cars during a period of six weeks, found that the average weight of the freight per load was from 23,750 pounds for machinery to 29,925 for ore. The maximum weight usually exceeding 30,000 pounds. The limit was previously 20,000 pounds while now a car sometimes carries over 24 tons of ore.

The Phœnix Iron Company is at present busily engaged in manufacturing for a new road and railway bridge to span the Hudson at Albany, eight of the largest wrought-iron columns ever made in the world. The length oi each of these is 53 feet 3½ inches. It is composed of eight segments, the iron of which is 1 9-16 inches thick. Each columu requires 894 steel rivets, and the weight complete is 18,806 pounds. The square inches of section are 104. The eight columns will, therefore, contain 150,448 pounds of metal, and 7,152 rivets. We think we are entirely safe in saying

these are the largest columnt ever made.—[Phœnixville Messenger.

Concerning the transmission of power from the Niagara Falls by electricity, William Thomson in the London Time says: In May, 1879, in answer to questions put to me by the Select Committee of the House of Commons on Electric Lighting, I gave an estimate of the quantity of copper conductor that would be suitable for the economical transmission of power by electricity to any stated distance; and, taking Niagara as example, I pointed out that, under practically realizable conditions of intensity, a copper wire of half an inch diameter would suffice to take 26,250-horse power from water-wheels driven by the fall, and (losing only 20 per cent on the way) to yield 21,000 horse power at a distance of 300 British statute miles; the prime cost of the copper amounting to £60,000, or less than £3 per horse-power actually yielded at the distant station.

The Pacific Mail steamer Acapulco is now receiving her first general overhauling since she was built at Wilmington, Del., by the Harlan & Hollingsworth Co. She has been stripped to the skin and cleaned of rust and given two coats of red lead. She is in splendid condition throughout, and gives unmistakable evidence of having been built of excellent material and in a very superior manner. Her workmanship throughout proves, after 84 reund voyages to and from the tropics, that she was built in the most thorough manner, and her present condition to-day would put to blush many of the crack ships built in celebrated yards on the Clyde. It is a real pleasure and a treat to look at this vessel, now that she is stripped, and see the excellence of the work on her, and when we say this it must be remembered that she was built when our yards were not as well stocked with heavy and modern tools as they are at the present time. The Acapulco is to-day a credit to her builders and a first-class example of honest American iron ship-yard work.—[Nautical Gazette.

Organization.

The preliminary organization of the Bridgeton and Saco Valley (Me) Railroad Company was effected on the 16th inst. It will be a narrow gauge road, and will connect with the Ogdensburg road at Hiram. Fifty thousand dollars have been raised by private subscriptions, and $40,000 voted by towns.

A new railroad company has been organised on Staten Island, with the following officers: President, William K. Soutter; vice-president, Richard Latourette; secretary and treasurer, Thomas Clute. It is the intention of the company to build a railroad from Elm Park through the interior of the island to South Beach.

Articles of association of the Chicago Belt Line Railroad Company of Indiana have been filed with the Secretary of that State; capital, $1,250,000; directors, Jonas S. Mickling, Thomas W. Grover, William S. Hineline, Milton Weston and Alfred B. Mason. This is an extension of the Chicago Belt Line of Illinois, about six miles of which will be in Indiana.

Thn Alton and Edwardsville Railway Company filed articles of incorporation with the Secretary of State of Illinois on the 14th inst.; capital stock, $200,000. It is proposed to build a line from Edwardsville to Alton. The incorporators are: Jas. F. How, W. H. Blodgett, of St. Louis; Joseph Gillespie, Geo. B. Burnett, of Edwardsville; John E. Coppinger, Wm. E. Schweppe and Zephanian B. Job, of Alton.

The directors of the Portsmouth, Gt. Falls and Conway Railroad Campany, recently elected are: E. B Phillips, of Boston; Samuel C. Lawrence, of Medford, Mass.; Willard Phillips, of Salem, Mass.; George E. B. Jackson, of Portland, and John Cumnock, of Great Falls. Immediately after the Portsmouth Bridge Company elected the following named directors: Ichabod Goodwin, E. B. Phillips, Samuel C. Lawrence, A. R. Hatch, W. B. Bacon, George E. B. Jackspn, A. P. Rockwell.

Articles of association of the Indianapolis and Toledo Railway Company were filed in the office of the Secretary of State of Indiana on the 14th inst., with a capital stock of $2,000,000. Theophilus P. Brown, J. K. Hamilton and W. T. Walker of Toledo; Geo D. Emery and E. B. Martindale of Indianapolis are the directors. The line of the proposed road will be through the counties of Marion, Hancock, Madison, Henry, Delaware, Wayne and Randolph, to the Ohio state line; thence on an air line to Toledo.

The Osceola and Des Moines Railway Company was organized in Burlington, Iowa, on the 12th inst., to build a road from Osceola to Des Moines. The incorporators are H. B. Scott, W. W. Baldwin, J. W. Blythe, T. S. Howland, H. C. Sigler, T. J. Potter and T. B. Stuart. The road will be built in the interest of the Chicago, Burlington and Quincy Railroad Company. Surveying parties were put in the field on the 16th inst., and the road will be built as rapidly as possible.

Articles of incorporation of the Quincy, Vandalia and Eastern Railroad Company were filed in the office of the Secretary of State of Illinois on the 18th inst., with a capital stock of $5,000,000. It is proposed to construct a railway from a point at or near Quincy, in Adams County, to or near Vandalia, in Fayette County, or to or near Greenville, Bond County. The principal business office is to be established at Jerseyville, Jersey County. The incorporators are James L. Pennfield of Chicago; Geo. Ware and John N. English, of Jerseyville; Wesley Park, of Fulton, and Horatio N. Belt and Royal J. Whitney, of Bunker Hill.

The Baltimore and Riverside Railway Company of Baltimore County filed its certificate of incorporation on the 16th inst at Towsontown for record. The incorporators are J. Edward Bird, Wm. G. Kimball, Hugh G. Stewart, Wm. L. Durant and Ernest Riall. The capital stock is $100,000, in 2,000 shares of $50 par value per share. They have obtained a right of way from the Canton Company over its property to build a railway, commencing at the intersection of Canton and Eastern avenues and the Baltimore and Philadelphia turnpike road, and running parallel with the water front to Point Breeze. Work will be commenced at once, and it is hoped to complete the new railway early in September.

Tee Cincinnati and Ohio River Railway Company was organized in Cincinnati on the 16th inst. The directors are: A. J. Warner, Marietta; Samuel Thomas, Columbus; Wm. M. Ramsay, John F. Follett, of Cincinnati, and James McArthur of Chicago. A. J. Warner was elected president and Wm. M. Ramsey treasurer. The old Ohio Valley Company have transferred to the new company the right of way between Cincinnati and Huntington, and also surveys of the same. The new company are completing the right of way and getting ready for work. The Ohio Valley will build from Bellaire to Huntington, making a continuous line from Pittsburg to Cincinnati on the river bank.

Articles of incorporation of the Jacksonville and Kansas City Railway Company have been filed in Springfield, Ill. The object of this corporation is to construct and operate a road from Springfield, through Sangamon, Morgan, Scott, Pike and Adams counties to the city of Quincy, via Jacksonville, Winchester and intermediate points. The capital stock is to be $3,000,000, and the principal office at Jacksonville. Among those interested are William S. Hook, Samuel T. Rowley, William E. Veicht, Edward Scott, Henry L. Clay, John Gordon, Edward King and William Brown, of Jacksonville; Charles Frost and James W. Riggs, of Winchester; Scott Wike, of Pittsfield, and Oliver Coultas, of Morgan County, who will compose the first board of directors. It is stated that arrangements have already been completed to build the road from Jacksonville to the Illinois River, just beyond Winchester.

In the Circuit Clerk's office at Quincy, Ills., on the 14th inst., there were filed for record articles of association of the Jacksonville and Kansas City Railway Company. The object of the company as declared in the articles is to construct a line of railway from Springfield through the counties of Sangamon and Morgan to Jacksonville, thence through the counties of Morgan, Scott, Pike and Adams to Quincy, or to the town of Pike, in Pike county, or some intermediate point on the Mississippi river. The business office of the company is to be located at Jacksonville. The capital stock is fixed at three million dollars and divided into thirty thousand shares of one hundred dollars each. The members of the association are Wm. S. Hook, Samuel T. Rowley, Wm. E. Veitch, Edward Scott, Henry L. Clay, John Gordon and Edward J. King, all of Jacksonville. The names of the directors are the gentlemen above named and the following: Wm. Brown and Oliver Coultas, Jr., of Jacksonville; Charles Frost and James M. Riggs of Winchester, and Scott Wike of Pittsfield.

Railroad Earnings.

St. Paul, Minneapolis and Manitoba Railway week ending July 14, $89,956 02, corresponding week last year $64,487 95; from Jan. 1 to July 14, $1,122,522 18, corresponding period 1880, $1,557,433 84.

Flint and Pere Marquette Railroad, week ending July 14, $29,736 90; corresponding week last year $24,305 65; from Jan. 1 to July 14, $968,887 85, corresponding period 1880, $795,872 10.

Chicago and Grand Trunk Railway week ending July 9, $20,947, corresponding week 1880 $266 70; aggregate increase of earnings for 27 weeks this year over corresponding period last year, $107,715.

Denver and Rio Grande Railway, second week of July, $131,920, corresponding week last year $78,-170; miles now operated 830, operated last year 505.

The property of the Tennessee Coal and Railroad Company and Sewanee Furnace Company, covering a large body of land, including 15,000 acres of coal and also 500 coke ovens, a blast furnace making 100 tons of iron daily and a standard gauge railroad of twenty-one miles, with seven miles of branches, the cost of the improvements alone approximating $2,000,000, was sold in Nashville on the 16th inst. to a party of New York and Nashville capitalists. Mr. Nathaniel Baxter, jr., President of the First National Bank of Nashville, has accepted the presidency of the company. Among the directors will be John H. Inman, of Inman, Swan & Co., New York; C. C. Baldwin, President of the Louisville, Nashville and Great Southern Railroad; ex-Governor J. D. Porter, President of the Nashville, Cincinnati and St. Louis Railway; E. W. Cole, President of the East Tennessee, Virginia and Georgia Railroad Company; C. M. McGhee, Vice-President of the same company; Thos. O'Connor, of the firm of Cheerey, O'Connor & Co.; Colonel A. S. Colyer,

of Nashville; B. R. Smith, of New York, and Jas. C. Warner, of the Rising Fawn Furnace Company. The new company will take possession immediately.

Railroad Law.

SUPREME COURT, PENN.

BAKER ET AL VS. THE ALLEGHENY VALLEY RAILROAD CO.

The duty of an employer is to provide his servants with tools and machinery; he does not, however, engage that they will always continue in the same good condition; his servants should report to him any growing defect.

But an employer should know that a rope used on a derrick for three years or more is no longer a safe rope. It is the duty of employers to renew instruments of this character at proper intervals.

Error to the Court of Common Pleas of Clearfield county.

Opinion by Sharswood, C. J. October 1880.

The deceased, to recover damages for whose death this action was instituted in the court below, was a laborer employed by the defendants in hoisting stone upon the cars of a gravel train. For this purpose a derrick was used, an upright wooden mast held in place by guy ropes, and while in the act of raising a heavy stone, one of the ropes broke, and the mast of the derrick fell with great force on the deceased, inflicting an injury, from the effects of which he died within an hour.

Whether the defendants were prima facie liable was the question; in other words, did the evidence adduced by the plaintiffs make out such a case as ought to be submitted to the jury? The learned judge below thought not, and accordingly non-suited the plaintiffs.

The facts in regard to the rope may be briefly stated. It was about two inches thick, and there was every reason to believe that it was originally sufficiently strong for the purpose for which it was used. But there was evidence that the derrick was an old structure, and the ropes at the time of the accident had been in use two or three years, perhaps more. During this time, they had been exposed to the weather. Several witnesses who examined the rope immediately after the accident, testified that at the place where it had broken it was rotten and unsafe, and there was evidence that such was commonly the result of the exposure of such a rope to the weather for that or a much shorter period of time.

There is no dispute as to the law applicable to such a case. It has been long and well settled. A servant assumes all the ordinary risks of his employment; he cannot hold the master responsible for an injury which cannot be traced directly to his negligence. If it has resulted from the negligence of a fellow servant in the same employment he must look to him, and not to the master for redress. The master does not warrant him against such negligence. The duty which the master owes to his servants is to provide them with safe tools and machinery when that is necessary. When he does this, he does not, however, engage that they will always continue in the same condition. Any defect which may become apparent in their use it is the duty of the servant to observe and report to his employer. The servant has the means of discovering any such defect which the master does not possess. It is not negligence in the master if the tool or machine breaks, whether from an internal original fault not apparent when the tool or machine was at first provided, or from an external apparent one produced by time and use not brought to the master's knowledge. These are the ordinary risks of the employment which the servant takes upon himself: Ryan vs. Cumberland Valley R. R. Co., 11 Harris, 384.

But do these rules apply to such an instrument as a rope used in a derrick which is employed in raising heavy weights? No doubt a perfectly new rope, and one to all appearance, sound, may break, and the master would not be responsible for the consequences, having furnished a rope of the proper size for the purpose, to all appearances sound. But there was evidence in this case sufficient certainly to make a question for the jury that such a rope, after having been used for a year or more, and exposed during that time as the one in question seems to have been, was no longer a safe rope, even though it did not outwardly exhibit any signs of decay. The master is bound to know that a rope, under such circumstances, will only last a limited time. It will not do for him to furnish a sound rope, and then fold his arms until, by actually breaking, it is demonstrated to be insecure. It will not do to say that the servant is bound to know this as well as his master, and to warn him that, after such a time, he ought to provide a new rope. Is the servant bound to notify the master of that which he knows or ought to know himself without such information? He knows how long the rope has been in use. The servant may not know. In this case the deceased did not know. It appears to have been the first day that he worked on the derrick. There was nothing to attract his notice in the outward appearance to show how long it had been in use. It is the duty of employers to renew instruments of this character at proper intervals. The expense would certainly not be great, and a due regard to the lives of their servants imperatively demands it.

The order given Nolan just before the accident was rightly excluded. It did not show that he knew of the defect in question, but was a caution given to the men to keep out of the way of an accident which might happen to the best rope. He was a competent witness, and might have been examined on the part of the plaintiffs. As to the declaration of McGregor, it did not sufficiently appear that his relations to the work were such as to make his declarations evidence. As the case goes back to another trial, it can be shown what his office and duties were. Besides, it would appear that the declarations proposed were made after the accident, and were not of such a character as to show that he had previous knowledge of any defect of the rope. After seeing the broken rope, his opinion that it was an unsafe rope would not be binding on the company more than the declaration of the opinion of any other witness. Unless the declaration was to the effect that he knew before the accident that the rope was unsafe, it would not fall within the cases of Hanover Railroad Co. vs. Coyle, 5 P. F. Smith, 396, and Mullan vs. The Philadelphia and Southern Mail Steamship Co., 28 Ibid, 25.

Judgment reversed and a procedendo awarded.

Frank Fielding and Geo. A. Jenks, Esqs., for plaintiff in error.

H. T. Beardsley, Esq. and Messrs. Wallace & Krebs, for defendant in error.

The Tennessee Debt.

Chancellor Merritt, of Tennessee, has rendered a decision in the State debt injuction case, dismissing the bill and dissolving the injunction granted by Judge Williams. The injunction was to restrain the Secretary of State, comptroller and State treasurer, who constituted a funding board, from refunding the present debt of Tennessee into bonds for the full face value of the debt, and bearing coupons receivable for taxes and other dues to the State. The bill claimed that the act creating the board and authorizing the refunding of the debt was passed through bribery, and by efforts on the part of certain railroad companies that were interested in having the State debt question settled, in order to relieve them from certain suits. The chancellor decides that the court has not the power to declare an act of Legislature passed in due form of law, and which violates no provisions of the constitution, void because passed through the fraud and corruption of the members of the Legislature. In the conclusion of a lengthy opinion, in which the case is fully reviewed, the chancellor says:

"I am satisfied that the law is against these complainants, but I do not know that I can say that it is plain beyond a reasonable doubt. I am unable to see how any one can be injured if the injunction remains in force until it can be heard in the Supreme Court, if the complainants wish to carry the case there. In view of the large amount in this suit, and the great interest taken in it by the people of the State, and that the injunction is the very life of the bill, and in view of the fact that it is better that the question in the suit, if the complainants so desire, should be passed upon by the Supreme Court, I have come to the conclusion that it is my duty not only to dissolve the injunction, but at the same time dismiss the bill for the want of equity on the face of the bill."

On the rendition of this opinion the complainants prayed for and were granted an appeal to the Supreme Court of the State. The injunction will therefore remain in full force until the case can come up before the Supreme Court this fall for final decision.

The Toronto, Grey and Bruce Railway.

At the special meeting of the shareholders of the Grand Trunk Railway Co., at which the proposed agreement with the Toronto, Grey and Bruce was ratified, the chairman stated, with some detail, the terms of the offer: they are that "the Grand Trunk should for £200,000 in cash have the old rails and other materials at present upon the line and any other assets, including about £12,000 of the other municipal bonuses and £40,000 of paid up stock, ditto all the works necessary to put the line in order with new steel rails, iron bridges, and new equipment; pay off any liabilities of the Toronto, Grey and Bruce, and pay for some twenty acres of land at Toronto, which the Toronto, Grey and Bruce held under lease from the Grand Trunk, and which property is a valuable one. The Grand Trunk Company is to work the line from July 1st, 1881, to Jan. 1st, 1882, and to pay to the Toronto Company all the net revenue during the six months, and from Jan.

1st, 1882, for twenty years thereafter, to work the line, paying to the Toronto Company the following amounts: 27½ per cent of the gross receipts earned by the line up to $400,000; 25 per cent on all above $400,000 up to $500,000; and on all above $500,000 12½ per cent, with a guarantee that the net revenue would not be less than $100,000 per annum. There are some other small items which the Grand Trunk would have to pay which would make the minimum payment $105,000, and the percentage to them on $400,000, 27½ per cent, would be $150,000; on $100,000 at 25 per cent it is $25,000; and all above $500,000 is, as I have said before, 12½ per cent."

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of May, 1880 and 1881 are officially stated as follows:

	1880.	1881.
Gross earnings.....	$1,592,544 08	$1,776,890 95
Working expenses.	972,435 28	1,076,925 65
Net earnings..	$620,108 80	$699,965 80

—showing an increase in gross earnings of $184,346 87, with an increase in working expenses of $104,490 37, making the increase in net earnings $79,856 50.

For the first eight months of the current fiscal year (October 1 to May 31, inclusive,) the gross earnings, working expenses and net earnings were:

	1879-'80.	1880-'81.
Gross earnings....	$12,057,029 69	$13,626,448 11
Working expenses	7,697,578 00	8,829,764 67
Net earnings.	$4,359,451 69	$4,796,683 44

—showing an increase in gross earnings of $1,569,418 42, with an increase in working expenses of $1,132,186 67, making the increase in net earnings $437,231 75.

The report of George M. Dallas, master of the Philadelphia and Reading companies, covering the audit of accounts for the month of May shows that the balance on hand in the treasury of the railroad company on May 2 was $248,423 33; the receipts from tolls, merchandise, traffic, etc., were $2,550,901 96—a total of $2,799,325 29; the disbursements were $2,358,266 66—leaving a balance on hand June 1 of $141,058 63. Instalments on deferred income bonds amounting to $192 were paid during the month, making the total amount on hand from this source on June 1 $276,568 64. The receipts into the Treasury of the Coal and Iron Company during the month of May, including the balance on hand May 2, were $1,269,303 88, and the payments $1,185,092 03, leaving a balance in the treasury June 1 of $84,211 85.

The Pennsylvania Railroad company has been notified by the officers of the Wabash and Central of New Jersey railroads, of their approval and signature of the contract for the use of the Philadelphia and Allegheny Valley Railroads as portions of the Wabash system. Work on the connection between Red Bank in Allegheny valley and Youngstown, Ohio, has been commenced.

The preliminary survey of the Ontario and Sault Ste. Marie Railway was completed to Parry Sound on the 13th inst. Excellent crossing of the Muskoka and Serven Rivers and easy approaches to Parry Sound have been found.

Grand Trunk Railway.

The gross receipts, working expenses and net profit of the Grand Trunk Railway Company of Canada for the month of May were:

	1881.	1880.
Gross receipts.....	£180,717	£158,939
Working expenses.....	119,553	107,240
Net profit.....	£61,164	£51,699

—showing an increase in gross receipts of £21,778, in working expenses of £12,313, and in net profit of £9,465.

The aggregate for five months from January 1 is as follows:

	1881.	1880.
Gross receipts.....	£885,277	£822,755
Working expenses.....	622,503	576,745
Net profit.....	£262,774	£246,010

—showing an increase in gross receipts of £62,522, in working expenses of £45,758 and in net profit of £16,764.

Great Western Railway of Canada.

The revenue statement of the Great Western Railway Company of Canada for the month of May (excluding leased lines) is as follows:

	1881.	1880.
Gross receipts.....	£78,596	£72,062
Working expenses, including transfers to reserve funds.	58,397	51,904
Net	£20,199	£20,158

—showing an increase in gross receipts of £6,534, in working expenses of £6,493, and in net receipts of £41.

The aggregate for four months from February 1, is as follows:

	1881.	1880.
Gross receipts.....	£325,993	£290,158
Working expenses.....	229,130	197,876
Net	£96,863	£92,282

—showing an increase in gross receipts of £35,835, in working expenses of £31,254 and in net receipts of £4,581.

The Cairo and St. Louis Railroad was sold at Springfield, Ills., on the 14th inst. under a decree of the United States Court, to Charles J. Canda and Josiah H. Harsey, of New York, representing the Amsterdam bondholders, for $4,000,000. It is understood that a new corporation, the St. Louis and Cairo Railroad Company, of which C. F. Whitehouse of Chicago is president, has been organized with a view to purchasing the road.

Arrangements have been made to restore the Erie and Boston line of Pullman sleeping coaches between Boston and Cincinnati via the Fitchburg and Boston, Hoosac Tunnel and Western railroads, the Delaware and Hudson railroad (Albany and Susquehanna) and the Erie railway and Atlantic and Great Western railroad. The train will leave Boston daily at 3 P. M., and arrive in Boston daily at 2:45 P. M.

Writs of certiorari were granted by Judge Cullen in Supreme Court, Chambers, on the 13th inst., on behalf of the Western Union, American Union, Atlantic and Pacific, Gold and Stock and Manhattan Quotation Telegraph companies. It is asserted in the petition in each case that the assessment is excessive and that the assessment upon the capital stock can only be made at Albany.

Pacific Mail Steamship Co.

A writ of certiorari, to review the action of the Tax Commissioners in assessing the capital stock and personal property of the Pacific Mail Steamship Company at $4,000,000, was granted by Judge Cullen in Supreme Court, Chambers, on the 18th inst. The company claims in its petition that as all its vessels registered in New York are engaged in ocean commerce between ports in the United States and foreign ports the company is exempted under chapter 433, Laws of 1881, from all assessment and taxation for State or local purposes upon its capital stock, franchises and earnings for a period of fifteen years from the 1st of June last. The company claims further that since the 1st of December, 1879, its principal place of business has been at Clarkstown, Rockland County, and that it cannot therefore be assessed here for personal property, and that under the Laws of 1880 assessment on stock and personal property can only be made at Albany.

At this season when hammocks are sought for midsummer comfort and rest, those possessing the elements of safety, beauty and economy are in great demand. "The Traver's American Hammock," made by J. N. Travers & Son, 46 Beekman St., this city, possesses those elements which should most strongly commend it to purchasers. It is so constructed as to afford the benefit of the open air with the comfort of the indoor lounge. It is ornamented with strong brass mountings that insure against danger of breaking and consequent injury to the user.

President Kimball of the Shenandoah Valley Railroad Company, announces it to be the purpose of the company to build a road from Big Lick, where it strikes the Norfolk and Western road, to Rocky Mount, the country seat of Franklin county, Va.

Contractors will go to work on the 25th inst. next on the Southeastern Branch of the Canada Pacific Railroad commencing at Smugglers' Point and working northwestward.

The Baltimore and Cumberland Valley Railroad is to be opened to Chambersburg, Pa., by August 1, and is expected to be graded and completed to Shippensburg by the 15th.

The income of the Camden (N. J.) Horse Railroad during the past year was $45,434 40; and the expenses, including interest, $40,796 65. The length of the tracks is nine miles.

The St. Louis, Fort Scott and Wichita Railway was formally opened on the 15th inst. from Fort Scott to Iola, Kansas.

In the case of Carey vs. the city of Ottawa, Ill., Judge Blodgett held that the city bonds are valid and must be paid.

The inauguration of the completed portion of the Central Railroad from Mexico to Tula, about 50 miles, took place on the 14th inst.

The track of the Richmond and Allegheny has been laid to a point within the city limits of Lynchburg, Va.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1868	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1864	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1868	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,110,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,580	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1881	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	..
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage pr. ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-90	....
3d preferred bonds	452,500	6	" "	" "	'96-'0	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	964,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling, of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1856-'90 (Balt.) sk'g fd.	2,834,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A. & T.H.	1,068,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage } A. Co. and	499,500	6	March & Sept.	"	1885	....
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,6 0	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,600	6a7	Apr. and Oct.	"	1898	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 187	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.).	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $1,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1898	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1832	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1898	....
Mort. bonds, "	2,884,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1888	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch).	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M. & S.):						
1st Mort., gold (Coup. or Reg.).	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds.	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'83-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'95-'96	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of L. I. (Flush., N.S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,460,000	7	" "	" "	19 8	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	....
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 630,000	6*	" "	" "	1890	....
Income bonds,Sinking Fund ..	3,286.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76–'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,307,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,800	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,368,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	888,470	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,095,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv..						
1st Mortgage	1,099,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925.000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8.433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,500,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,318,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)....	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4.000,000	6	" "	" "	1909	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division)..	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	6,000,000	6	" "	" "	[illegible]0	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	[illegible]4	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	[illegible]9	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	.....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	580,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.) S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)...	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	....
Sinking Fund Bonds of 1879 ...	6,440,000	5–6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mortgage, guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,466.000	7	May & Nov	New York.	1897	....
2d Mortgage for $8,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	845,000	7	May & Nov.	New York.	'80–'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,600	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,545,800	7	Jan. and July.	" "	'82–'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1888	....
1st Mort. (Indianap. & Cin.)'53	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82–'92	....
1st Mort. (Cin., Laf. and Chi.)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.):						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	66,000	7	" "	" "	1889	....
Cinc., Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)....	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'76–'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,304,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleviland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1899	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,066 000	6	" "	" "	1892	....
Consol. sinking fund guar	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort.(Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1895	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	....	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1903	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	....	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July.	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	....	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	902,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1903	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar.	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	561,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	106,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,683,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	5	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1885	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan, & July.	New York.	1883	....
1st Mortgage 2d division	585,000	7	" "	" "	1894	....
Dubuque and Dakota:						
1st Mortgage, gold, guar.	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,898,420	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	253,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1,722,000	8	March & Sept.	New York.	1883	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
1st Mort. (Bay C. & L. Jag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	300,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold.	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,062	7	" "	" "	1836	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1890	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar.	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed.	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	34,000	7	" "	" "	1892	....
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1855	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	....
Housatonic:						
1st Mortgage	160,000	7	Feb. & Aug.	New York.	1885	....
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	....
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1898	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,600,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.		1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,869,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,510,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	360,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7				
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	6	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	500,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	340,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1922	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1900	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8				
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.	....	....
Mortgage on Branches	1,325,000	....		"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1900	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7		"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	....
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City,Top.&W.(A.,T.&S.Fe)						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....			....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3d D.244.66m.& 3,000,000m)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	350,000	7*	March & Sept.	New York.	1896	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	827,000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	....		" "	....	....
1st Mort. (Laf., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon.		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	6,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	800,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	340,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600 000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000 000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000		Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	476,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd.	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb. & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $6,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	338,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	...
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756,800		Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1883	...
Consol. Loan (Port. & Kennebec)	1,166,700	6	" "	Boston.	1895	..
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1899	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	...
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,254,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'88	....
General Mortgage, Land Grant	2,500,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	...
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum'd	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $12,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assum'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $900,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1896	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	9	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New Yo	1898	....
1st Mort. (Northern Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	...
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,601,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	...
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1st. Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York " "	Sinking fund.	....
Second Preferred Debentures	1,850,000	7				....
Third Preferred Debentures	600,000	7				....
Fourth Preferred Debentures	900,000	7				....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn & Pacific K. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r'	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1892	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,.00,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	512,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000 300	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERCAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,900	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F..	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	...
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	...
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	...
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	——
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,999,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	...
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1916	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl M&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	230,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1925	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,950	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,916,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100.000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692.000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1907	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1898	...
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	.906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	[350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.&W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar.	238,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B &Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	859,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage	19,999,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered.		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1887	10,000,000	4½*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,000,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.&P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1893	...
Peoria, Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	853,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan. & July.	New York.	'79-'88	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800,000	4-6	.....	Philadelphia	....	....
Loan of 1868, debenture	1,185,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond.	1911	....
Consol. M. gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499 900	7	Jan. & July.		1893	....
Improvement Mort. Loan, S. F	9 384,000	6	April & Oct.	Phil. or Lond	1897	....
General Mort. stg. sinking fund	19,686,000	6*	Jan. & July.		1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,978	6	Jan. & July.		1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	5-6,000	3-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.		1892	....
Do. Guar. Mort. for $30,000,000	13,036,000	7	Various.	Lond or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100,0,0000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1892	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B).....	875,000	7	Feb. and Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct.	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage.....	1,683,000	7*	April & Oct.	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort. (Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds.....	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P.&R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)..	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)...	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage.....	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.....	177,516	6-7	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelp a.	'81- 90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1898	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880.....	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,500,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,500 000	7	" "	" "	1915	....
2d Mo t. (" " ")	1,200,000	7	" "	" "	1915	....
St. Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" " ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	419,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,432	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute.						
1st Mortgage, S. F.. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. (Dakota Ext.)for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.. ..	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	404,000	7	May & Nov.	" "	1888	....
2d Mort. (" " ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsidy)....	1,628,020	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	65,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.						
1st Mortgage	281,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,760,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2f Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1908 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N.Y. (Over Due.)		....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,883,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	....
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	188,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,180,600	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	....
Warren (D. L. & W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb. & Danv.)	1,810,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1906	....
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	550,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	123,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6 *	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1888	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. reg. { 2d series, July 1, 1860	2,500,000	7	Jan. and July.	New York.	1884	....
1st Mort. reg. { 3d series, Jan. 1, 1871	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage, extended	1,709,350	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1916	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,323,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund	1,373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,308	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "•."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	2	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,242,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	.....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	.....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	18	2,200	Albany and Susq.¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	259,615	658,353	1,218,236	558,268	7	100	.....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,563,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,556	2,335,820	1,711,696	725,719	—	50	.....
June 30, 1879	62.6	—	6.2	4-9					Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	.....	22,247	.....	1,656,432	1,500,000	12,989	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	.....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	.....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	165,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	.....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	176	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	.....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,676,800	68,850,311	.....	.....	422.8	5,373,414	963,491	3,229,843	4,135,296	698,808	—	100	.....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	543,931	824,789	38,749	6	100	.....
Sept. 30, 1879	405.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	.....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	.....	1,350	87	131,700	.....	.....	444	4.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶.....Md. & W. Va	29,543,315	12,203,068	46,223,089	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	3,679,346	.....	.....	8,864,827	4,341,245	8	100	.....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	.....
Sept. 30, 1878	104.6	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	.....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	193,942	677,600	1,508,498	741,788	—	50	.....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	347,455	669,772	173,570	—	100	.....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.).....Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6½	50	.....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	.....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	.....
Dec. 31, 1879	21.4	—	8.2	4-8.5	8	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	.....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	382,602	180 430	[2 years]	350,884	81,491	—	100	.....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	24,516,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,998,297	3,310,539	7,741,119	2,492,618	8	100	.....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	61	72	30	763	Boston and Lowell.....Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,398,400	406,082	480,789	86.3	1,225,353	2,876,531	1,088,230	1,399,316	378,446	2	500	.....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6½	100	.....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,454,338	*	49,311	28,834	3,559,027	732,500	13,647	187,309	53.6	183,585	88,776	58,674	286,892	159,451	—	100	.....
Sept. 30, 1880	44.0	19.7	42.	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	.....	665,043	220,751	4,000,000	500,000	607,266	391,311	67.7	852,282	3,674,104	669,468	1,323,926	422,179	8	100	.....
Sept. 30, 1880	36.5	—	8.	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	.....	1,461	48,903	871,002	554,300	217,442	L. 208,982	36 5	140,214	97,633	141,681	162,647	38,841	—	100	.....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	593	Boston, Concord and Montreal.....N. H	2,850,000	*	1,919,274	188,067	1,800.000	2,558,800	15,849	585,894	165.8	124,307	119,015	173,235	183,866	40,455	—	100	.....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	.....	1,633,957	45,060	39.0	682,307	49,400	.....	13,197	deficit.	—	100	.....
Sept. 30, 1880	8 8	—	3.4	3-0	5	23	—	—	Boston, Revere Beach & Lynn.....Mass.	466,684	94,219	168,303	26,589	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,800	77,341	6	100	.....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	42,660	1,861	.....	.....	19,450	15,000	7,289	Loss. 193	2.5	16,590	82,960	.....	6.5	1,594	—	100	.....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	4	Brighton.....Virginia	110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,300	2,474	36,567	16,816	6,094	—	100	.....
Sept. 30, 1879	7.0	—	3.5	4-8.5	5	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,400	337,569	nominal.	53 612	11,493	—	100	.....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island. N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	877,960	7,328	203,051	102,924	—	100	.....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	2	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,358	29,321	6,827	—	100	.....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	736	Buffalo and Southwestern.....New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,990	—	100	.....
Sept. 30, 1879	1.0.	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,360	3,548,500	1,401,766	248,391	120.5	617,728	297-239	1,063,256	954,683	380,355	—	100	.....
May 31, 1880	35.7	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,562	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,442	—	100	.....
June 30, 1879	142.	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	.....
June 30, 1879	182.9	—	4.8	4-8.5	6	8	3	103	Burlington and Southwestern. Mo. & Iowa.	6,281,700	*	.....	.....	1,793,700	3,488,500	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	.....
June 30, 1880	146.5	—	54.2	3-0	24	7	7	611	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253.107	764,183	1,410,260	459,702	—	100	.....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and St Louis.....Ill.	7,108,035	*	.....	.....	4,595,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,497	342,002	62,491	—	100	.....
Dec. 31, 1879	61.2	84.2	19.4	4-8.5	12	16	6	188	Cairo and Vincennes.....Illinois & Ind.	.....	.....	In Receiver's hands. No returns.		.....	.....	.....	.....	157.0	291,275	68,959	199,232	366,648	.....	—	100	.....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	California Pacific (C. P.).....California	18,965,058	395,014	138,406	275,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	.....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Camden and Atlantic.....New Jersey.	1,997,885	468,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	496,473	202,127	3½p	50	.....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	25	17	3,042	Canada Central.....Canada.	8,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	.....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Canada Southern.....Canada.	28,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,366	547,276	—	100	.....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	15	5	825	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	.....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	.....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Cayuga and Susq.....New York.	612,135	79,541	.....	2,389	589,110	.....	18	13,219	34.6	75,090	21,672	78,578	57,929	2,559	6½	100	.....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,768	.....	3,190,490	1,537,935	—	100	.....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18568	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	.....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	.....	826,168	4,317,218	1,371,579	—	100	.....
Dec. 31, 1879	168.0	273.4	37.0	4-8.5	109	57	44	1,955	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	85,192,288	306,605	15,382,538	1,213.1	7,203,591	6,842,307	1,875,343	17,158,163	6,945,300	—	100	.....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,687	2,464,264	755,506	—	100	.....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Charlotte, Col. & Aug.. N. C., S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	444,941	105,122	195.0	366,525	62,384	96,476	458,167	228,105	—	100	.....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Chartiers (P., C. & St. L.).....Penn.	1,084,893	*	37,142	26,037	648,763	500,000	990	.....	22.8	67,547	130,743	167,571	84,660	30,596	—	50	.....
Sept. 30, 1879	423.0	9.3	53.6	4-9	81	34	16	2,195	Cheraw and Darlington.....S. C.	680.000	*	.....	.....	392.100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,581	—	100	.....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	133,248	23,762,136	22,526,315	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384.210	—	100	.....
Dec. 31, 1879	243.5	145.7	193.8	4-8.5	187	80	27	4,218	Cheshire.....N. H. & Mass.	2,395,259	322,266	.....	305,141	2,153,300	806,500	27,396	35,480	64.9	574,267	134,282	501,487	602,750	164,598	3	100	.....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Alton.....Illinois.	19,095,403	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,983	579,373	840.4	3,609,638	843.429	2,634,177	5,755,977	2,706,156	6	100	.....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,000,088	146,218	749,340	1,020,794	389,445	—	100	.....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	713	Chicago and Iowa.....Illinois.	3,410,202	*	.....	.....	.....	1,750.000	.....	.....	104.0	.....	.....	.....	.....	.....	—	..	.....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & West Michigan.....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	.....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago & Northwestern. Ill. Wis. & Mich.	73,365,795	*	8,318,765	2,811,506	36,513,610	37,688,000	11,448 446	5,988,060	1,627.9	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	.....
Sept 30, 1879	80.5	—	1.5	3-0	2	2	—	73	Chicago and Paducah.....Illinois.	7,227.440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	.....	146,571	270,585	45,477	—	100	.....
Dec. 31, 1879	486.5	1,278	474.9	4-8.5	374	149	70	11622	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	28,000	109,942	.....	30.8	12,896	.....	.....	.....	13,417	6	100	.....
Dec. 31, 1879	763.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Burlington & Quincy....Ill. & Ia.	58,112,329	16,586,547	3,722,845	1,834,371	31,004,466	27,270,235	16 586,547	4,492,865	1,857.3	8,000,617	2,076,184	4,686,353	14,817,105	7,260,038	8	100	.....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,210.193	233,825	130,016	115.027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,075	135,146	—	100	.....
									Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,658,744	41,349,500	1,591,292	3,581,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	540.4	484 2	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,133	50,000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,375	2,822,121	7,641,294	15,271,492	6,336,968	64	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	28,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,028	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,048,241	*	1,965,942	34,724	4 637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,382,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	239	*Little Rock and Ft. Smith* †.....Ark.	7,010,817	*	961,167	8,199	4,096,135	2,648,500	1,528,826	L. 293,278	165 2	233,829	54,516	.....	362,160	158,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island †.....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.5	1,712,474	5,043,848	286,071	1,617,980	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48.403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.2	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville. Ill., T.,Ky. & Ala.	32,703,982	*	13,326,077	1,267,520	9,059,361	23,902,820	10,425,589	3,909,759	1,839.9	5,627,177	.....	.....	7,436,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington. Ky.	5,995,352	*	86,083	307,93	1,860,608	3,764,700	522,498	241,567	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2.502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696,631	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	8	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,803,385	*	.....	3,937	379,100	.....	946,104	L. 1,282	36.5	.....	6,592	10,760	17,106	df. 1,762	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,185	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,235	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,358	553,364	396,107	1,508,377	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53,132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	208,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,568	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,485	.....	148,377	862,518	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,253	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,198	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	54	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.8	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	162.8	6.0	9.3	4-8.5	15	8	4	288	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158.8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	286	Minneapolis and St. Louis.....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	220,059	100.0	227,441	.....	.....	525,489	269,880	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	278	Missouri, Iowa and Nebraska...Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,340	.....	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas...M.K.& Tex.	47,210,382	*	.....	.....	21,405,000	25,805,382	.....	.....	808.0	2,731,631	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	64	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,857	1,564.245	800,000	15,123,000	675,970	1,560,325	421.6	2,641,642	896,401	1,893,657	3,922,8s8	1,783,754	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	236,960	338,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37.909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,800	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.8	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,248	333,475	232,738	800,000	200,000	207,739	142,732	53.6	328,530	546,963	829,031	435,235	146,911	7	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	—	.....	.....	85	1,305,800	700,000	3,816	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. &Ky.	14,360,900	*	178,593	976,180	6,848,900	7,512,000	948,594	206,178	453.5	1,488,464	212,277	.....	2,099,155	914,407	34	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	613	Naugatuck.....Connecticut.	1,903,494	234,086	63,525	150,188	2,000,000	.....	33,563	317,670	55.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19.814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6 5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,315	36,403	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	—	9,428	58,234	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,168	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	52	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,061	13.0	47,318	128,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.8	4-8.5	21	18	8	438	New Haven and Northamp. Conn. & Mass.	4,593,242	796,516	84 223	160,729	2,460,000	2,689,000	271,386	214,323	144.6	460,607	360,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,664	391,500	47,538	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	100,000	136,528	1,500,000	1,499,500	99,000	155,106	121.0	517,223	365,098	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	5-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66.0	62.8	4-8.5	87	119	40	1,588	N. York & N. England..M., R. I. & Conn.	27,087,986	1,616,306	322,785	665,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River. N.Y	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018.3	16 861,509	8,130,543	9,441,243	25,747,558	10,496,383	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,666	29,875,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western. N. Y. & Pa.	138,035,707	*	1,537,562	2,976,842	83,247,000	67,178,745	8,218,228	3,911,138	1,009.5	14,893,876	5,491,431	8,715,892	18,698,109	7,049,188	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,164,455	768,623	2,1 4,052	15,500,000	.....	331,481	2,145,283	152.3	2,462,832	4,600,807	1,348,687	4,294,284	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Onw. go Midland.....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	6,524,436	.....	344.0	410,479	218,161	216,100	523,592	84,401	—	100	....
Sept 30, 1879	62.5	—	67.7	4-8.5	28	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2.645.021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	256,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219.529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern †.....S. C.	2,148,131	*	53,610	21,289	985.350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	—	.....	.....	81,550	160,000	140,019	.....	9.8	81,458	69.582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6.005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412.019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,704,179	1,530,879	7,920,566	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern.....New Hampshire.	3,068,400	*	424,147	491,913	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	489,006	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	95,697,160	1,243,531	9,187,252	1,108,853	92,412,345	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	18	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	583,206	103,471	5,077,000	992,000	419,688	.....	122.0	362,895	103,982	245,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren.....Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,838	18,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	218	55	2,510	Old Colony.....Mass. & R. I.	10,598,336	1,191,319	1,938,028	539,488	7,138,800	5,737,000	636,097	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	159.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,183	64,723	503,158	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m os. ending	May 31, '80		1,138,627	721,059	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,853,000	1,441,194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	67.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,987	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	78,040	36,000	.....	256,915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	308,266	.....	63.0	.....	9,416	1,648,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.8	4-9	876	550	174	15818	Pennsylvania †.....Pennsylvania.	59,975,140	*	81,173,558	12,834,952	68,870,200	60,267,756	14,691,161	5,224,533	1,017.6	16,110,667	5,048,745	13,884,042	21,743,628	9,992 006	4½	50	....
Jun. 30, 1879	63.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,239,700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,943,245	—	125,092	47,896	38,040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va.& N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	.....	64.0	142,593	29,524	67,782	202,986	54,767	—	100	....

Nov. 30, 1879	102.9	228.6	713.4	4-8.5	478	428	76	20248	Philadelphia & Reading	Penn	30,513,089	9,355,442	67,357,546	16,627,139	34,278,175	77,924,761	11,656,279	——	826.0	10,302,755	7,908,648	12,325,566	13,106,352	4,119,011	——	50	....
Oct. 31, 1880	96.3	15.8	149.0	4-8.5	78	130	50	1,813	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,213,690	*	3,076,773	534,868	11,585,750	3,740,500	548,073	955,908	212.7	1,874,822	....	....	3,263,110	1,366,223	8	50	....
Dec. 31, 1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	425,427	93,108	472,075	.....	767,790	192,428	.....	.....	9.1	49,200	148,898	71,488	141,245	19,604	——	50	....
Dec. 31, 1879	68.0	2.3	13.3	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,165	70.3	309,515	.....	371,461	385,649	157,923	——	50	....
Dec. 31, 1879	192.3	8.1	198 9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,884,910	1,679,297	1,439,976	8,437,200	12,497,000	2,128,367	——	1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,039	——	50	....
Dec. 31, 1879	468.4	——	209.5	4-9	278	158	59	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,619,721	*	200,000	——	26,043,586	13,510,000	——	——	468.4	8,319,823	2,264,341	3,679,382	8,452,383	3,951,254	7	100	....
Dec. 31, 1879	95.0	25.0	29.0	4-9	32	17	5	240	Pittsb., Titusville and Buff	N. Y. & Pa.	8,473,622	587,500	34,188	111,768	4,959,450	4,125,955	62,585	59,088	120.0	441,927	236,554	625,669	467,126	190,331	——	50	....
Dec. 31, 1879	24.0	——	1.3	4-9	——	——	——	——	Pittsb., Wheeling & Kentucky	W. Va.	613,367	——	13,301	3,394	399,600	200,000	30,460	——	24.0	61,106	63,123	121,808	77,599	33,349	——	100	....
Sept. 30, 1879	28.7	——	2.0	6-0	2	2	——	4	Port Jervis and Monticello	N. Y.	1,124,080	*	.....	.....	724,277	——	16,000	——	23.7	24,030	19,211	13,782	25,807	1,616	——	100	....
Sept. 30, 1879	94.0	——	10.0	4-8.5	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	*	52,915	87,556	1,052,186	2,649,000	186,731	114,969	94.0	190,603	82,514	120,879	271,494	102,046	——	100	....
Sept. 30, 1879	52.5	——	7.0	4-8.5	7	9	3	137	Portland and Rochester	Me. & N. H.	1,966,211	292,838	.....	.....	686,011	1,500,000	527,274	.....	52.5	171,068	109,004	106,829	145,702	19,252	——	100	....
Dec. 31 1879	112.0	——	4.0	5-0	11	9	3	193	Port Royal and Aug	S. C. & Ga.	2,529,331	*	46,032	40,143	750,000	1,750,000	36,879	78,646	112.0	[15 mo	nths.	115,269	220,177	84,742	——	100	....
Sept. 30, 1879	38 5	——	1.9	3-0	2	1	1	30	Potomac, Fred. and Pied.	Va.	969,447	*	.....	.....	1,468,000	125,000	5,000	.....	38.5	37,160	6,675	23,025	23,177	6,715	——	100	....
Sept. 30, 1879	42.7	——	2.2	4-8.5	4	5	——	60	Poughkeepsie, Hartford & Boston	N.Y.	1,449,920	*	.....	.....	550,000	535,000	38,216	.....	42.7	61,402	45,000	20,202	51,844	8,516	——	100	....
Sept. 30, 1879	22.6	——	2.3	4-8.5	3	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	——	37,220	37,220	517,150	500,000	10,000	46,796	22.8	54,889	76,861	35,564	79,988	39,302	——	100	....
Sept. 30, 1879	43.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester	R. I. & Mass.	2,926,358	102,407	.....	502,141	2,000,000	1,242,000	568,549	261,970	65.8	710,286	1,849,912	787 521	1,069,644	337,656	5	100	....
Sept. 30, 1879	13.6	——	3.0	4-8.5	5	10	——	25	Providence, Warren and Bristol	N. J.	744,287	644,025	.....	.....	437,917	20,000	.....	.....	13.6	.....	213,105	49,419	89,364	15,421	6pf	100	....
Dec. 31, 1879	230.3	——	3.7	4-8.5	6	——	——	250	Pueblo, and Ark. Valley	Col.	6,909,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	100	....
Jan. 30, 1879	286.6	58.5	15.0	4-8.5	38	42	11	431	Que., Mon., Ottawa and Occid.	Ind.	10,500,000	*	2,036,947	110,260	6,084,200	2,591,000	175,490	107,518	280.3	[Includ	ed in Less	ees return s.]	.....	.....	——	100	....
July 31, 1879	97.0	——	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	1,264,293	132,676	1,500,000	820,000	22 416	542,558	97.0	[14 mos.	58,178	.....	295,061	69,284	——	100	....
Dec. 31, 1879	22.5	2.3	2.5	4-8.5	7	7	5	113	Richmond and Petersburg	Va.	1,152,291	*	1,229,810	41,675	1,008,600	225,000	18,859	19,225	24.8	72,556	114,651	99,049	154,623	73 071	4	100	....
Sept. 30, 1879	80.0	——	7.2	4-8.5	13	14	10	121	Richmond, Fred'burg and Potomac	Va	2,509,718	67,553	439,309	101,009	1,580,500	847,764	77,176	595,597	80.0	167,937	119 575	68,005	314,340	152,864	——	100	....
Sept. 30, 1879	38 5	——	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va	682,867	*	.....	.....	497,500	273,000	.....	.....	38.5	56,265	20,351	83,409	124,035	41,074	——	100	....
Sept. 30, 1879	107.6	——	10.7	4-8.5	11	10	5	246	Rochester and State Line	N. Y.	2,437,417	*	.....	.....	22,094	2,349,900	111,709	.....	107.6	400,565	104,098	325,210	275,898	39,818	——	100	....
Jan. 30, 1879	91.0	——	4.5	4-8.5	5	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	.....	.....	1,500,000	150,000	24,366	.....	91.0	219,205	95,986	206,737	365,892	102,028	5½	100	....
Sept. 30, 1879	141.1	48.5	54.9	4-8.5	52	50	25	1,175	Rome, Watertown and Ogdensburg	N. Y.	11,315,878	*	.....	.....	5,293,900	7,759,900	639,286	.....	403.9	1,079,013	514,770	371,083	1,143,289	308,648	——	100	....
Sept. 30, 1879	22.0	——	3.3	4-8.5	4	4	2	104	St. Croix and Penobscot	Me	364,000	*	27,583	18,508	100,000	200,700	1,014	108,177	22.0	24,844	12,271	.....	38,662	19,457	——	100	....
Mar. 31, 1880	10.5	——	0.5	4-8.5	2	5	3	16	St. Johns	Florida.	218,000	*	.....	.....	110,000	108,000	.....	.....	10.5	22,750	.....	.....	26,852	16,656	5	100	....
Jun. 30, 1879	52.5	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont	1,589,229	*	.....	.....	789,909	730,000	.....	.....	59.0	127,202	48,038	45,205	129,517	37,865	——	100	....
Dec. 31, 1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,893	171,988	22,063,420	6,786,087	304,117	336,032	392.4	1,108,388	94,355	471,310	1,672,438	948,494	——	100	....
Dec. 31, 1879	193.2	21.0	....	4-8.5	14	13	4	655	St. L., Alton & T. H	Ill. & Ind.	11,768,400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	158,179	264.0	.....	.....	.....	1,501,455	498,731	——	100	....
Dec. 31, 1879	489.5	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,694,908	*	4,455,463	893,522	21,488,961	30,068,657	1,692,341	——	684.9	2,483,149	652,757	981,139	5,292,611	2,372,592	——	100	....
Dec. 31, 1879	41.5	18.7	2.5	4-9	4	1	——	99	St. Louis, Salem and Little Rock	Me.	1,431,474	128,838	12,607	11,180	746,800	978,100	53,704	——	60.2	.....	.....	.....	88,165	37,723	——	100	....
Dec. 31, 1879	168.3	——	29.8	4-8.5	32	14	10	792	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,330,209	*	1,550	2,069	3,928,016	4,499,000	227,546	——	158.3	1,142,765	204,730	900,294	1,317,287	362,897	——	100	....
Jun. 30, 1879	156.0	——	22.0	4-8.5	24	10	4	485	*St. Paul and Duluth*	Minn.	9,097,866	——	.....	.....	9,097,866	——	——	——	169.0	373,425	61,525	252,922	469,416	113,713	——	100	....
Jun. 30, 1880	207.1	395.4	37.9	4-8.5	65	69	*	1,498	St. Paul, Minn. and Man	Minn. & Iowa.	31,686,882	*	570,990	1,582,102	15,000 000	16,324,900	1,522,707	992,367	656.0	.....	.....	.....	2,933,108	1,632,595	——	100	....
Dec. 31, 1879	49.5	——	7.0	4-8.5	3	3	2	65	Sacramento and Placerville	Cal.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691	49.5	.....	20,004	33,120	149,253	58,163	——	100	....
Jan. 30, 1879	60.0	——	2.5	5-0	2	1	——	18	Savannah & Memphis	Ala.	4,701,533	*	.....	.....	2,321,080	2,137,000	418,297	31,467	60.0	42,631	11,200	11,000	68,244	11,557	——	100	....
Sept. 30, 1879	63.0	——	3.2	5-0	2	——	——	5	Savannah, Griffin and N. Ala	Ga.	1,555,945	*	.....	.....	815,255	500,000	.....	.....	63.0	.....	.....	.....	52 960	22,375	——	100	....
Sept. 30, 1879	80.0	——	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke. Va. & N. Carolina		2,140,813	*	.....	.....	1,299,600	215,004	100,500	1,218,427	80.0	269,388	32,450	226,337	477,365	179,154	7	100	....
Dec. 31, 1879	27.3	3.8	12.2	4-9	——	——	——	——	Shamokin Valley and Pottsville	Pa.	2,863,450	——	.....	.....	569,450	1,994,000	.....	——	31.1	[Leased	to Northe	rn Central.	Rental	$64,671.	12	50	....
Nov. 30, 1879	95.0	——	8.5	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046,631	147,940	25,000	.....	200,000	1,105,000	159,375	——	46.0	.....	27,861	288,465	150,283	64,916	——	100	....
Sept. 30, 1879	32.3	——	1.5	4-8.5	3	2	2	23	Shepaug	Conn.	268,524	*	.....	6,625	299,700	400,000	.....	——	32.5	38,394	10,966	20,528	54,175	18,605	——	100	....
Jun. 30, 1879	61.5	51.7	5.9	4-8.5	5	3	4	92	Sioux City and Dakota	Iowa & Dak.	3,246,381	*	.....	.....	2,400,000	900,000	.....	——	113.2	730,853	23,784	74,684	277,338	75,619	——	100	....
Jun. 30, 1880	107.4	——	8.9	4-8.5	14	8	6	134	*Sioux City and Pacific*	Neb. & Iowa.	5,355,551	*	.....	.....	2,068,400	3,256,320	329,757	89,980	80.5	222,288	59,525	211,117	289,490	109,666	7pf	100	....
Sept. 30, 1879	25.0	——	1.0	4-8.5	2	1	1	12	Somerset	Maine.	799,488	*	94,837	.....	377,574	450,000	78,662	*	25.0	15,750	8,049	8,075	19,908	3,199	——	100	....
Sept. 30, 1879	183.0	6.3	26.0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	.....	.....	3,461,767	6,208,810	810 018	——	139.3	590,226	88,017	468,195	873,197	314,586	——	100	....
Aug. 31, 1879	144.0	166.5	21.5	5-0	56	28	9	392	Southwestern (C. of Ga.)	Ga.	4,291,300	*	.....	.....	3,892,300	399,000	.....	.....	310.5	471,550	.....	.....	751,576	307,624	7	100	....
Jun. 30, 1879	167.5	——	13.8	4-8.5	14	3	36	289	Southern Minnesota	Wis. & Minn.	6,468,944	*	69,682	102,594	1,784,200	4,739,900	103,621	113,519	167.5	251,455	52.028	148,394	534.426	262,004	——	100	....
Sept. 30, 1879	69.0	——	3.4	5-0	5	4	2	31	Spartanb. Union and Col	S. C.	1,540,882	*	.....	.....	751,296	548,370	125,000	——	69.0	.....	7,632	.....	75,616	20,834	——	100	....
Jun. 30, 1879	108.0	——	10.0	3-0	11	5	——	276	Springfield Southern	Ohio.	1,324,511	164,670	.....	.....	635,241	192,700	.....	.....	108.0	.....	73,889	91,477	117,400	10,292	——	100	....
Dec. 31, 1879	24.0	——	1.0	4-8.5	1	2	1	——	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	.....	1,000,000	400,000	41,678	.....	24.0	32,790	8,154	.....	68,088	16,070	——	100	....
Sept. 30, 1879	13 0	——	0 3	4-8.5	4	9	——	7	Staten Island	N. Y.	490,000	*	.....	.....	210,000	300,000	.....	.....	13.0	72,985	356,128	.....	264,518	85,846	20	100	....
Dec. 31, 1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	84.0	104,230	.....	.....	123,168	22,091	——	100	....
Dec. 31, 1879	51.0	——	38.5	4-8.5	15	8	4	445	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	258,808	2,004,000	2,020,000	216,695	65,805	81.0	484,625	145,196	1,288,785	829,842	327,231	4½	100	....
Sept. 30, 1879	43.5	——	2.0	4-8.5	4	6	——	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	.....	.....	801,400	261,400	.....	.....	43.5	84,240	85,417	50,178	72,278	3,768	——	100	....
Oct. 31, 1879	79.7	34.1	39.0	4-8.5	44	22	17	1,465	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,600,000	798,627	1,262,660	113.8	1,018,962	252,586	1,287,601	1,082,374	404,371	8	50	....
May 31, 1880	179.7	264.1	42.7	4-8.5	62	21	12	928	Texas and Pacific	Texas.	27,418,108	*	2,439,835	338,408	7,902,500	21,220,538	618,826	454,435	443.8	1,545,829	194,788	525,093	2,589,222	1,045,704	——	100	....
Dec. 31, 1879	44.0	4.0	13.4	4-8.5	16	8	3	912	Tioga and Elmira State Line	Pa.	1,529,836	506,099	.....	.....	580,900	629,500	.....	1,417,559	54.5	287,829	73,186	691,137	387,225	171,571	——	50	....
Jun. 30, 1879	79.0	——	11.7	3-6	12	15	3	273	Toronto and Nipissing	Ca.	1,600,000	*	.....	.....	193,350	1,276,915	290,382	.....	105.5	194,303	89,613	81,694	172,155	45,551	——	50	....
Jun. 30, 1879	191.0	——	16.0	3-6	20	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,888	*	.....	.....	783,284	3,365,665	16,349	.....	191.0	310,025	118,652	92,855	284,947	80,512	——	100	....
Sept. 30, 1879	34.7	——	16.7	4-8.5	18	15	7	451	Troy and Boston	New York.	1,981,912	*	1,103,588	——	1,609,010	2,199,500	408,149	.....	46.0	425,505	278,257	812,139	593,896	288,519	——	100	....
Sept. 30, 1879	74.0	——	5.3	4-8.5	7	8	2	124	Ulster and Delaware	New York.	1,073,359	*	1,751,912	16,846	1,139,500	1,632,600	170,017	——	74.0	129,008	84,694	123,894	178,283	18,873	——	100	....
Dec. 31, 1879	1,087	5.0	20.0	4-8.5	178	121	41	3,116	*Union Pacific*	Nebr. Wy. & Utah.	114,493,812	*	.....	.....	36,762,300	77,731,512	.....	.....	1,042 4	7,001,569	.....	992,886	13,201,077	7,725,574	——	100	....
Dec. 31, 1879	404.3	——	34.7	4-9	242	3 1	49	3,035	United New Jersey (Pa.)	N. Jer.	35,330,487	*	.....	.....	9,490,400	19,976,000	.....	.....	404.3	5,538,128	7,204,654	5,052,995	9,068,884	2,914,947	——	100	....
Apr. 30, 1880	36.5	——	1.5	4-8.5	6	7	5	29	Utah Central	Utah.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	36.5	.....	.....	.....	447,034	291,972	11	100	....
Dec. 31, 1879	105.0	——	7.5	4-8.5	6	5	3	61	Utah Southern	Utah.	3,450,000	*	.....	.....	1,500,000	1,950,000	.....	.....	105.0	.....	.....	.....	327,568	177,042	——	100	....
Sept. 30, 1879	87.0	——	13.3	4-8.5	18	20	14	212	Utica and Black River	New York.	2,378,739	418,847	183,100	238,519	1,771,720	1,112,000	54,785	180,751	180.1	432,840	213,019	108,380	475,508	184,977	2	100	....
Sept. 30, 1879	71.0	——	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	.....	.....	2,000,000	.....	207 387	.....	98.0	174,264	100,026	88,008	166,951	def. 4,106	——	100	....
Dec. 31, 1879	75.7	21.7	16.8	4-8.5	15	12	8	4	Utica, Chenango and Susq. Valley	N. Y.	4,148,103	*	.....	.....	4,000,000	.....	148,103	.....	97.4	406,078	217,658	325,600	521,756	def. 253	6	100	....
Feb. 28, 1879	140.0	2.0	10.0	5-0	17	10	7	91	Vicksburg and Meridian	Miss.	3,046,444	——	134,110	81,077	1,397,603	3,166,978	88,474	.....	142.0	144,330	45,666	45,697	329,176	70,315	——	100	....
Dec. 31, 1879	52.2	1.5	37.0	4-8.5	24	10	4	369	Virginia and Truckee	Nevada.	8,715,350	712,279	.....	.....	6,000,000	1,000,000	.....	.....	53.7	458,810	.....	.....	396,854	1,388,261	562,752	5½	100	....
Dec. 31, 1879	40.8	1.4	2.5	4-8.5	3	2	1	83	Wabash, Chester and West	Ill.	468,212	*	.....	.....	280,000	200,000	26,273	——	42.3	——	15,103	38,782	39,424	def. 3,996	——	100	....
Dec. 31, 1879	710.5	628.4	210.5	4-8.5	331	125	77	7,985	Wab., St. L. & Pacific	O., Ind. & Ill.	.....	.....	.....	.....	40,000,000	36,267,250	.....	.....	1,301.7	.....	.....	.....	.....	8,224,586	2,624,777	——	100	....
Sept. 30, 1879	33.4	——	5.0	4-8.5	21	2	3	16	Wallkill Valley	N. Y.	298,799	*	660,000	11,893	330,000	582,000	108,691	——	33.5	80,828	69,930	60,788	85,012	14,423	——	100	....
Sept 30, 1879	10.2	——	0.4	4-8.5	——	——	——	——	Warwick Valley	N. Y.	199,162	*	.....	.....	225,000	285,000	.....	.....	10.2	14,500	23,761	22,185	37,008	16,041	3½	100	....
Sept. 30, 1879	51.7	——	2.5	4-8.5	5	7	6	66	Washington and Ohio	Virginia	1,944,790	*	.....	.....	1,777,927	387,300	128,400	.....	51.7	99,745	28,899	27,839	97,470	22,281	——	100	....
Sept. 30, 1879	238.5	121.0	18.0	4-8.5	31	39	14	522	Wash. City, Va. Mid. & Gt. So.	Va & N C.	10,160,949	*	.....	.....	4,265,297	8,095,942	1,815,004	.....	389.5	825,137	131,911	514,018	954,738	347 682	——	50	....
Oct. 31, 1879	26.3	——	5.0	4-8.5	11	28	5	70	West Chester and Philadelphia	Pa.	1,547,105	163,012	349,717	143,208	821,300	1,100,000	58,146	228,598	26.3	255,190	738,127	95,439	804,452	128,585	7	50	....
Dec. 31, 1879	81.5	47.0	18.4	4-9	20	50	18	222	West Jersey	New Jersey.	2,395,749	459,297	1,082,971	188,460	1,309 750	2,523,000	102,845	99,372	128.4	471,745	659,862	162,467	544,151	248,855	2	100	....
Aug 31, 1879	116.0	51.0	8.3	5-0	16	13	8	260	Western of Alabama	Alabama.	3,275,012	*	177,000	43,082	——	2,553,000	792,011	220,082	167.0	322,840	.....	.....	579,493	254,968	——	100	....
Sept. 30, 1879	192.0	20.7	26.2	4-8.5	89	12	12	612	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,885	4,000,000	3,500,000	354,353	306,207	212.7	585,993	160,254	348,422	773,551	234,716	——	100	....
Sept. 30, 1880	168.5	17.0	13.0	4-8	28	22	11	370	Wilmington and Weldon	N.C.	3,349,224	*	13,900	154,752	1,466,200	1,619,100	49,792	383,784	180.5	464,494	.....	.....	603,175	188,928	3	100	....
Sept. 30, 1880	189.0	——	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta	N. C. & S. C.	2,566,532	*	26,195	243,999	930,000	1,600,000	112,315	154,411	189.0	396,551	.....	.....	547,446	145,423	——	100	....
Dec. 31, 1879	249.9	70.0	17.9	4-8.5	28	13	6	627	Wisconsin Central	Wis.	19,823,028	*	.....	.....	11 435,500	8,168,000	.....	193,091	455.7	708,741	167,085	325,078	851,091	353,952	——	100	....
Dec. 31, 1879	108.0	——	11.5	4-8.5	5	4	2	648	Wisconsin Valley	Wis.	2,853,789	306,132	104,728	28,767	2,026,256	1,149,745	78,278	39,087	90.0	.....	38,197	124,152	225,963	92,386	——	100	....
Sept. 30, 1880	46 1	——	31.0	4-8.5	19	22	8	367	Worcester and Nashua	N.H.& Mass.	2,121,982	390,686	.....	454,504	1,789,800	1,000,000	3,894	172,878	94.5	462,662	371,019	467,479	575,860	189,301	——	100	....
Jun. 30, 1879	65.0	——	2.0	5-0	8	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	23.5	22,765	3,972	16,147	4,446	1,369	——	100	....

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 9, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad...	96,139	4,237,851	3,880,348
Schuylkill Canal....	11,625	208,808	200,739
Lehigh Valley.....	72,873	3,158,457	2,478,274
Del., Lack. & Western.	60,736	2 021,111	1,675,855
Shamokin Valley....	16,749	323,822	394 834
Central New Jersey.	69,474	2,029,706	1,677,628
United R. R. of New Jersey.....	17,368	761 252	509,843
Pennsylvania Coal ..	21 579	607,459	490,735
Delaware and Hudson	37,025	1,688,323	1,484,805
Huntingdon & Broad Top Mt.....	11,008	247,563	252,114
Penn. and New York.	19,628	818,525	651,017
Clearfield, Pa.....	45,189	1,227,991	730,300

The total tonnage of anthracite coal from all the regions for the week ending July 9, as reported by the several carrying companies, amounted to 361,889 tons, against 393,084 tons in the corresponding week last year, a decrease of 31,-195 tons. The total amount of anthracite mined for the year is 13,058,455 tons, against 10,776,392 tons for the same period last year, an increase of 2,282,063 tons. The quantity of bituminous coal sent to market for the week amounted to 86,788 tons, against 75 057 tons in corresponding week last year, an increase of 11,731 tons. The total amount of bituminous mined for the year is 2,484,-332 tons, against 2,096,804 tons for the corresponding period last year an increase of 387,528 tons. The total tonnage of all kinds of coal for the week is 448,677 tons, against 468,141 tons in corresponding week last year, a decrease of 19,-464 tons, and the total tonnage for the coal year is 15,542,787 tons, against 12,873 193 tons to same date last year, an increase of 2,669,591 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending July 9 was 138 756 tons, of which 193,121 tons were coal and 85,635 tons coke. The total tonnage for the year thus far has been 4,544,736 tons, of which 3,276,515 tons were coal and 1,268,221 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended July 9 were 38,643 tons, and for the year to that date 989,399 tons, a decrease of 78,028 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows : Baltimore and Ohio Railroad—week 21,330 tons ; year, 687,438 tons ; decrease as compared with 1880, 4,100 tons ; Chesapeake and Ohio Canal —week, 8,856 tons ; year, 183,260 tons ; decrease compared with 1880, 70,152 tons. Pennsylvania Railroad—week, 8,402 tons ; year, 118,415 tons ; increase compared with 1880, 968 tons. The Coal was brought from the mines as follows : Cumberland and Pennsylvania Railroad—week, 32,449 tons ; year, 924,403 tons. Baltimore and Ohio Railroad—week, 472 tons ; year, 33,631 tons. George's Creek and Cumberland Railroad —week, 5,537 tons ; year, 28,848 tons. The Reading Railroad tonnage for last week, ending July 16, was 189,000 tons, of which 59,500 tons were sent to and 47,000 tons shipped from Port Richmond, and 11,900 tons sent to and 12,300 tons shipped from E izabethport.—[Phila. Ledger, July 18.

Work was commenced on the 17th inst. by a corps of engineers, under the direction of Chief Engineer J. Fountain Bruff, locating the Pennsylvania and Martin's Creek Railroad, from the Belvidere Delaware Division of the Pennsylvania road, at the mouth of Martin's creek, Northampton county, by way of said creek via Bangor and Pen Argyl to the Wind Gap, a distance of fifteen miles. The directors are : Hiram D. Faulkner, C. C. Gilmas, E. F. Browning, New York ; Thos. L. McKeon, C. C. Cokefair, S. L. Fisler, Easton ; and David W. Howell, of Martin's Creek. The road will be pushed to completion as soon as possible.

Tidewater Receipts.

The quantity of flour, wheat, corn and barley left at tidewater from the commencement of navigation to the 7th inst. inclusive, during the years 1880 and 1881, was as follows :

	Flour. bbls.	Wheat. bush.	Corn. bush.	Barley. bush.
1880...	2,100	11,645,900	10,086,800	47,000
1881..	3,800	5,666,700	6,868,200	48,200
Inc...	1,200	Dec. 5,979,200	Dec. 3,198,600	Inc. 1,200

By reducing the wheat to flour the quantity of the latter left at tidewater this year, compared with the corresponding period last year, shows a decrease equal to 1,058,640 bbls. of flour.

The following comparative table shows the quantity of some of the principles articles of produce left at tidewater from the commencement of navigation to and including the 7th of July, in the years indicated :

	1879.	1880.	1881.
Canal opened	May 8.	April 20.	May 17.
Flour, bbls.....	2,000	2,100	3,300
Wheat, bush....	3,491,600	11,645,900	5,666,700
Corn, bush.....	4,185,900	10,066,800	6,868,200
Barley, bush...	15,700	47,000	48,200
Rye, bush	619,500	315,500	131,400
Oats, bush.....	301,600	465,000	293,900
Malt, bush.....	136,200	380,500	287,200
Feed, lbs.....	477,000	.....	.....

Anthracite Coal Tonnage.

Mr. John H. Jones, accountant for all the several coal companies, furnishes the following statement of anthracite coal tonnage for the month of June, 1881, compared with the same period last year :

	June, 1881.	June, 1880.
Reading Railroad.....	586,012	481,599
Lehigh Valley Railroad.....	484,401	359,260
Central Railroad New Jersey	360,040	270,832
Delaware, Lackawanna and Western	368,352	269,195
Delaware and Hudson Canal	239,899	188,738
Pennsylvania Railroad.....	210,249	156,907
Pennsylvania Coal.....	127,132	77,857
New York, Lake Erie and Western.....	42,148	32,249
Total.....	2,418,238	1,836,640

—showing an increase of 581,597.

	1881.	1880.
Reading Railroad	2,925,086	2,632,230
Lehigh Valley Railroad....	2,498,403	1,920,901
Central Railroad New Jersey	1,831,409	1,514,225
Delaware, Lackawanna and Western.....	1,948,848	1,603,296
Delaware and Hudson Canal	1,416 238	1,260,936
Pennsylvania Railroad.....	1,033,924	721,897
Pennsylvan a Coal.....	591,578	473,691
New York, Lake Erie and Western	222,007	184,941
Total.....	12,467,496	10,312,120

—showing an increase of 2,155,376.

The stock of coal on hand at tide water shipping points, June 30, 1881, was 598,565 tons ; on May 31, 1881, 562,719 tons ; increase, 35,846 tons.

The first sod on the line of the new Toronto and Ottawa Railroad was turned at Madoc, Ontario, on the 18th inst. One hundred laborers are to be immediately set to work on the line from Madoc eastward.

Philadelphia Stock Exchange.

Closing Prices for the week ending July 19.

	W. 13.	Th. 14.	F. 15	Sat. 16.	M. 18.	Tu. 19
Alleghany Val. 7 3-10s..	123	123	....	....	....	123
7s, Income.....	....	....	....	....	55	55
Camden & Am. 6s, 1888....	....	....	....	....	....	....
6s, 1889.....	....	....	....	....	....	....
Mort. 6s, 1889..... 116	....	....	....	....	116	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa.....	20	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt ... 12	13¼	15	....	....	....	....
Preferred.....	21¼	23	23¼	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation 44¼	45	44¾	45¼	45¼	45¼	
6s, 1884.....	....	....	....	....	....	....
Gold Loan.....	116	116	116	115¼	....	
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	....	....	....	....	118¼
Lehigh Valley 60¼	61	61¼	61¼	61¾	61¼	
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s..... 137¼	....	....	....	137¾	....	
Consol. mort. 6s.....	....	....	....	....	....	122
Consol. mort. 6s, reg... ..	....	....	....	....	....	123
Little Schuylkill...	....	....	....	....	....	55¾
Mine Hill & Sch. Haven.....	....	60¼	....	60¾	....	
North Pennsylvania .. 60	....	....	....	....	....	60
1st mortgage 6s..... 107¼	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg....	....	....	....	....	....	....
Northern Central. ... 53¾	54¼	54	54	....	54	
6s.....	....	102	....	101¾	....	
Northern Pacific 41¾	44¼	42¼	42¾	41¾	41	
Preferred 82	84¾	83¼	82¾	81¾	80¼	
Pennsylvania R. R. ... 63¾	64¼	64¼	64¾	64¼	64¼	
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series.....	101	....	....	101	....	
do. 5s, new.....	117	....	....	116¾	....	
do. 4s.....	....	....	....	....	....	....
Phila. and Reading..... 28¾	29¼	29¼	29¼	29¾	29¼	
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible... ..	....	....	....	....	....	....
Consol. mortgage 7s. 126¾	....	....	....	....	....	....
Consol. mortgage reg. 126¾	....	....	....	....	....	....
Gen'l mortgage 6s..... 94	94	94	....	94	....	
Philadelphia and Erie. 24	24	....	23¾	....	....	
1st mortgage, 6s..... 108	....	108	108¼	....	....	
2d mortgage, 7s..... 119	119	119	....	119	....	
Pittsb., Cin. & St. L. 7s	....	....	....	124¼	....	
Pittsb., Titusv. & Buff.. 21¾	22¾	22¼	22¾	22¾	22¾	
7s.....	....	....	....	....	103¾	
Schuylkill Navigation.....	....	....	....	....	....	....
Preferred.....	....	15¼	15	15¾	....	
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	....	....	....	....	....
United Co. of N. Jersey 195¼	195	195¾	....	193	193	
Hestonville, (Horse).....	....	....	....	....	....	....
Chestnut & Wal. (do).....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore stock Exchange.

Closing Prices for the week ending July 19.

	W. 13	Th 14	F. 15.	Sat. 16	M. 18.	Tu. 19.
Baltimore and Ohio .. 198	198	199	200	....	....	
6s, 1880.....	....	....	....	....	....	....
6s, 1885..... 110	....	....	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage.....	....	118¾	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	....	124¾	....	....	....	....
2d mortgage, 7s..... 89	....	88¾	....	....	87¾	
3d mortgage, 8s..... 49	....	49	....	....	48	
Northern Central ($50) 53¾	54	54	....	54¼	54	
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	119	....	....	....	
6s, 1900, Gold..... 117	....	116	....	116¾	....	
6s, 1904, gold.....	....	115	....	114¾	....	
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s 124	123¾	....	....	....	....	
Virginia 6s, Consol .. 83¾	83¼	83¾	83¾	....	83¼	
Consol. Coupons 91¾	....	92¼	....	92¼	....	
10-40 bonds.....	55¾	....	....	55¼	54	
Deferred Certificates.....	....	....	....	....	....	....
Western Maryland ... 17¼	17	....	....	....	....	
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3 d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred.. 108¼	....	....	108	....	....	
City Passenger R. E.....	....	....	....	....	39	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20.
Adams Express	135	....	....	....	....	136
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	85	85¼	84¼	....	83¼	85
Atlantic & Pacific Tel.	....	....	....	....	....	....
Burl., C. R. & Nor.	....	....	83	83	83	81
1st mortgage 5s	102	....	....	102	102	....
Canada Southern	65¼	64¼	63¼	63¼	64	64¼
1st mortgage guar.	100¼	100¼	100¼	....	....	100¼
Central of N. Jersey	99¼	98¼	98¼	94	93	94¼
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	....	....	118¼	....	....	....
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	100	100	100	....	....	....
Adjustment	105¼	105¼	105	105¼	106	....
Central Pacific	99¼	98¼x	95¼	94¼	93	93¼
6s, gold	110¼	....	....	....	....	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	29¼	29¼	29	28¼	28	28¼
Chicago and Alton	140	140	136	138	139	137¼
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	162¼	162¼	163	160	160	160¼
7s Consol, 1903	....	....	....	....	....	131
Chic., Mil. and St. Paul	125	123¼	118¼	115¼	111¼	112¼
Preferred	134	133¼	132¼	132	130	130¼
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	126	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1st M. (I. and M. liv.)	....	....	....	....	126	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	128	....	....	....	....	....
Consolidated S. F.	....	....	....	....	....	....
Chic. & Northwestern	127¼	126¼	124¼	123¼	123¼	124¼
Preferred	140¼	139	135¼	138	138¼	138¼
1st mortgage	....	....	112¼	....	....	....
Sinking Fund 6s	....	110¼	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	127	....	....	....	127	....
Do. reg.	....	....	....	....	....	125
Chic., Rock Isl. & Pac.	141	139¼	139¼	138¼	137	136¼
6s, 1917, c.	....	....	....	....	129	....
Clev., Col., C. and Ind.	93¼	92¼	....	93	93¼	92¼
1st mortgage	1.4¼	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	....	140	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	113¼
Col., Chi., & Ind. Cent	23¼	23	23	23	22¼	21¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	109¼	108¼	109	107¼	107¼	108
Reg. 7s, 1891	115	....	....	....	....	....
Reg. 7s, 1884	....	....	....	107¼	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	123¼	122¼	122	120¼	119¼	120
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	109¼	....	....	....	109	....
4th mort. 5s, ext.	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	132¼	....	....	....	....	....
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	....	112	....	....	....
Hannibal & St. Joseph	92¼	92¼	92	....	91¼	90¼
Preferred	111	111¼	112¼	110¼	109	110
8s, Convertible	....	....	....	....	....	....
Houston & Tex. Cent.	99	99	99¼	97	97¼	97
1st Mortgage	112	....	....	....	....	....
Illinois Central	140	138	138¼	138¼	136¼	136¼
Lake Shore & Mich So.	123	121¼	121¼	121¼	121¼	121¼
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	126	....	....	....	....	....
Leh. & W. B. 7s, Con.	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	108¼	107	108¼	107	107	107¼
7s Consolidated	....	....	124	....	....	....
Manhattan	18¼	18¼	19¼	19	18	18¼
Metropolitan Elevated	99¼	90¼	90¼	88¼	86¼	87¼
1st Mortgage	100¼	100¼	100	100	100¼	100
Michigan Central	101¼	100	99¼	98¼	97¼	98¼
7s, 1902	130	....	....	....	....	....
M. S. and N. I. 1st, S. F.	....	....	....	111¼	....	....
Morris and Essex	125¼	124¼	124	124¼	123¼	123¼
1st mortgage	140	....	....	....	....	142
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	124	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	126¼	....	....	124	....	....
N. Y. Cent. & Hud. Riv.	144¼	143¼	143	143¼	142¼	142¼
6s, Sinking fund, 1883	....	....	....	....	....	104¼
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	135	136¼	....	....	....	....
N. Y. Elevated	108¼	....	107¼	107¼	107¼	107¼
1st mortgage	116	116	116	116	116	116
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	135	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20.
N. Y., Lake Erie & W.	44¼	43	43	42¼	43¼	43¼
Preferred	84¼	83	83¼	82¼	82¼	82¼
2d Consolidated	102¼	101¼	101¼	101¼	101	101¼
New 2d 5s fund	98¼	99¼	98¼	....	....	....
N. Y., N. Haven & Hart	....	....	....	....	....	....
North Missouri 1st M.	....	....	123	....	....	....
Northern Pacific	43¼	42¼	....	41¼	41	40¼
Preferred	84¼	83¼	82¼	81¼	79¼	79
Ohio and Mississippi	39¼	39¼	38¼	39¼	....	39
Preferred	....	....	....	....	116	....
2d mortgage	....	....	....	....	121¼	....
Consolidated 7s	123	....	....	....	....	....
Consol. Sinking fund	123	....	....	....	....	122¼
Pacific Mail S. S. Co.	50¼	48¼	49¼	48¼	48¼	49
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	261	261	....	261	....	....
Philadelphia & Reading	58¼	....	58¼	59¼	58	58¼
Pitts., Ft. W. & Chi. gtd	....	....	....	....	140	140
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	142	....	142	142¼	....	....
Quicksilver Mining Co.	21	20	21¼	26¼	19¼	19¼
Preferred	74	74	74	....	72¼	71¼
St. Louis & San Fran.	52¼	50¼	....	50¼	49¼	49
Preferred	76¼	77	77	77	76	74¼
1st Preferred	114	....	113	113¼	....	112
St. L., Alton and T. H.	58	58	....	....	50	45
Preferred	....	....	....	....	86	89
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	115	....	....	115¼
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	114	114	....	....	....	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	129¼	129	128¼	127¼	126¼	127¼
1st mortgage	....	....	117¼	118	118¼	118¼
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
United States Express	....	71¼	....	....	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	112	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	112
Wabash, St. L. & Pac.	57¼	56¼	56¼	55¼	55¼	55
Preferred	92¼	92	92	91¼	91¼	91¼
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	....	....	....	124¼	124
Western Pacific bonds	113	....	....	....	....	....
Western Union Tel	92¼	90¼	91¼	90¼	90¼	90
7s, S. F. conv., 1900	....	121¼	....	....	....	....

Boston Stock Exchange.

Prices for the week ending July 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20.
Atch., Top. and San. Fe.	146	146	146	146¼	....	144¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	173	....	173	....	....	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	110	110¼	112	....	....	....
Boston and Maine	....	....	160	160	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	79¼	79¼	....	78	....	78
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	162¼	163	162	162	....	155¼
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	30¼	30¼	....	30¼	....	29¼
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	50¼	50¼	50¼	50¼	....	51
New 4½ Bonds	....	....	111¼	....	....	111¼
Fitchburg	153	153¼	153¼	154	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	78¼	78¼	78¼	78	....	76¼
7s	....	....	121¼	....	....	....
Northern, N. H.	110¼	110¼	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ.	....	....	....	....	....	....
Preferred	....	....	100	....	....	....
Old Colony	130	130	129	130	....	130¼
Ph., Wil. & Balt. ($50)	68	....	....	....	....	68
Portl'd, Saco & Ports.	....	....	113¼	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	143	....	141	....	....	....
Union Pacific	129¼	129	129	129	....	126¼
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	127¼	....	128	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	78¼	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	225	225	220x	....	....	....
Quincy	....	....	37	....	....	36¼

New York Stock Exchange.

Closing Prices for the week ending July 20.

	Th.13.	F.15.	Sat.16	M.18.	Tu.19.	W. 20.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	....	....	116¼	....	....	116¼
U. S. 4s, 1907, coup.	116	116¼	.	116¼	116¼	
U. S. 4½s, 1891, reg.	....	....	114¼	....	....	....
U. S. 4½s, 1891, coup.	....	....	....	....	114¼	....
U. S. 5s, 1881, reg.	102¼	102	102	102	102	102¼
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s continued at 3½	....	102¼	....	102¼	102¼	
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— June 24.	July 1
Baltimore and Ohio (sterling)	116 —118	116 —118
Central of New Jersey $100 shares	100 —106	100 —106
Do. Cons. Mort. Oct. '79 coupon	120 —122	120 —122
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	104 —106	104 —106
Det., Gd. Haven & Mil. Equip. bds.	118 —120	118 —120
Do. Con. M. 5 p.c. till '84 after 6 p.c.	113 —115	113 —115
Illinois Central $100 shares	143 —145	143 —145
Lehigh Valley Consol. mortgage	118 —122	116 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	134 —136	134 —136
Do. $100 shares	150 —152	150 —152
Do. Mort. bonds (ex.)	125 —127	124 —123
N. Y., Lake Erie & West., $100 shs.	47¼— 47¾	47¼— 48¼
Do. 6 p. c. pref. $100 shares	90 — 92	89 — 91
Do. 1st Con. Mort. Bonds (Erie)	135 —137	135 —137
Mort. Funded Coupon bonds	132 —134	132 —134
Do. do. 2d do.	105¼—106¼	105¼—106¼
Do. 2d Consol. Mort. bonds	101 —103	101 —103
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	62¼— 63¼	61¼— 62¼
Do. Prior Lien Bonds (sterling)	111 —113	110 —112
Pennsylvania, $50 shares	67 — 68	66¼— 67¼
Do. Con. Sink. Fund Mort.	122 —125	119 —124
Philadelphia & Reading $50 shares	30 — 31	30 — 31
General Consol. Mortgage	115 —118	117 —119
Do. Improvement Mortgage	104 —106	106 —107
Do. Gen. Mort. '74, ex-defaul. cou.	96 — 98	96 — 98
Do. Scrip for the 6 def. ¼ coupons	93 — 96	90 — 94
Pittsbg, Ft. W. & Chic. Equip. bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	129 —131	129 —131
Do 1st pref. stock	105 —107	102 —104¼
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, July 21, 1881.

Money has been in abundant supply during the day at 2@2½ per cent on governments, and 2½@3 per cent on stocks. The closing quotation for call loans was 3 per cent.

Actual business in foreign exchange has been on the basis of 4.83@4.83½ for bankers' sixty day sterling bills, 4.85@4.85½ for demand, 4.85¼@4.85¾ for cables and 4.81½@4.81¾ for commercial bills. Francs are quoted at 5.23⅛@5.22½ and 5.19⅜, Reichsmarks at 94⅛@94¼ and 94⅝@94¾ and guilders at 40 and 40⅛@40 8-16 for long and demand respectively.

The following securities have been admitted to dealings at the New York Stock Exchange:

Scioto Valley Railway Company—$2,500,000 capital stock, in shares of $50 each, and $2,100,000 first consolidated mortgage 7 per cent bonds, due July 1910. The capital is made up of $2,100,000 original issue, $100,000 outstanding scrip certificates, and $300,000 in the company's treasury. The bonds are to run 30 years from July, 1880, and consist of $1,294,000 held in trust by Central Trust Company to retire that amount of first mortgage bonds at par, and $203,000 held in trust by same company to retire a like amount of second mortgage bonds at 70 per cent; also $553,000 of outstanding bonds and $50,000 in the company's treasury. The total bonded debt per mile is $16,000 and its stock debt about the same.

East Tennessee, Virginia and Georgia Railroad Company—common stock, $27,500,000; preferred 6 per cent stock, $16,500,000; first mortgage

consolidated 5 per cent bonds, due July, 1930, $22,000,000, and income 6 per cent non-accumulative bonds July 1881, to run 30 years, $16,500,000. The total mileage of the road is 1,128 miles, of which 902 are in operation.

Chicago, St. Louis and New Orleans Railroad Company—$18,000,000 gold 5 per cent bonds, due, 1951. The bonds are secured by a general mortgage, and are issued and to be issued for the retirement of prior lien bonds.

Morgan's Louisiana and Texas Railroad and Steamship Company—$1,272,000 gold 6 per cent bonds, due 1920, secured by a first mortgage on the company's extended road from Morgan City to Alexandria.

Texas Central Railway Company—$2,145,000 first mortgage sinking fund gold bonds, due November, 1901.

Richmond and Alleghany Railroad Company—additional $723,300 capital stock represented by stock trust certificates. The additional amount makes a total of $5,000,000 issued.

All the coupon bonds of the United States 5 per cent loan not continued will cease to bear interest from Aug. 12, on which date they are called for presentation and redemption. There are about $10,000,000 of this class of bonds, and notice has been given by the Secretary of the Treasury that upon presentation to the Treasurer of the United States they will be paid with accrued interest to the date of presentation. The registered bonds of this loan not continued will cease to bear interest after Oct. 1, that being the day fixed for their redemption. These facts and figures show that the Treasury is abundantly able to redeem on presentation all the bonds not continued, and they also illustrate the wisdom of the Administration in thus providing for the matured bonds of the Government without causing the slightest shock to the business interests of the country and in such a manner as to effect a saving of at least $13,000,000 per annum in the interest charged.

The closing quotations on Thursday were: Adams Express, 135½@137; American Express, 83@85; American District Telegraph, 47¼@48; Chicago, Burlington and Quincy, 157½@159; Canada Southern, 65@65⅛; Chicago and Northwestern, 124⅜@124¾; do. pref., 139@140; Central Pacific, 94@94⅛; Chicago, Milwaukee and St. Paul, 113⅝@113¾; do. pref., 121@121⅛; Cleveland, Columbus, Cincinnati and Indianapolis, 93@93½; Columbus, Chicago and Indiana Central, 22⅝@23; Delaware and Hudson Canal, 108½@108⅞; Delaware, Lackawanna and Western, 121@121⅛; Hannibal and St. Joseph, 94@94½; do. pref., 112¼@112½; Lake Erie and Western, 55¾@56½; Lake Shore and Michigan Southern, 122¾@123⅞; Metropolitan Elevated, 87½@88; Manhattan Elevated, 18@18¼; Michigan Central, 98⅜@98½; New York Elevated, 107¼@108; New York, Lake Erie and Western, 43½@43⅝; do. pref., 84½@85; New York Central and Hudson River, 143⅛@143½; Ohio and Mississippi 39⅝@39¾; Ohio Central, 29⅞@30; Pacific Mail, 49¼@49½; Panama, —@263; Texas and Pacific, 61@61¼; Union Pacific, 127⅞@128; United States Express, 68@70; Wells Fargo Express, 121@125; Western Union Telegraph, 90⅜@90⅝; Wabash, St. Louis and Pacific, 55½@55¾; do. pref., 91⅜@91½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. Co. 7s, ass., 131½; Albany and Susq. 1st consol., 126; Boston and New York Air Line, 70; Chicago, St. Louis and New Orleans, 75; Chesapeake and Ohio 1st pref., 40¼; do. 2d pref., 29¾; do. 1st, Series B, 88; do. cur. int., 60; Chicago, St. Paul, Minneapolis and Omaha, 89¾; do. pref., 100; do. consol., 102¾; Col., Chi. and Ind. Cent. Inc., 75; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 107; do. Mineral Point div., 126; Chicago, Burlington and Quincy 8s, 105½; Chicago, St. Paul and Minneapolis 1st, 112; Cedar Rapids, Iowa Falls and Northern 1st, 104¾; Denver and Rio Grande, 103; do. 1st, consol., 117; Dubuque and Sioux city 2d div., 107½; Denver, South Park and Pacific 1st, 109½; Evansville, Henderson and Nashville 1st, 106; Galena and Chicago 1st, 104; Galveston, Houston and Henderson 1st, 77; Gulf, Col. and Santa Fe 1st, 118; Hudson River 2d, S. F., 110; Indiana, Bloom. and Western, 51½; do. 2d, 85; Indianapolis, Decatur and Springfield 1st, 110; International and Gt. Northern 1st, 112; Kansas Pacific 1st consol., 109½; do. 6s, 115; do. 1st, J. & D., 1896, 115; Louisville and Nashville Gen'l mort. 6s, 107; Louisville, New Albany and Chicago, 100½; do. 1st, 106⅞; Lake Erie and Western, 55½; Lehigh and Wilkesbarre consol. ass., 111½; Louisiana and Missouri River 1st, 125; Marietta and Cincinnati 1st pref., 13; do. 2d pref., 9½; Mobile and Ohio, 35¾; do. 1st deben., 97½; do. 4th deben., 62; do. new mort., 112½; Missouri, Kansas and Texas, 45½; do. 6s, 94¾; do. consol. ass., 111; do. 2d, 83½; Missouri Pacific, 108; do. 1st, consol., 109⅛; do. 3d 120; Memphis and Charleston, 78; Milwaukee, Lake Shore and Western, 54; do. 1st, 107; Manhattan Beach, 41; do. 7s, 98½; New York, Penn. and Ohio Inc., 55; New York, Ontario and Western, 33⅜; Norfolk and Western 25; do. pref. 56; Nashville, Chattanooga and St. Louis, 82½; do. 1st, 119¾; North Pacific 1st, 101⅜; New York City and Northern Gen'l mort., 94¾; Ohio Central, 30; do. 1st, 101⅝; do. Inc., 56½; Oregon Railway and Nav., 164; do. 1st, 107⅞; Ohio Southern 29¼; do. 1st, 97; do. inc., 50; Ohio and Mississippi 1st, Springfield div., 119; Peoria, Decatur and Evansville, 43¾; do. 1st, 109; Rome, Watertown and Ogdensburg 1st consol., 100; Rensselaer and Saratoga, 130; Rochester and Pittsburg, 42⅞; do 1st, 106; do. Inc., 53½; Richmond and Allegheny, 56; do. 1st, 108; St. Paul and Sioux City 1st, 112; St. Louis, Kansas City and Northern, Omaha div. 1st, 117¾; do. R. E. 7s, 1895, 117⅝; St. Louis and San Francisco 2d, class B, 96⅞; St. Paul and Duluth pref., 87; St. Paul, Minn. and Man., 106; do. 1st, 112; Scioto Valley, 44½; Southern Pacific of California 1st, 107¾; St. Louis and Iron Mt. 5s, 93; do. 2d, pref. Inc., 93; do. Cairo, Ark. and Texas 1st, 112; Toledo, Delphos and Burlington, 30; do. inc., 60; do. 1st, 97; Texas and Pacific, 60; do. Inc., L. G., 80; do. Rio Grande div., 1st, 99½; Texas and St. Louis 1st, 92; Utah Southern Gen'l mort., 112½; Union Pacific col. trust, 109; Wabash, St. Louis and Pacific Gen'l mort. 6s, 102; do. Havana div., 103; do. Chicago div. 5s, 99½; Alabama, Class A, 78; do. B, 97⅝; do. C, 82½; Louisiana 7s, consol., 66¾; Tennessee 6s, old, 72¾; do. new, 73½; Am. Dist. Tel., 48; Colorado Coal and Iron, 57; do. 6s, 97½; Consolidation Coal, 40; Cam. Coal 40; Maryland Coal, 27; New Central Coal, 27¼; Sutro Tunnel, 1½; Central Mining, 8½; Deadwood, 8; Homestake, 15½; Little Pittsburg, 2⅜; Mariposa pref., 4; Standard, 22¼; Stormont, 2½.

Philadelphia.—Am. S. S. Co. 6s, 111½; Central Transp., 42; Huntingdon and Broad Top consol. 5s, 91½; Philadelphia and Reading scrip, 78; Philadelphia, Germantown and Norristown, 110½; Pennsylvania Co. 6s, 108; Pennsylvania Canal 6s, 100; St. Paul and Duluth pref., 87¾; Texas and Pacific 6s, Rio Grande div., 100; do. consol. mort. 6s, 104½; Western Pennsylvania 6s, Pittsburg Branch, 110. The latest quotations are: City 6s, 115@116; do. free of tax, 130½@132½; do. 4s, new, 102@104; Pennsylvania State 6s, 3d series, 100½@101¼; do. 5s, new. loan, 116¼@117; do. 4s, new, 111@—; Philadelphia and Reading R. R., 29¼@29½; do. consol, mort. 7s, coup. 126¼@127; do. reg., 126½@127; do. mort. 6s, 122@125; do. 7s, 1893, 121@122; do. new conv., 66@—; United New Jersey R. R. and Canal, —@193; Buffalo, Pittsburg and Western, 22⅜@22½; Pittsburg, Titusville and Buffalo 7s, 103¼@103¾; Camden and Amboy mort. 6s, 1889, 115½@116½; Pennsylvania R. R., 64⅛@64¼; do. gen'l mort., coupon, 126@126½; do. reg., 126¼@128; do. consol. mort. 6s, reg., 121¼@121¾; Little Schuylkill R. R., 55¾@56; Morris Canal, 44¼@45¼; do. pref., 169@—; Schuylkill Nav., 5¾@6; do. pref., 15¼@15¾; do. 6s, 1882, 88½@90½; do. 1872, 105@109; Elmira and Williamsport pref., 55@60; do. 6s, 113@—; do. 5s, 98@103; Lehigh Coal and Navigation, 45⅛@45¼; do. 6s, 1884, 106½@107; do. R. R. loan, 119¾@120; do. Gold Loan, 115½@116¼; do. consol. 7s, 118¼@118¾; Northern Pacific, 41@41¼; do. pref., 80⅛@80¼; North Pennsylvania, 59½@60; do. 6s, 108½@—; do. 7s, 124@124; do. Gen'l mort. 7s, reg., 121¼@121¾; Philadelphia and Erie, 23@25; do. 7s, 118¾@120¼; do. 5s, 108@108½; Minehill, 60¼@60¾; Catawissa, 20@21½; do. pref., 57½@58½; do. new pref., 57½@58; do. 7s, 1900, 127@127½; Lehigh Valley 61@61⅝; do. 6s, coupon, 122@123⅛; do. reg., 122¾@123¼; do. 2d mort. 7s, 137¼@137½; do. consol. mort., 122¾@123; Fifth and Sixth streets (horse), 136@137; Second and Third, 112½@116; Thirteenth and Fifteenth, 85@87; Spruce and Pine, 45@50; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, 22½@23¼; Germantown, 76½@80; Union, 119@125; Lombard and South, —@26½; West Philadelphia, 109@112; People's, 31¾@32; Continental, 103@108.

Baltimore.—Atlanta and Charlotte 1st, 110; Atlantic Coal, 1 55; Baltimore and Ohio 1st pref., 122; Baltimore City 6s, 1890, 118; do. 6s, 1886 107; do. 1884, 106; do. 6s, 1900, 127; do. 5s, 1894, 118⅛; do. 5s, 1916, 126; do. 4s, 1920, 111½; Canton Co. 6s, 110½; Chesapeake and Ohio Canal 6s, 70; Columbia and Greenville 1st,

104⅞; Maryland Defense 6s, 106; Richmond and Danville gold bonds 1885, 104½; Union R. R. 6s, endorsed by Canton Co., 118; Virginia Midland pref., 71½; do. 2d pref., 53; do. 2d mort., 112; do. 4th, 57; do. 5th, 100½; Virginia Peeler coupons, 19¼; Wilmington, Columbia and and Augusta, 111. The latest quotations are: Atlanta and Charlotte 1st, 110@110¼; Baltimore and Ohio, 200@200¼; do. 6s, 1885, 110@112; Central Ohio 1st, 113⅝@114; Columbia and Greenville 1st, 104@104¾; Marietta and Cincinnati 2d 87½@89½; do. 3d, 47½@48; Northern Central, 54@54¼; do. 6s, 1900, 118½@—; do. 6s, 1900, gold, 116@117; do. 5s, 1926, 100¼@102; Virginia Midland 5th, 100¼@100¾; Virginia Consol. 83½@83¾; do. consol. coupons, 91⅝@91¾; Virginia 10-40s, 55¼@55⅝; Western Maryland 2d pref., 107½@108.

Boston.—Atchison, Topeka and Santa Fe 5s, 98½; Atlantic and Pacific 6s, 104¼; do. Inc., 6s, 55; Boston Land, 9; Boston Water Power, 9¼; Boston, Revere Beach and Lynn, 120; Boston, Clinton, Fitchburg and New Bedford, 54; do. pref., 132; Burlington and Missouri River in Nebraska 6s, non-exempt, 106¼; Chicago and Eastern Illinois, 110; Chicago and West Michigan, 87¾; Cincinnati, Sandusky and Cleveland 7s, 109; Detroit, Lansing and Northern pref., 118; Flint and Pere Marquette, 36½; do. pref., 102¾; Iowa Falls and Sioux City, 91; Kansas City, Lawrence and Southern 5s, 109; Kansas City, Fort Scott and Gulf, 98; do. 7s, 114; Kansas City, St. Joseph and Council Bluffs 7s, 123; Little Rock and Ft. Smith, 78; Louisiana and Missouri River, 25; do. pref., 42; Little Rock, Mississippi River and Texas 7s, 109⅞; Mexican Central Block, old, 112¼; do. new, 99½; Massachusetts Central, 35; do. 6s, 100¼; Marquette, Houghton and Ontonagon, 75; do. 6s, 102; New York and New England 6s, 112¾; Ogdensburg and Lake Champlain Income, 73; Portsmouth, Gt. Falls and Conway, 80; Republican Valley 6s, W. D., 106½; do. deferred, 95; Rutland, 6; do. pref., 29½; do. 5s, 85; Sonora 1st mort. 7s, 99; do. block No. 3, 225; Summit Branch, 24; Toledo, Delphos and Burlington, 15; Wisconsin Central, 26; do. 1st series, 79; do. 2d series, 57; Brunswick Antimony, 12; Catalpa, 1⅝; Crescent, 1; Duncan, ⅞; Douglas, 2⅞; Franklin, 10⅛; Harshaw, 7; Napa Consol. Quicksilver, 5¾; Osceola, 30; Pewabic, 12; Ridge, 3½; Silver Islet, 41; Sullivan, 3¼.

The corporate franchises of the Pennsylvania and New England Railroad Company will be sold on the 19th of July for debts due Damon Y. Kilgore of Philadelphia, amounting to $20,683 83, and George W. Sylvester, Philadelphia, $208,208. The road was chartered to run in Pennsylvania from Water Gap to Harrisburg, 120 miles, through Northampton, Lehigh, Berks, Lebanon and Dauphin counties. The right of way was secured some years ago, but only a mile or so of track, extending from Wind Gap toward Penn Argyle, in Northampton county, had been built.

The Paducah, Memphis and Northern Railroad, which is to be sold in this city on the 30th of July, runs from Paducah to Memphis and will form part of the Chesapeake and Ohio line from the Atlantic seaboard at Newport News to Memphis, Tenn. All of the Paducah, Memphis and Northern Railroad is completed with the exception of 52 miles, 31 miles of which is ready for the rails.

New Jersey and Pennsylvania Summering Places.

New Jersey and parts of Pennsylvania abound in places of resort having great popularity among pleasure seekers and those leaving the city either for a few hours trip or for a long summer rest among the hills and by the seaside. Few railroad lines reach a greater variety of summer resorts and places of interest than the Central Railroad of New Jersey, with its numerous branches extending into such widely varying localities both by the seashore and inland. In a very attractive little book called the Travelers and Tourists Guide, recently issued by this railroad company, a description of the different points of interest, their attractions, accommodations and the way to reach them is given in a manner so full and complete as to make the book of great value, to those desirous of acquainting themselves with the summering and excursion points easy of access from New York. The book contains some choice specimens of engraving and numerous decidedly original silhouttes descriptive alike of the characteristics of the varied places and the pastimes of their frequenters. It is a letter volume which on account of its novel and artistic beauty will be welcomed for the drawing soon as well as for the carpet bag of the tourist. It can be obtained free of charge upon application at the office H. P. Baldwin, general passenger agent, 119 Liberty St.

There was filed at Albany on the 18th inst. the oath and certificate of inspectors of the votes of the stockholders of the Long Island Railroad Company, at a meeting held on the 27th of June, by which an increase of the capital stock to $10,000,000 was authorized. At the meeting 49,608 shares of stock were voted on, all being in favor of the increase.

The Pennsylvania Railroad Company having come into possession of the property of the Philadelphia, Wilmington and Baltimore Railroad Company, will proceed at once, in connection with the International Navigation Company, and the American Steamship Company, to tear away the two piers at the foot of Washington avenue, and construct in their place two others much wider and extending out to the Port Warden's line. This improvement will give the company an unbroken line of nine first-class piers, extending from Christian to Reed streets, in Philadelphia.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY, No. 9 Nassau St., NEW YORK, July 7, 1881.

THREE DOLLARS per share will be paid on presentation of DIVIDEND WARRANT No. 12 on or after Aug. 1, at this office, or at the office of the company in San Francisco. Transfer-books will be closed from July 16 to Aug. 2, both inclusive, as per order of the Board of Directors.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.
Treasurer's Office Grand Central Depot, NEW YORK, June 24, 1881.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a quarterly dividend of TWO PER CENT upon its capital stock, payable on the 1st day of August next at this office.

The transfer books will be closed at 3 o'clock P. M., on THURSDAY the 30th inst., and will be reopened on the evening of THURSDAY the 4th day of August next.

E. D. WORCESTER, Treasurer.

E. W. VANDERBILT. E. M. HOPKINS.

VANDERBILT & HOPKINS,

Railroad Ties.

Car and Railroad Lumber, White and Yellow Pine and Oak.

No. 120 Liberty Street, New York.

Also North Carolina and Pine Boards, Plank and Dimensions. Lumber to Order. General Railroad Supplies.

HOME

INSURANCE COMPANY OF NEW YORK,

Office, No. 119 BROADWAY.

FIFTY-SIXTH SEMI-ANNUAL STATEMENT.

SHOWING THE CONDITION OF THE COMPANY ON THE FIRST DAY OF

JULY, 1881.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	1,996,678 00
Reserve for Unpaid Losses	210,724 29
Net Surplus	1,758,627 03
CASH ASSETS	$6,866,029 32

SUMMARY OF ASSETS.

Cash in Banks	$153,277 14
Bonds and Mortgages, being first lien on Real Estate, (worth $3,680,550)	1,715,558 00
United States Stocks, (market value)	2,029,100 00
Bank and Railroad Stocks and Bonds, (market value)	655,517 50
State and Municipal Bonds, (market value)	192,750 00
Loans on Stocks, payable on demand, (market value of Collaterals, $2,459,734)	1,865,600 00
Interest due on 1st July, 1881	59,209 11
Premiums uncollected and in hands of Agents	143,202 17
Real Estate	51,815 40
TOTAL	$6,866,029 32

A DIVIDEND OF FIVE PER CENT. HAS BEEN DECLARED PAYABLE ON DEMAND.

J. H. WASHBURN, Secretary. **CHAS. J. MARTIN, President.**

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon,Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,549,578	J. & J.	July '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bel.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July 81 2
Boston and Maine.....100	6,921,274	M. & N.	May '81 4
Boston and Providence.100	4,000,000	M. & N.	May '81 4
Attleborough Branch.100	131,700	J. & J.	July '81 3½
Bost., Revere B &Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'81 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	888,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '81 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*..... 50	1,159,500	October.	Oct.'80 $10
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref..... 50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*..... 50	689,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '81 1
" " pref.100	769,600	F. & A	Feb 81 3½
Central of Georgia.....100	7,600,000	J & D.	June '81 4
Central of New Jersey.100	18,563,200	quarterly	Apl. 76 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '81 3
" pref..... 50	400,000	J. & J	July '81 3
Central Pacific 100	54,275,500	F. & A.	Aug. 81 3
Chemung*.....100	380,000	quarterly	July '81 1
Cheshire, preferred 100	2,155,300	J. & J.	July '81 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '81 4
" " pref...100	2,425,400	M. & S.	Mar '81 4
Chicago,Burl. & Quincy.100	31,004,456	quarterly	June'81 2
Chi., Clin., Dub.&Minn....	6,156,000	— & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '81 4
Chi , Mil. and St. Paul...100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12 279,483	A. & O.	Apl. '81 3½
Chicago & N. Western.100	14,988,257	J. & D	June'81 3
" pref.100	21,625,353	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	50,000,000	quarterly	Aug.'81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb.'81 2½
Cin., Ham. & Dayton....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	June'81 1½
Columbus and Xenia*.... 50	1,786,200	M.J.S.D	June'81 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug'81 2½
Concord..... 50	1,500,000	M. & N.	May '81 5
Concord and Ports.*.....100	350,000	J. & D.	June'81 3½
Conn. & Passump. Riv..1 0	2,175,700	F. & A.	Feb. '81 2
Connecticut River..... 100	2,100,000	J. & J.	July '81 4
Cumberland Valley..... 50	1,294,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	June 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*..... 2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*....100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80 2½
" " pref.100	2,593,380	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania* 50	1,300,200	J. & J.	July 81 3
East Mahanoy*..... 50	392,950	J. & J.	July '81 3
East Tenn., Va. & Ga....100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.)..... 100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	June'81 2½
Eel River.....100	3,000,000	quarterly	June'81 2½
Elmira, Jef. & Canand*..100	500,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '81 1½
" " pref. 50	500,000	J. & J.	July '81 3
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia 100	4,250,000	J. and J.	July '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	July '81 2
Illinois Central 100	29,000,000	M. & S.	Mar. '81 2½
Iowa Falls & Sioux City*100	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May,'81 1½
Io. So. & Mo. Northern. 25	600,000	quarterly	May,'81 2
Jeffersonv., Mad. & Ind.100	900,000	quarterly	May,'81 1½
Joliet and Chicago*.....100	1,200,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May,'80 1½
Kentucky Central 100	600,000	J. & D.	Dec. '80 1
" " pref.100	599,900	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	48,466,500	quarterly	Aug. '81 2
" " (guar.).100	633,500	F. & A.	Aug. 81 5
Lawrence*..... 50	450,000	quarterly	July '81 2
Lehigh Valley 50	27,332,550	quarterly	July '81 1½
" pref. 50	106,300	quarterly	July '81 1½
Little Miami*..... 50	6,871,450	quarterly	Jun. '81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*..... 50	$2,646,100	J & J.	July '81 3½
Louisville & Nashville...100	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence 100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati.. 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	Aug. '81 1
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323.375	J. & J.	July '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '81 3½
Missouri Pacific.....100	42,416,000	quarterly	July '81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '81 6
Nashua and Lowell.....100	800.000	M. & N.	May '81 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N.Castle & Beaver Val.* 50	1,500,000	quarterly	July '80 2½
N.Haven & Northamp..100	600,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	... .	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	....
" " pref...100	8,146,700	.....	....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '81 5
N. Y.,Provid. & Boston.100	3,000,000	quarterly	May '81 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '81 1½
Northern Central 50	5,842,000	J. & J.	July '81 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'81 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	May 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug 81 4½
Panama.....100	7 000,000	Aug. 1, 1	881, $24.26
Paterson and Hudson*...100	632,000	J. & J.	July '81 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June 81 3
Philadelphia & Reading 50	32,726,376	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '21 4
Pittsb., Ft. W. & Chi.*...100	19,714,286	quarterly	July '81 1½
" Special Imp.100	5,504.300	quarterly	July '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '81 3
Profile and Franconia....100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	July '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,163,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,800,000	— & —	.....
" " " pref.100	2,468,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 60c
Schuylkill Valley* 50	578,050	J. & J.	July '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	July '81 1½
United Cos. of N. J*...100	20,480,400	quarterly	July '81 2½
Utica, Jhenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	Aug. 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '81 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	July '81 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 2
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N.Y)100	3,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 50	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl.100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	July '81 6
D. Dock,E. B'dw, & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	179,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	July 81 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan.'79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	113,000	M. & N.	May '81 3
South Boston 100	600,000	J. & J.	July '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '81 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	July '81 4
Union (Phila.) 50	400,000	J. & J.	July '81 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000,000	.....	June'81 1½
Delaware and Raritan*.100	5,847,400	quarterly	July '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.. 50	1,003,500	J. & J.	July '79
Morris (consolidated)..... 100	1,025,000	F. & A.	Feb. '78 2
" (preferred)..... 100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	Au.'81 50c.
" " (pref.) 50	2,888,977	annually	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	3,000,000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'81 $5
Central Mining Co.....	... .	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	July '81 3
Gold and Stock Tel.....100	2,500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4.400,000	F. & A.	Feb. '76 1½
Mariposa Gold..... 100	2,836,800	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	July '81 4
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July 81 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	5,990,200	F.M.A.N	May '81 2
Quicksilver, common ...100	5,708,706	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,760,000	J. & J	July '81 5
Sioux C. & I.F. L.& L. Co.100	500,000	J. & J.	July '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express...100	20,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '81 4
West. Union Telegraph.100	9,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,329	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,644	134,134	259,208	232,146	218,093	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	.....	.....	.....	.....	.....	.....	.....
Cin., Ind , St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	188,256	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	584,230	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,003	194,949	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247.807	188,120	195,329	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,032	226,399	227,323	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	857,733	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	667,300	.....	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	846,000	809,700	807,900	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	164,027	145,416	132,693	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,691	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	487,173	465,588	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	299,880	368,276	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,641	197,470	174,502	175,864	173,148	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,293	283,399	260,254	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,923	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490 195	451,560	408,241	349.053	353,454	442,000	542,555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	480,300	468,400	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	261,699	213,407	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,482	320,963	425,685	382,642	405,322	.....	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,523	.....	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	926,603	933,143	1,189,268	1,028,791	1,122,706	1,144,756	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	963,663	12,336,154
1881	811,617	816,929	1,119,591	1,023,482	1,144,661	1,308,992	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill	First	" A, Nov. 2, 1863.
Boston, Mass	Globe (Photographed)	" C.
Boston, Mass	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank.*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
New York N. Y.	Tradesmen's	" B.
Philadelphia, Pa	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,825

100s.

Baltimore, Md	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1962. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Tre
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863,dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

From Mexico, July 16th, we learn that the Central Railroad division of Mexico, has been finished for a distance of 60 miles.

ONCE TRIED, ALWAYS USED.

PHŒNIX PACKING.

On Spools and Coils 25 to 150 lbs. for Shipment.

TRADE MARK.

Self-Lubricating.

Not Frictional.

Exceedingly Pliable.

Very Durable



Adapted for all kinds of ENGINES, Hot and Cold Water. PUMPS, &c., &c., &c.

PATENTED.

Dealers in all kinds of Engineers Supplies.

Phoenix Packing and Rubber Company,
112 Liberty Street, New York.
CHRISTIAN SCHWARTZ, Gen'l Manager.

D. N. BEARDSLEY & CO.,
Manufacturers of Superior

OAK CAR LUMBER,
AND
Railroad Ties.

Office, No. 9 Murray Street, New York.

HOUSATONIC RAILROAD.

THE ONLY LINE RUNNING

THROUGH CARS

between New York, Gt. Barrington, Stockbridge, Lenox and Pittsfield, the far-famed resort of the

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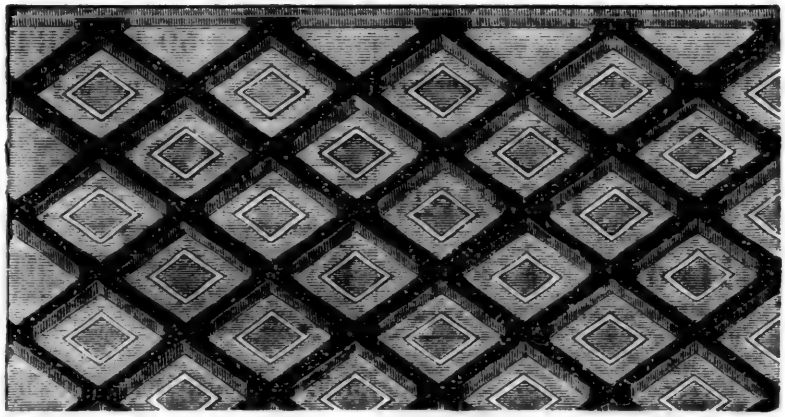
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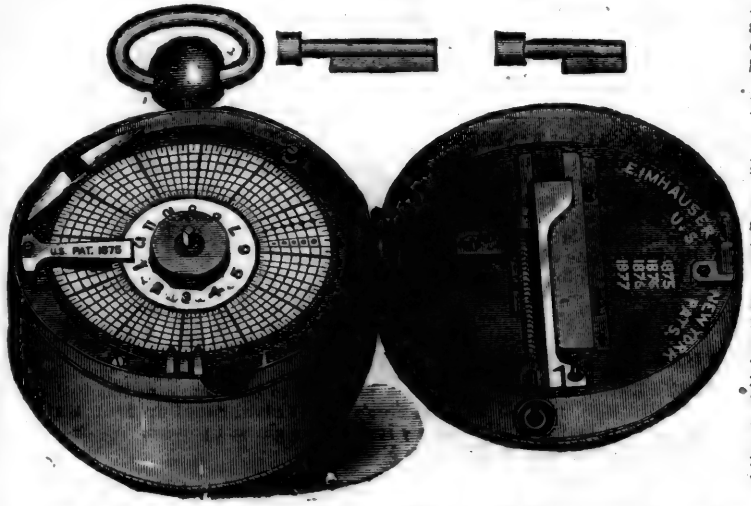
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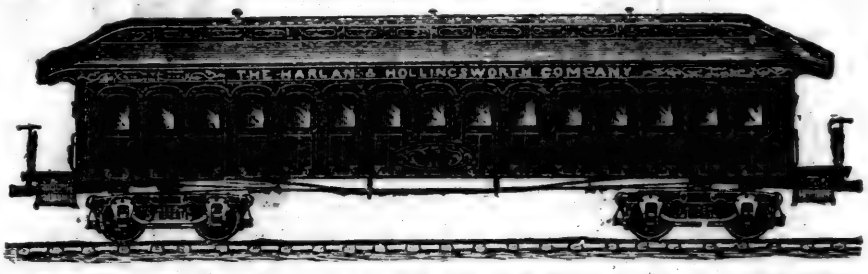
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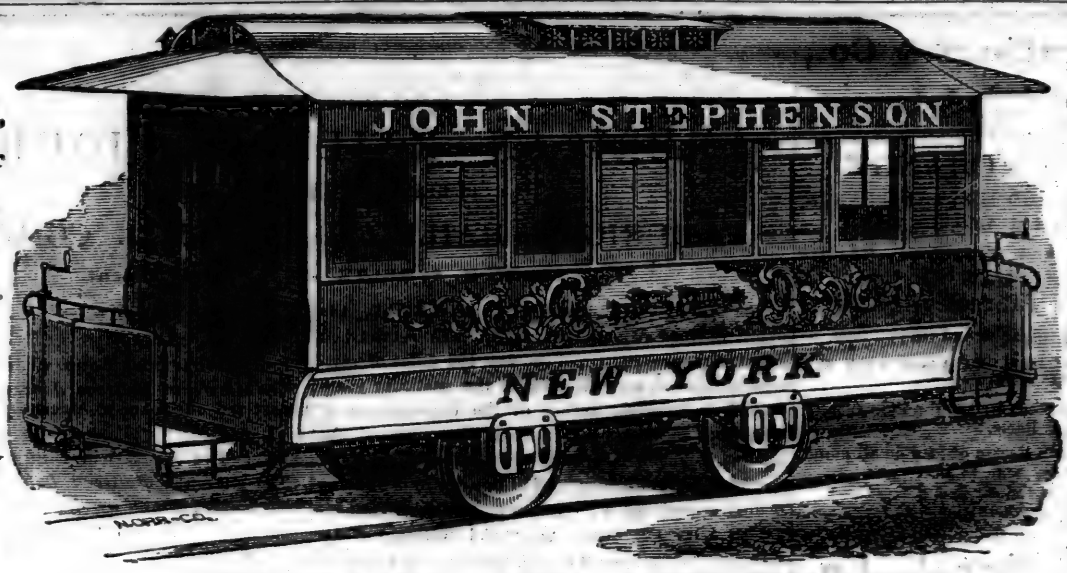
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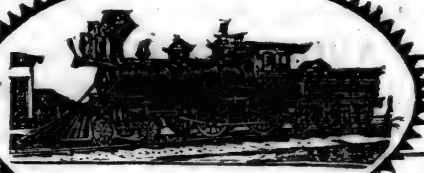
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 31.] NEW YORK, JULY 30, 1881. [WHOLE No 2,362, VOL. LIV.

SOME OF THE GREAT ENGINEERING WORKS OF THE DAY.

Both in this country and in Europe some of the most gigantic engineering operations ever attempted are now under way or being planned. A recent article in the New York Sun places the tunnel under the English Channel at the head of the list of important engineering works and says: Then we have the Arlberg tunnel through the Alps, dividing Austria from Switzerland; and third, the canal through the Isthmus of Corinth. In the United States work on the Hudson river tunnel is progressing. In Canada the project for a tunnel under the St. Lawrence promises to be carried out at no distant time, large sums having been subscribed for the work. In Central America the surveys for the Panama canal are proceeding.

First, as to the channel tunnel. The Southeastern Railway company of England are now conducting experiments on the English side of the channel to determine whether the enterprise is feasible, and whether it can be completed within a reasonable time. On the French side another company are engaged in the same work. They have each found that the stratum through which they are boring is impervious to water, and that with the machinery at their command they can make two miles of progress in a year with an experimental gallery seven feet in diameter. That would be four miles for the two companies together, and as, practically speaking, they have only twenty miles to go, the experimental tunnel could be completed in five years. The arrangement between the English company and the French tunnel committee is that they shall now go ahead until each has driven through a heading of a further length of a mile or two miles in all. If they are successful they will probably keep on until each has completed his share of the remaining eighteen miles. Of course they would then meet in the middle of the channel, if all went well, four or five years from now, and the practicability of constructing the tunnel would be finally settled.

It seems that so far as the English side is concerned, the shareholders of the Southeastern railway have taken all the risk, having authorized an expenditure of $100,000 on the experiments. At a meeting of the company last month the chairman suggested that in order to proceed with these a small company be formed to furnish the necessary capital without interfering with the finances of the railroad. The Southeastern company, however, insists on having complete control of the tunnel, for the chairman declared, with good reason, that there could be no better property anywhere than that railroad, if it should become a part of a direct link extending from the north of England and Scotland to the extreme south of Europe and beyond.

The Arlberg tunnel was projected more than eight years ago, and during that time nearly every scientific body in Austria has been called upon or has volunteered to discuss the different routes proposed. Last year, however, the government settled upon a definite line, and the work is now progressing. The construction of this tunnel and the Arlberg railroad are really necessary to Austria. With Germany on her northwestern frontier, and Italy to the southward, she has been obliged to send the bulk of her exports over the railroads of those two countries on their way to the West. The protective and rival policies of her neighbors have also been a serious bar to her progress. The great height of the Alps between Austria and Switzerland prevented the passage of freight in that direction; but now, encouraged by the success of similar undertakings elsewhere, the government has resolved to bore a way through the mountains and open a direct line of communication of its own. The tunnel will be something over six miles in length, and the work will consume six years of time, while the whole cost of the railroad will be nearly eighteen millions of dollars.

The third European enterprise, the canal through the Isthmus of Corinth, has not yet been commenced, but Gen. Turr, the well-known Hungarian patriot, has received a concession from the Greek government to carry out the design, and French engineers will assist in the execution of the work. The Isthmus of Cornith, in both ancient and modern times, has formed an obstacle in the way of commerce between the Adriatic and Ægean seas, and the proposed canal will be of great benefit to Greece, and especially to Corinth.

Of the American engineering works of the same nature it is not necessary to speak in detail, for they are more familiar to our people. But when we include them with the three we have described, it will be seen that whatever may have been the magnitude of the feats accomplished by engineers during the last quarter of a century, some of those which they have now in hand are of even greater difficulty and extent. If the Suez canal and St. Gothard tunnel stimulated these new enterprises, they in their turn will incite to still more wonderful engineering achivements in the future.

THE MODERN ENGINEER.

At the annual banquet in London of the Institution of Civil Engineers, James Russell Lowell, the American Minister, in proposing prosperity to the Institution of Civil Engineers, said: "I feel that there are certain relations between engineers and that general civilization of which literature and art can also claim their share, which give me, perhaps, some claim to propose the toast assigned to me. Naturally, in some respects I confess I am wanting in sympathy with some of the achievements of modern science; yet, with all the world, I must confess that you are the makers and the masters of the modern world, so far as it is visible, palpable and serviceable to the rest of the world. * * * I think there is no achievement of modern science which so touches the imagination as that narrow bridge for thought which engineering skill has stretched through the profound and silent stretches of the Atlantic between this continent and the other. Nothing touches the imagination more than the way in which the modern engineer has realized that dream of the ancient philosopher—that the earth was a sentient being. It has made mankind contemporaries in a sense in which they were never contemporaries before."

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, July 26, 1881.

The market has a decidedly firm tone and a considerable increase in sales is to be noted. The advancing tendency reported in Pittsburgh, Philadelphia and New York markets on manufactured Iron and Pig Iron is being felt here. Buyers are coming more freely into the market and several large orders have been booked for early delivery and a general hopeful feeling prevails that the trade will be very satisfactory during the balance of the year. We quote the following prices:

FOUNDRY.

	No.			Mos.
Hanging Rock Charcoal	1	26 00	@27 00	4
Strong Neutral Coke	1	22 50	@23 50	4
American Scotch	1	20 00	@20 50	4
GREY FORGE.				
Neutral Coke		20 00	@21 50	4
Cold Short		19 00	@20 00	4
CAR WHEEL AND MALLEABLE.				
Hanging Rock Cold Blast		36 00	@38 00	4
" Warm "		30 00	@32 00	4
Southern Car Wheel		34 00	@35 00	4
Lake Superior 1 and 2		32 00	@33 00	4
Lake Superior 3 to 6		34 00	@36 00	4

Northern Central Railway.

The following is an official statement of the gross earnings, operating expenses and net earnings of the Northern Central Railway Company for the month of June—

	1881.	1880.
Gross earnings	$487,287 46	$419,193 10
Operating expenses	305,596 53	275,966 82
Net earnings	$181,690 93	$148,226 78

—showing an increase in gross earnings of $68,-034 36, in operating expenses of $29,630 21, and in net earnings of $38,464 15.

For the six months ending June 30, the gross earnings, operating expenses and net earnings were:

	1881.	1880.
Gross earnings	$2,661,867 97	$2,215,791 02
Operating expenses	1,621 406 37	1,527,075 68
Net earnings	$1,040,461 60	$688,715 34

—showing an increase in gross earnings of $446,-076 95, with an increase in operating expenses of $94,330 69, making the increase in net earnings of $351,746 26.

Manufacturing.

The Iron Mountain Co., the Pilot and Knob Iron Co., Grand Lower Co., Vulcan Iron and Steel Co., Chouteau, Harrison & Vallee and Jupiter Furnace Co's., of Missouri, have consolidated into the Missouri Iron Co., with a capital of $10,000,000. The new company, it is said, will control 90 per cent of the iron product of the State and one fourth of the mafacturing.

The Railway Safety Gate Co., Pawtucket, R. I., whose gate has been in successful use for a number of years, are receiving valuable testimonials concerning it from prominent railroad men here and in Canada, and from Railroad Commissioners and other officials. These gates are placed on each side of railroad crossings and are constructed so that one man can open or close both of the gates from either side of the railroad. The simplicity, durability and completeness of the gate are highly commended by those who have made continued practical tests of them, and the extent of its adoption seems likely to increase as its merits are more generally known. Information concerning it can be obtained of M. L. Stewart, New York representative of the company, 205 West 24th St.

Two new twelve-wheel drawing-room cars have just been built for the South Eastern Railway, by the Mason Manufacturing Co. Brightwood, Mass., which are described by the Montreal Daily Witness as follows: The exterior of the cars is plain and neat, but on entering, the passenger cannot fail to be struck by the tasteful magnificence with which the interior has been fitted up and decorated. The general plan of the car is similar to that of most drawing room cars now on the road, though the toilet arrangements are more than usually convenient. The chairs provided are very comfortable armchairs, of the revolving description, and besides these there are sofas at the ends, and a separate compartment for the accommodation of those who prefer isolation to company. The heating will be effected by steam pipes running all round the floor of the car, and worked upon Baker's system. One great improvement is the provision of wire-gauze nets, which cover the vacant space when the windows are opened, and keep out dust and cinders while admitting light and air. As to the decoration of these cars, it is difficult to praise them enough. The painting is very elaborate, without being gaudy, and very neat without being plain. The upholstery is thoroughly artistic, and almost "high art," sage green being a prominent color in the curtains and carpet.

Concerning the iron and steel market the valuable circular issued monthly by C. H. Odell, dealer in iron and steel rails, 104 John street, in its July report says: From the entire absence of speculation, there has been a good deal of growling amongst many in the trade over dull business; but to take a wider view, business has been above the average in bulk, though we freely admit the margins have been small, and merchants at the disadvantage of a falling market. As noted in our last issue, a number of furnaces have gone out of blast, unable to meet prevailing prices, with the increased cost of manufacture, while as the same time the imports of foreign Bessemer Pig Iron have been enormous; it being estimated that from 200,000 to 250,000 tons have been purchased for American account during the past six months, at prices showing a decline of about $4 00 per ton from the opening in January up to the present time. Prices of ores, fuel, freights and labor are all too high in proportion to present obtainable figures for iron, and, to quote an experienced steel manufacturer, "the production of pig iron will have to be cheapened; but it can't be done on ore contracts which pay the mines $5.00 per ton profit." * * * * * From our usual statistics it will be noticed that the arrivals of foreign iron are still about the average, though confined chiefly to pig iron and steel. Scotch pig iron continues to have only a retail demand; thd lower range of American pig having again brought foundries to using it instead of the foreign article. At the same time it should be noted ihat Scotch iron is extremely low in price, and we heas that foundries in England are stocking up in consequence. Old material has shown a slow, steady decline since January of about $2.00 per ton. The stocks are now in small compass, and what is here is not being pressed for sale. The demand has been of a very limited character, and consumere have bought only to meet their wants. Finished iron has about held its own, and, with a large consumption, the market has been singularly free from any fluctuations. On account of the extraordinary demand for rails for summer delivery, a good many orders were given abroad; but it is very doubtful if many more foreign rails will be allowed to come in, as soon as the works at home are in a position to supply them. If speculation were to again set in, we might see a wide fluctuation of prices; but it would seem as though this could hardly be expected for the balance of the year, and there will be nothing to complain of if the last half of 1881 shows as large a business as the six months now ending.

Philadelphia and Reading Companies.

The following is the comparative statement of the Philadelphia and Reading Railroad Company and the Philadelphia and Reading Coal and Iron Company for the month of June, 1881 and 1880:

	1881. Month.	1881. Year to date.
Gross receipts:		
Railroad traffic	$674,667 34	$4,102,322 85
Canal traffic	73,281 82	101,826 75
Steam colliers	22 383 86	119,031 28
Richmond coal barges	L1,864 48	L667 84
Total Railroad Co.	$768,468 54	$4,322,512 90
Reading Coal & Iron Co	70,831 92	366,018 64
Total of all	$839,300 46	$4,688,531 63
Tonnage and passengers:		
Tons of coal on railroad	690,613.13	4,080,461.19
Tons of merchandise	558,106.04	3,539,769.04
Passengers carried	969,167	5,588,003
Coal transp. by steam colliers	55,454.00	302,359.00
Tons of coal mined:		
By Coal and Iron Co	350,403.15	1,852,621.16
By tenants	121,268.16	781,775.17
Total mined from lands owned and controlled by Co. and from leasehold estates	471,672.11	2,634,397.13

	1880. Month.	1880. Year to date.
Gross receipts:		
Railroad traffic	$612,748 93	$3,983,371 00
Canal traffic	33,625 58	90 034 59
Steam colliers	9,207 28	114,991 18
Richmond coal barges	L1,617 81	4,628 04
Total Railroad Co.	$653,958 98	$4,193,019 81
Reading Coal & Iron Co	71,167 84	L93,931 17
Total of all	$725,126 82	$4,099,988 64
Tonnage and passengers:		
Tons of coal on railroad	559,764.10	3,767,734.02
Tons of merchandise	476,442.15	3 456,652.07
Passengers carried	868,390	5,317,260
Coal transp. by steam colliers	38,489.00	303,534.00
Tons of coal mined:		
By Coal and Iron Co	266,599.01	1,809,818.05
By tenants	95,028.02	615,137.14
Total mined from lands owned and controlled by Co. and from leasehold estates	361,627.03	2,424,955.19

Total of both companies for month of June, 1881: Gross receipts, $2,850,905 45; gross expenses, $2,011,604 99; profit, $839,300 46.

A train now connects at Turners with "No. 5" leaving New York at 6 P. M. and "No. 30" from the West, to convey passengers over the Newburgh ("Short Cut") Branch. Residents and visitors at Cornwall and other stations are greatly pleased by the new arrangement.

AMERICAN Railroad Journal. ESTABLISHED 1831.

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New York, Saturday, July 30, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

WESTERN MASSACHUSETTS has become the scene of a remarkable railroad activity since the opening of the Hoosac Tunnel route, and the half a dozen roads already using that great thoroughfare or terminating near it are drawing an immense and rapidly increasing traffic, both freight and passenger, that coming through from the West reaching the tunnel by way both of the Troy and Boston and the Boston, Hoosac Tunnel and Western railroads. The Troy and Boston's connection is with the New York Central and Hudson River Railroad, and the Boston, Hoosac Tunnel and Western's with the Erie system. The roads run side by side for nearly forty miles and considerable rivalry exists between them in which the enterprise and favorable western relations and proposed extensions of the Boston, Hoosac Tunnel and Western Railway give the latter special prominence and some advantages over the former. A feature of the increasing business in that locality is that no matter by what line the traffic from the West reaches the tunnel the bulk of it of necessity must pass over the Fitchburg Railroad en route for Boston. The result is that the Fitchburg road is doing an immense business and the line has established its reputation as one of the leading feeders to the Atlantic seaports.

NOTWITHSTANDING the vast number of immigrants that have arrived here of late, the demand for labor exceeds the supply at their chief landing place. The superintendent of the Labor Bureau at Castle Garden stated last week that he had orders for 900 men to whom nine dollars a week would be paid, which he was unable to fill, the orders coming from railroads, mill-owners, iron manufacturers and farmers throughout the country. Meanwhile from the Pacific coast come reports of a scarcity of help, and with it cheering information concerning the condition of industrial enterprises in California. In referring to the return of prosperity to the Pacific coast, and the scarcity of labor there the San Francisco Bulletin of the 13th inst. says: There was a time when it was feared that working men could not find employment in this State, and there were symptoms of growing discontent. But during the present year there have been few or no idle men; and when they are well employed and well paid they have neither time nor disposition for complaints. The State is slowly but surely recovering from an industrial depression. Every strong man who is willing to work is adding positive wealth to the State. Thousands of men who were working for wages a few years ago have set up for themselves. They can be found among the hills, in remote valleys, wherever land could be obtained cheap enough for the beginning of a homestead. For half a century to come there will be this outlet for labor, which will increase rather than diminish, because local roads are now reaching out in all directions where there is a prospect that future business will pay for such an investment. There is really no prospect that the labor market will be overstocked here for many years to come unless there should be another flood of Chinese immigration, which is not now at all probable in view of legislation which has already been initiated. The most hopeful fact to go on record to-day is that nearly all industrial enterprises are paying well. It would be difficult to find a single exception.

The New York and New England Railroad.

An event of local importance in the history of a railroad enterprise that when fully carried out, as it promises to be within a few months, is destined to have relations of great magnitude with the railroad systems of the West as well as a necessarily important influence directly upon railroad matters in the Middle and Eastern States, was the opening to Brewsters, on Monday, of the New York and New England Railroad extension. The project of uniting Boston and the principal manufacturing towns of Connecticut, Rhode Island and Eastern Massachusetts with the Hudson River and the coal fields by a direct railroad line and an extended system of branches is by no means a new one. The idea was embodied in the early plans in which the New York and New England line had its origin, and the project has developed by a natural growth, an indication of its healthfulness and strong basis being seen in the fact that the local demand for the extension has always preceded in a marked degree its construction. Surveys were made for this western extension of the line in 1852, by the old Hartford, Providence and Fishkill company, which, with the Boston, Hartford and Erie, was the basis of the present New York and New England Company. But work on the extension was not actively and continuously pushed until within the past year, when under its present management great energy and enterprise has been shown, one of the prime movers and firmest believers in the value of the plan being Gen. Jas. H. Wilson, president of the company, and a Bostonian who in other enterprises as well as this has had much to do with the railroad development of Eastern New England.

Brewsters is a little village, in Putnam County, fifty-two miles from the Grand Central Depot in this city. Its importance heretofore has not been great as measured by the commercial and industrial standards of greatness, though it has within its borders mines of ore which are said to yield ninety-five per cent of pure magnetic iron. It is in a section of country which has needed for its development for a long time increased railroad facilities such as are now given it. The New York connection is made at Brewsters through the recently constructed New York City and Northern Railroad which connects in the upper limits of the city with the Elevated Railway system. The work of extending the line from Brewsters to Fishkill on the Hudson is being rapidly pushed and will probably be finished this fall.

The substantial and complete way in which the road is being built indicates the expectations held concerning the service required of it. The rails are of steel throughout, of a heavy pattern, each rail resting on sixteen ties, which are of uniform length, thereby securing a uniform bearing, and the road is fenced throughout with barbed wire fencing, four and a half feet high. One of the Connecticut Railroad Commissioners who examined the extension last week is quoted as saying that he had rarely seen a new road so perfectly adapted to the immediate beginning of business. The connection will be made with the New York, Lake Erie and Western Railroad at Newburg, the cars being transported across the river on the mammoth transfer boat Maryland, now used in our harbor for a similar purpose. This boat is capable of carrying fourteen loaded cars at a trip and will be able to transfer at Newburg over five hundred cars daily, at a cost estimated not to exceed one hundred dollars per day.

An idea can be formed of the position this

line will be enabled to take, when it is remembered that it not only intersects very important roads extending north and northwest and passes through valuable farming districts and industrial centers in Connecticut, but strikes both the New York Central and Hudson River and the New York, Lake Erie and Western railroads at about the same distance from New York, and from the west side of the river reaches out by easy connections to the roads that enter directly into the coal regions. This coal traffic is an important factor in the business aimed at by the connection at Newburg, the amount of coal annually delivered at Newburg by the Pennsylvania Coal company being estimated at about a million and half tons. Extensive work is underway to provide terminal facilities at Newburg and to improve and greatly enlarge those at Boston. The New York and New England Railroad Company through the union of various organizations and the extension of its main line and branches, now owns and operates 336 miles of track, and leases and operates 90 miles more, making a total of 426 miles of completed road, with 125 miles of steamboat line. With the connection at the Hudson river completed this system of roads will prove another great element in the growth of Boston's commercial importance.

Personal.

They say that the name of Mr. Villard, president of the Oregon Railway and Navigation Co., should be pronounced Vil-*lard*.

E. G. Allen, formerly connected with the Boston, Revere Beach and Lynn Railroad, has been appointed superintendent of the Massachusetts Central Railroad.

Ah Say, who superintends the Chinese laborers on the Union Pacific Railway in Wyoming Territory, is a partner in a Chinese labor company, and his income is said to be $12,000 a year.

Charles P. Smith, late captain of the ill-fated Seawanaka, died at his home at Rosyln, Long Island, Sunday, aged 55 years. He has recently had command of the iron steamboat Cygnus.

W. L Owen died suddenly at South Boston, Va., on Friday night of last week. He was a director of the Richmond and Danville Railroad Company and prominent in political matters.

It is said that John W. Johnston and R. H. Temple have resigned their positions, as attorney and chief engineer, with the Richmond and Alleghany Railroad to go to the Richmond and Danville Company.

D. Wm. Morrow and J H. Fulton of Nashville, have been elected respectively president and cashier of the Third National Bank just organized at Chattanooga, Tenn., with a paid up capital of $125,000.

John L. Wellington has been appointed general superintendent of the Boston, Hoosac Tunnel and Western Railway with headquarters at Mechanicsville, N. Y., and J. Wilder general freight and passenger agent with office at North Adams, Mass.

Sir Charles Tupper and Mr. Collingwood Schreiber, chief engineer of the Canadian Pacific Railway are to go over the British Columbia section of the line early in August. It is expected that they will leave Ottowa about the 1st of August and sail from San Francisco on the 10th.

Samuel H. Church, private secretary to D. W. Caldwell, general manager of the Pennsylvania company's lines west of Pittsburg, goes with Mr. Caldwell to Pittsburg from Columbus, Ohio. Mr. Church made many friends during his stay in Columbus and his departure is mentioned with regret by the leading local papers.

Thomas T. Firth, who died of heart disease July 22 at Germantown, Pa., was for thirty years an officer of the Pennsylvania Railroad Company. He went into the employ of the company in 1850 as its secretary and a few years after was made treasurer, which position he held until succeeded by Edmund Smith, the present second vice president. Of late he has held the position of secretary and treasurer of the sinking fund of the road but retired in April on account of failing health. He was born at Salem, N. J., and was in his 76th year at the time of his death.

Col. W. Milnor Roberts, a noted civil engineer, died at Rio Janeiro, Brazil, on the 14th inst. of typhus fever. He had a large circle of friends and acquaintances here among whom he was held in high esteem. He occupied a prominent position at Rio Janeiro, in the service of the Brazilian Government, being chief engineer of the public works of Brazil at a salary of $20,000 a year. Among the positions held by him here previous to his engagement by Dom Pedro was that of Engineer-in-Chief of the Ohio river, Superintendent of Surveys of the Pennsylvania canal and the Columbia, the Portage, the Philadelphia and Erie, the Cumberland Valley, the Allegheny Valley, the Iron Mountain and the Ohio and Mississippi railroads. He also was interested in getting up the plans for the construction of the great St. Louis bridge. He went to Brazil about three years ago, and at the time of his leaving here he was chief engineer of the Northern Pacific Railroad with headquarters at 23 Fifth Ave., this city. His brother Solomon W. Roberts, was chief engineer of the North Pennsylvania Railroad.

E. A. Ford, General Passenger and Ticket Agent, of the Pennsylvania Company, desiring to have his assistants meet with him for the purpose of getting acquainted with them, and having an interchange of views concerning the workings of the various sections of the lines, has sent them the following circular: Pittsburgh, Pa., July 20, 1881.—Dear Sir—We propose having a meeting of all the Traveling and Local Passenger Agents employed by these Companies, at the Grand Pacific Hotel, Chicago, on Friday, August 12, 1881, at 10:30 o'clock A. M., sharp. You are hereby directed to be present. Arrange matters and leave your post so as to reach Chicago Thursday evening, or before 9 o'clock Friday morning. The meeting will be held in Room No.——. Please notify me at once whether you are supplied with passes to Chicago; if not, I will see that trip passes are secured and sent you in time for use on this occasion. Your legitimate expenses will be paid in the usual manner by the Company you represent. Please acknowledge receipt of this notice to very truly yours, E. A. Ford, General Passenger and Ticket Agent.

William S. Hudson, for nearly thirty years the superintendent of the Rogers Locomotive Works, Paterson, N. J., died at his residence at Haledon, near Paterson, on the 20th inst. Mr. Hudson was one of the widest known and most respected inventors and locomotive engineers in the country, and his fame extends throughout Europe as well as America. His services in developing and improving the locomotive are of almost inestimable value, and have become conspicuously used in the productions of various locomotive works, though some of his most valuable ideas are solely used in the far famed locomotives manufactured at the works with which he has been so long connected. Among the improvements made by him were those in the building of double engines with double sets of driving wheels; a balanced swing-truck to enable engines to turn curves safely; steel fire boxes; cast iron instead of wrought iron thimbles to flues in boilers to prevent leakage, besides improvements in connection with the crown sheets of boilers, grate-bars, ash-pans, piston movements, savety valves, and scores of others. One of his strong beliefs was that about one half the power of steam was wasted and to obviate this waste was one of his chief aims. Personally he was a man of exceedingly quiet and retiring manners, and one who did not seek society to any extent outside of his profession. Nevertheless he attached to himself many warm friends, and was highly esteemed by those with whom he was associated. Though quiet in his ways he was a man of clear and ready insight and quick decision. He was born at Derbyshire, England, and was in his seventy second year at the time of his death. He was an apprentice under Robert Stephenson. Previous to his connection with the Rogers Locomotive Works, he was at one time master mechanic in the old Attica and Buffalo Railroad, now a part of the New York Central and Hudson River Railroad, and at another time previous was employed to take charge of the machine department at the Auburn State Prison when an ineffectual effort was being made to utilize the convict labor in making locomotives. He was prominent among the Royal Arch Masons.

Organization.

The directors of the Ontonagon and Brule River Railroad have elected Exra Rust, of East Saginaw, Mich., president, and E. Mariner, of Milwaukee, Wis., secretary and attorney.

The stockholders of the San Francisco and Ocean Shore Railroad Company have elected the following additional directors: R. H. McDonald, Reuben Morton, W. W. Walker and R. P. Layton.

Articles of incorporation of the Loveland Pass Mining and Railroad Tunnel Company have been filed with the secretary of State at Denver, Col. The incorporators are: W. A. H. Loveland, A. H. Clements, of Denver, with ex-Governor, W. M. Store, of Iowa, and Colonel Edward Reed, of New York.

The charter of the Lawrence and Emporia Railway Company, running from Douglass to Lyon County, has been filed with the Secretary of State of Kansas, Capital stock, $1,000,000; place of business, Lawrence, Kan. The directors are Sidney Dillon, of New York; S. T. Smith, J. O. Brinkerhoff, Kansas City; J. P. Usher, Charles Monroe, S. C. Usher, Lawrence; A. L. Williams, Topeka.

At a meeting of the Evansville and Terre Haute Railroad Co, held at Evansville, Ind., on the 18th inst., F. W. Huidesoper was elected president; O. S. Lyford, general superintendent; C. J. Hepbron, division superintendent; A. S. Dunham, auditor and general passenger agent, and J. C. Calhoun treasurer. The road will hereafter be run as the Evansville and Terre Haute Division of the Chicago and Eastern Illinois Railroad Company.

Articles of incorporation of the San Joaquin and mountain divisions of the California Central Railroad have been filed at Sacramento. The two roads, connecting, will run from McBride's Pass, on the State line, in a direction a little south of west to the terminus of the proposed San Francisco and Ocean Shore Railroad at Santa Cruz. This is understood to be in furtherance of the scheme announced on the 22d inst., to build a trunk line from Pahranagat Valley, Nev., to San Francisco for the joint use of the At-

lantic and Pacific, the Texas and Pacific and the Utah Southern roads. Engineers are now making surveys all along the line.

A charter was recently granted at Harrisburg, Penn., to the Turtle Creek and Alleghany River Railroad running from a point on the Pennsylvania Railroad, in Versailles township, Alleghany county, to a point connecting with the Plum Creek branch of the Alleghany Valley Railroad, near the southerly terminus, in Plum township, a distance of ten miles. The capital stock is $250,000. The president is Thomas M. Carnegie, Pittsburg, Penn.

Articles of incorporation of the Iowa Barge Line Railroad Company and the Indiana, Illinois and Iowa Railroad Company were filed in the office of the Recorder of Mahaska county, July 18. The principal place of business of both companies is at Oskaloosa. David Morgan, of New Sharon, is president of the first, and ex-Governor Samuel Merrill, of Des Moines, is president of the last named company. The Barge line starts from Keokuk and the Indiana, Illinois and Iowa from Muscatine, Ia. or some point near there.

At the annual meeting in Philadelphia on the 21st inst. of the Atlantic and Ohio Telegraph Company, the lines of which are leased by the Western Union Telegraph Co., the following named persons were elected directors: Norvin Green, Augustus Schell, R. H. Rochester, Thomas D. Eckert, John B. Van Every Henry Bentley, John E. Zeublin, Sylvester S. Garwood, and William Carley. The officers elected were Norvin Green, president; Augustus Schell, vice president; R. H. Rochester, secretary and treasurer.

Articles of incorporation of the Morris, Rockford and Northern Railroad Company were filed at Springfield, Ills., on the 26th inst., the object being to construct a railroad from Braceville, Ills., through the city of Morris to the Chicago and Northwestern Railway in the city of Rockford. The capital stock is $100,000 and the incorporators and first board of directors are Philip C. Hayes, Lafayette Beach, Nathan McBride, Aaron G. Woodbury, Henry Burrell and John H. Sampson, all of Morris, at which place the principal office of the company is to be located.

The Cincinnati and Ohio River Railway Company has filed with the Secretary of State of Ohio a certificate for an increase of the capital stock from $1,000,000 to $6,000,000. This company was organized on the 16th inst, and received from the Ohio Valley Railroad Company, the right of way between Cincinnati and Huntington, and also surveys of the same. The road passes through the counties of Hamilton, Clermont, Brown, Adams, Scioto and Lawrence in Ohio to a point opposite Huntington, West Virginia. A. J. Warner of Marietta is president, and Wm. M. Ramsey of Cincinnati treasurer.

A certificate of incorporation was filed at Albany, N. Y., on the 22d inst., of the American Palace Sleeping Car Company. The object for which it was formed is to carry on the general business of building, manufacturing, owning, furnishing, letting, selling, and maintaining locomotive engines, cars, rolling stock, &c. The capital stock is $10,000,000, divided into 100,000 shares of $100 each. The company is to continue in existence 50 years, and is to be managed by a board of 13 directors. The business is to be carried on in New York City. Adam H. Ward, Aaron H. Cragin, and others are the incorporators.

The Toledo, Cincinnati and St. Louis Railroad Company, with a capital of $4,000,000, has been formed by the consolidation of the Toledo, Charleston and Vincennes, Neoga and St. Louis, and the Vermillion and State Line Railroad Companies of Illinois, and the Hamilton and State Line Railway Company of Indiana. The officers of the consolidated company are: President, Gen. John M. Corse; secretary, F. K. Dunn; directors, W. R. Patton, J. R. Cunningham, John M. Corse, M. Votaw, T. G. Chambers, L. L. Silverthorn, E. B. Buck, W. W. Whitney and R. S. Hodges. The office of the company is at Charleston, Ills.

Articles of agreement and consolidation were filed at the State Department Harrisburg, Penn., on the 20th inst. between the New York, Pittsburg and Chicago Railway Company of Ohio and the New York, Pittsburg and Chicago Railway Company and the Pittsburg and Chicago Railway Company, of Pennsylvania, which are now in process of construction to some point on the boundary line between said States, and when united will form a continuous line. The new corporation will be known as the New York, Pittsburg and Chicago Railway Company. The capital stock will be $7,000,000, divided into 140,000 shares. The agreement is signed by James S. Negley, president, and James S. Negley, jr, secretary.

At a meeting of the shareholders of the Ontario and and Quebec Railway Company, held in Montreal on the 19th inst., the following board of permanent directors was elected: Geo. Stephen, Duncan McIntyre, Hon. J. R. Thibeaudeau, Hon. Peter Mitchell, A. B. Chaffee, of Montreal; Adam Brown, of Hamilton; H. S. Howland, C. J. Campbell and E. B. Osler, of Toronto. At a subsequent meeting of the directors, Mr. Osler was elected president. A committee was appointed for the prosecution of the work, and Mr. Lumsden, C. E., was instructed to permanently locate the line, commencing at Perth. It was resolved that the President, Mr. Osler, leave for London, Eng., on the 21st in connection with the interests of the company. Hon. Mr. Thibeaudeau was appointed vice-president.

At the annual meeting of the Southeastern Railway Company, held in Montreal, Ca., on the 21st inst., Hon, Bradley Barlow, Emmons Raymond, J. Thomas Vose, Horace Fairbanks, A. B. Harris, Lucius Robinson, A. B. Chaffee, B. B. Smalley, F. A. Metcalf and C. N. Bishop were elected directors. Mr. Barlow was chosen president and general manager, Mr. Robinson, vice-president, and Mr. Chaffee secretary and treasurer. Of these directors Mr. Raymond is president of the Connecticut and Passumpsic Rivers Railroad; Mr. Vose, president of the Boston, Concord and Montreal; Gov. Fairbanks, president of the St. Johnsbury and Lake Champlain, and Mr. Harris, vice-president of the Connecticut River Railroad. The treasurer's report showed a large increase in the earnings of the road.

Articles of incorporation of the Detroit, Warsaw and Western Railway Company were filed in the office of the Secretary of State of Illinois on the 23d inst. It is proposed to construct a railroad beginning at the State line in the county of Iroqnois and running in a southwesterly direction through the counties of Iroquois, Vermilion, Champaign and thence in a westerly direction through the counties of Platt, Macon, Logan, Menard, Cass, Brown and Adams to the Mississippi River at or near the city of Quincy. The principal office of the company is to be at Urbana, in Champaign County, and the proposed capital stock is $2,000,000. The incorporators and first board of directors are Francis M. Wright, George W. Curtiss and Thos. A. Lewis, of Urbana; Charles L. Burpeu, of Champaign; Albert Emerson, Samuel R. Reed and Lineas B. Tinder, of Monticello.

The Belt Line Railroad Company of Chicago filed articles of incorporation in the office of the Secretary of State of Illinois, on the 20th inst. The capital stock is $5,000,000. It is proposed to construct a railroad from a point on the shore of Lake Michigan at or near South Chicago, running thence westerly through the city, thence northwesterly to a point on the Chicago, Burlington and Quincy Railroad in the town of Cicero, thence to a connection with the tracks of the Chicago and Northwestern Railroad near their intersection with the north limit of the town of Lake view, thence east to Lake Michigan, all in Cook County. The incorporators and first board of directors are Albert Keep, Marvin Hughitt, Thomas J. Potter and W. K. Ackerman, of Chicago; Charles E. Perkins, of Burlington, Iowa; Henry B. Ledyard, of Detroit; A. L. Osborn, of La Porte, Ind., and Elijah Smith, of Boston.

Articles of incorporation were presented at Albany last week for the Oriental, Interoceanic and International Railroad Co. The capital stock is to be $25,000,000 in 250,000 shares of $100 each. The incorporators, who are also directors, each holds 100 shares, and are as follows: Jay Gould, Sidney Dillon, Russell Sage, John F. Dillon, A. L. Hopkins, Thomas T. Eckert, Thomas W. Pearsall, Norvin Green and General G. M. Dodge, all of New York; General Ulysses S. Grant and Major Francis De Gress, of the City of Mexico. The company is formed under the new law, and is to own and operate a line which the International Railway Improvement Company is to build for it. The road is to be built under the concession held by the latter company, and is to begin at a point on the Rio Grande between Laredo and Reynosa, continuing south between longitude 1° west and 2° east of the meridian of Mexico, touching at San Fernando and Santander. At Santander a branch road will extend to the City of Victoria, proceeding thence as far as San Luis Potosi. There are also to be branches to Matamoras and the Bar of Jesus Maria, in case the latter port should be opened to the coasting and foreign trade. The trunk line shall continue from Santander Jimenez to the City of Mexico, by the most convenient ascent, to the table lands, and may continue from there to a point on the Pacific coast situated between the meridians 0° and 6°, west longitude of the Capital of the Republic. The main line may divide or branch off before its ascent to the table lands, passing by Papantla and Mixantla, with its terminus in Vera Cruz, and with branch roads to Soto La Marina, Tampico, Tuxpan and Tecoluta or Nautla.

Railroad Earnings.

Flint and Pere Marquette week ending July 21, $30,618 00, corresponding week last year, $24,029 10; from Jan. 1 to July 21, $999,505 85, corresponding period last year, $819,901 20.

Chicago and Grand Trunk, week ending July 16, $25,647; corresponding week last year, $18,291; aggregate increase for first two weeks in July $1 147.

Denver and Rio Grande, third week in July, $134,-993, corresponding week last year, $38,801; miles now operated 847, operated last year 505.

Great Western of Canada, week ending July 15, $104,395, corresponding week last year, $90 878; aggregate increase from Jan. 1 to July 15, over corresponding period last year $179,699.

The gauge on the Northern Railway between Toronto and Gravenhurst, 115 miles, has been reduced from 5½ feet to 4 feet 8½ inches, being the standard gauge. A portion of the rolling stock has been adapted to the new gauge, and new rolling stock is being purchased.

The Cleveland, Mt. Vernon and Columbus road will be sold at the Court House in Akron, Ohio, August 20.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1866	1,967,000	7	April & Oct.	" "	1886	....
Albany Loan	983,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1865	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1886	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1898	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,110,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,590	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1887	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,186,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1909	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	..
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage pr ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	664,000	8	Jan. & July.	New York.	84-'96	....
2d preferred bonds	621,000	6	" "	" "	84-'90	....
3d preferred bonds	452,500	6	" "	" "	96-'0	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	964,000	9	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,00 pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) sk'g fd.	2,733,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold, S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	551,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	133,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,500	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1898	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,874,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	...
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1832	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1856	....
Mort. bonds, "	2,884,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	...
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	...
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	...
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of N. J. (Flush., N.S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,530,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort.(S. Fr., Okld & Ala.).	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530 000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,800	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1906	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,368,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds. ..	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg F'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	6*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1896	....
Plain 7 per cent bonds	858,47.	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Mich:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,349	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,000,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,316,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division)..	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1910	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	240,000	8	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued)	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,140,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.)....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3 500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200.000	7	March & Sept.	" "	1906	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York	1887	....
2d Mortgage, guar.	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468.000	7	May & Nov	New York.	1897	....
2d Mortgage for $5,000.000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage	1,998 000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., L., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ...	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '55	1,600,000	7	April & Oct.	" "	1888	....
1s Mort. (C n. & Indiana).....	499.000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July	" "	'82-'92	....
1st Mort .(Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560.000	7	Jan. and July.	New York.	1895	....
2d Mortgage "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern						
1st Mortgage, gold.	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100.300	7	June and Dec.	New York	1890	....
1st Mort. (San., Day. & Cin.) ..	750.000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1.407.000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096 000	6	" "	" "	1892	....
Consol. sinking fund guar.	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595.000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort.(Sciota and Black Riv.	180,000	7	May & Nov.	"	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,996,000	7	" "	" "	1890	...
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'93–'95	...
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	...
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86–'90	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	..
1st Mort. (Union & Loganspor t)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage ..	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,499,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00–'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1894	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	..
2d Mortgage, guar.	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81–'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,067,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,000	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,600,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1885	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan & July.	New York.	1883	....
1st Mortgage 2d division	530,000	7	" "	" "	1894	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Dakota:	$					
1st Mortgage, gold, guar.	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1882	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82–'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80–'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4*	" "	Bost. & Lond.	1908	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1852	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	611,000	7	May & Nov	" "	1887	....
Consolidated Mort. for $1,500,000	253,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & Kodag. guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	..
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	600,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1909	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1 632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80–'90	....
Company bonds (debentures)	1,166,000	6	" "	"	'90–'97	....
G. and Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
G. and River Valley (Mich. C.).						
1st Mortgage guar.	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug	New York.	1900	...

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
	$					
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed....	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage.....	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage.....	3[illegible],000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage.....	500,000	7	June & Dec.	New York.	1909	..
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan.....	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)..	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.).	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage.....	607,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F.& PM):						
1st Mortgage, sinking fund.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	6-7	April & Oct.	New Haven.	'91-'98	..
Housatonic:						
1st Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873.....	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880....	300,000	5	April & Oct.	Boston.	1910	....
Houston, East and West Texas:						
1st Mortgage, gold.....	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G., skg fund,gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.).	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.).	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds.	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold.....	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage.....	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds,currency....	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000.....	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000.....	1,00[illegible],000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund...	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds...	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed.....	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold.....	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred.....	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred....	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage.....	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds.....	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage.....	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income.....	2,6[illegible]9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series....	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R..	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage.....	770,000	8	Jan. & July	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.....	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage.....	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.....	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed.....	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)..	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.....	2,382,000	7	April & Oct.	New York.	1906	
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage.....	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
	$					
Jersey City and Bergen:						
1st Mortgage.....	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent..	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1883	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees...	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " " ...	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1902	....
Kansas Central:						
1st Mortgage for $2,400,000.....	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage.....	600,000	8	.....	.....	....	....
New Mortgage.....	1,500 000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund..	4,000,000	7	Jan. & July.	Boston.	....	....
Mortgage on Branches.....	1,325,000	....	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage.....	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.).	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)....	300,000	7	.....	"	1919	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage.....	4,495,522	7	" "	" "	1907	....
Income Bonds.....	2,488,174	6	Apr'l & Oct.	Boston.	1907	....
Kansas City,St. Louis & Chicago:						
1st Mortgage.....	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City,Top.&W.(A.,T.&S.Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold..	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold...	3[illegible]0,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income).....	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P..	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage.....	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold.....	1,815,000	6*	Feb. & Aug	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)..	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension).	600,000	....	.....	" "	....	....
1st Mort. (Lake, Bl. & Muncie)....	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")...	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold.....	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd..	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,7[illegible],000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1890	....
2d Mort. (Clev.,Pain. & Ash.)..	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	358,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages.....	600 000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)...	5,000 000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered.....	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304 000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage.....	1,492,000		Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds.....	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage.....	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Sktg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,900	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $5,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Ponds 1890	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,000	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	...
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	...
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 300		Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1883	..
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	..
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	.....	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	...
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	...
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	...
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	...
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	...
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	...
1st Mortgage	2,482,200	6	March & Sept.	"	1908	..
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400 000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	...
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	3,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assum'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $100,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York	1895	....
1st Mort. (North'rn Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	960,000	7*	June & Dec	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	...
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	...
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	...
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	...
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan & July.	" "	1891	....
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $39,000,000	.....	6*	May & Nov.	" "	1920	...
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	500,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6 800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1 lo	....
1st Mort. (Tenn & Pacific K. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1908	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	...	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New	r'	....
New Haven and Northampton:						
1st Mortgage	1,800,000	7	Jan. & July.	N. Y. & N. H	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1, 00,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,900	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,600	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300 000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000 000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERCAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F..	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £.....	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	....	...
2d Mortgage, Income.....	1,800,000	7	March & Sept.	" "	....	...
New York and Harlem:						
Consol. Mort. for $12,000,000....	10,500,000	7	May & Nov.	New York	1900	...
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	...
New York, Lake Erie & West.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	6	March & Sept.	"	1919	....
3d Mortgage.....	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	...
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	"	1891	....
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold...	16,656,000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,236	7*	" "	" "	1920	....
New 2d Consol. Mort., gold....	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons....	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000 ..	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880...	8,000,000	6*	March & Sept.	New York.	1895	...
1st Mort., gold, Income, 1880...	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y., Woodhaven & Rockaway:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl M & O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	...
North Missouri (St. L., K.C. & N.):						
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	....
General Mortgage.....	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1831, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage.....	2,425,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage.....	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered.....	206,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.....	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,497,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880...	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& N.):						
1st Mortgage.....	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds.....	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.....	600,000	6	Jan. & July.	"	1897	...
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880..	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage....	3,476,000	7	" "	" "	1898	....
Consolidated Mort., Sterling....	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880..	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds.....	1,692,000	7	" "	"	1894	....
Plain Bonds.....	390,500	7	Various.	"	1881	....
Plain Bonds.....	500,000	6	June & Dec.	"	1895	....
Plain Bonds.....	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar.....	1,034,000	8	June & Dec.	Boston.	1896	...
Oregon and California:						
1st Mortgage, gold.....	10,950,600	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.....	1350,000	7	May & Nov.	New York.	1915	...
Income Mortgage.....	203,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.&W.):						
1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	'80-'86	....
Consolidated Mortgage, guar...	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B. &Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income.....	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880.....	150,000	7	Jan. & July.	.....	1910	...
2d Mortgage, Income, 1880.....	859,200	7	.....	.....	....	....
Panama:						
General Mort., stg. (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.....	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage..... }	19,999,700	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873....	28,301,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879...	5,000,000	5	June & Dec.	" "	1909	....
State lien for $1,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds.....	3,250,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881...	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.&P.):						
1st Mortgage guaranteed.....	300,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880.....	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880..	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum...	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage.....	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar....	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments) ..	500,000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage.....	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie).....	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 stg sterling)	5,000,000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1883	....
General Mort. for $20,000,000...	8,683,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880 ...	1,800,000	4-6	.....	Philadelphia.	....	....
Loan of 1868, debenture.....	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg.....	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg.....	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible...	10,499,900	7	Jan. & July.		1893	....
Improvement Mort. Loan, S. F	9,364,000	6	April & Oct.	Phil. or Lond	1897	...
General Mort. stg. sinking fund	19,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1396	....
Income Mortgage of 1879.....	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,978	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad..	586,000	3-6	May & Nov.	Philadelphia.	1898	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	...
Do. Guar. Mort. for $30,000,000.	13,030,500	7	Various.	Lond or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100 0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	226,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875,000	7	June & Dec	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	19 2	....
31 Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800 000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	380,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	..
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds.....	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,212,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P.&R.)						
1st Mort., Coupon, guaranteed..	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Piedmont branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage..... ...	1,706,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.....	177,516	6	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelp a.	'81- 90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Sng Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,123,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug	Boston.	1898	....
General Mortgage	1,500,000	5	May & Nov	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,500,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St. Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,300	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	410,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,.32	6*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute.						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1899	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsidy)....	1,628,020	6	" "	U S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'78-'85	....
1st Mortgage (L.) currency.....	1,001,500	6	" "	New York.	'78-'85	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	83,600	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	576,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	952,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Vermt.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	231,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,003,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,*00,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	3,1?7.000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1860	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 660,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	...
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	..
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1905 (" ")	841,000	6	March & Sept.	"	1905	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	846,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	...
Utah Northern:						
1st Mortgage	3,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	...
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	...
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	8	Apr. and Oct.	"	1900	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	?03,000	7	Jan. and July.	Vicksburg.	1899	....
General Mortgage — 2d series (blue)	850.000	7	" "	"	1899	...
General Mortgage — 3d series (black)	138,000	7	" "	"	1899	....
General Mortgage — 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1899	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	...
1st Mort. (Quincy and Toledo)	800,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1895	....
2d Mort. (Wabash & Western)	1,50 ,000	7	" "	" "	1878	...
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	..
Consol. (Tol., Wab. & West.)	2,010,000	7	Feb. and Aug.	" "	1907	..
Funded coupons	2,942,450	4–7	" "	" "	1893	...
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	630,000	7	Jan. & July.	" "	'81-'82	...
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,400,000	4	....	" "	....	...
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	...
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (S&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Washington City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb & Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,240	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,188,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	520,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.&A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	125,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant go'd	8,168,000	7*	Jan. and July.	B ston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1886	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	3,500,000 / 6,481,000	7	Jan. and July.	New York.	1884 / 1891	....
Bonds of 1874 coup. and reg	4,856,000	7	Apr. and Oct	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,663,000	6*	June & Dec	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1893	....
Morris (and Essex):						
1st Mortgage	730,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg.):						
1st Mortgage, extended	1,709,350	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds	228,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,850	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1896	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susquen. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	981,303	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years Ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,268,000	6,000,000	1,791,784	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	.....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,618,000	1,760,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	.....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. †(D. & H.)..New York.	9,745,857	*	.....	.....	3,800,000	6,045,000	373,461	.....	177.2	877,547	289,615	638,363	1,218,236	553,268	7	100	.....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley†..... Pennsylvania.	21,564,350	2,413,862	.....	.....	2,166,500	23,974,000	2,780,245	.....	259.5	1,314,406	786,550	2,336,820	1,711,696	725,719	—	50	.....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)... Ohio.	3,168,633	.....	22,247	.....	1,656,433	1,500,000	12,389	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	.....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*.... Kansas.	25,065,800	*	5,711,049	662,784	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	.....
Dec. 31, 1879	269.0	—	13.5	5-0	28	11	11	364	Atlanta & Char. A. L..... N. C. & Ga	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	.....	.....	—	100	.....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point ..... Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	777,298	251 621	—	100	.....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,497	2,259,843	4,135,296	6 -8,808	—	100	.....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	543,931	824,789	38,749	6	100	.....
Sept. 30, 1879	406.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio†.. Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,812,118	130,466	318,002	1,686,340	644,006	—	100	.....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)..... Mass.	120,707	.....	.....	.....	131,700	.....	.....	444	4.0	.....	.....	.....	.....	.....	—	.....	.....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio † .... Md. & W. Va.	29,543,315	12,203,068	46,223,039	835,939	19,792,866	29,386,876	1,421,260	38,204,657	547.1	3,679,346	.....	.....	9,273	9,273	7	100	.....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch † ..... Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	8,864,827	4,841,245	8	100	.....
Sept. 30, 1879	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch .... W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,746	.....	.....	285,067	223,674	10	100	.....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	8,864,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	659,699	186,023	—	100	.....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	269	Baltimore and Potomac..... Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	895,965	347,456	1,508,498	741,788	—	50	.....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	669,772	173,570	—	50	.....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bath and Hammondsport..... N. Y.	132,152	*	.....	.....	75,250	38.000	1,000	1,691	9.0	.....	.....	.....	159,581	71,195	6	50	.....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe..... Penn.	325,291	134,890	.....	.....	600,000	70,500	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	.....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland..... Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	21.4	64,076	10,982	83,368	40,966	d. ficit.	—	50	.....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	24,616,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	.....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	743	Boston and Lowell..... Mass	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	680,789	86.3	1,225,383	2,876,531	1,068,230	1,399,316	378,446	2	500	.....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine..... Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,026	810,122	2,532,652	934,434	6	100	.....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line..... Conn.	4,451,338	*	49,311	28,831	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	284,892	159,451	—	100	.....
Sept. 30, 1880	44.0	19.7	42..	4-8.5	49	100	18	67	Boston and Providence..... Mass. & R. I.	4,612,774	.....	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,674,104	669,168	1,323,926	422,179	8	100	.....
Sept. 30, 1880	36.5	—	8..	4-8.5	7	7	4	76	Boston, Barre and Gardner..... Mass	1,383,397	.....	1,461	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38 841	—	100	.....
Mar. 31, 1880	145.4	20.4	19.0	4-3.5	31	30	17	698	Boston, Concord and Montreal ..... N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	154,307	119,015	178,235	183,866	40,455	—	100	.....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5 666	416,450	.....	1,633,957	45,060	39.0	48 ,307	49,800	.....	13,197	d ficit.	—	100	.....
Sept. 30, 1880	8 8	—	3.4	3-0	5	23	—	—	Boston, Revere Beach & Lynn..... Mass.	468,681	94,219	158,303	26,588	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,841	6	100	.....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley..... Mass.	3 47,660	1,881	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6.304	1,594	—	100	.....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	4	Brightbo e..... Virginia	110,500	*	.....	.....	110 500	.....	.....	.....	21.0	12,500	2,474	36,587	16,815	6,094	—	100	.....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and C ney Is..... N. Y	189,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	78,300	337,669	nominal.	53 612	11.493	—	100	.....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island . N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	87 ,960	7,328	203,051	102,924	—	100	.....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	2	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	.....	.....	500,000	116,500	47,946	6,827	43.8	60,895	44,117	10,353	29,321	6,827	—	100	.....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	736	Buffalo and Southwestern.... New York.	1,248,204	*	.....	.....	948,800	1,300,208	305,575	.....	67.4	268,843	120,985	201,918	351,829	10,999	—	100	.....
Sept. 30, 1879	1.0	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila.. N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,540,500	1,401,765	248,391	120.5	617.728	207 239	1,063,256	954,683	380,355	—	100	.....
Jun 30, 1880	35.(	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille..... Vermont	1,413,862	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	2 ,291	32,994	39.775	4,482	—	100	.....
May 31, 1880	46.	—	2.7	5-0	3	2	1	56	Burlington and Northwestern..... Ia.	292,729	53,150	.....	.....	140,000	233,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	.....
June 30, 1879	142.	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	.....
June 30, 1879	1	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911 305	253.107	764,183	1,410 260	459,702	—	100	.....
June 30, 1880	146.5	—	54.2	5-0	24	7	7	611	Cairo and St. Louis..... Ill.	7,103,035	*	.....	.....	4,595,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	.....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes ..... Illinois & Ind.	.....	.....	In Recei	ver's ha	nds. No	returns.	.....	.....	157.0	291,275	68,969	199,232	366,648	.....	—	100	.....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.)..... California	18,865,058	395,014	138,.06	276,094	12,000,000	6,850,000	1,536,688	L.606,715	115.4	.....	.....	.....	550,000	519,216	—	100	.....
Dec. 31, 1879	60.0	7.0	18.4	4-8.5	14	60	9	134	Camden and Atlantic..... New Jersey.	1,997,886	168,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3 p	50	.....
June 30, 1879	148.0	11.0	6.7	5-6	18	9	6	206	Canada Central..... Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	.....
Dec. 31, 1879	229.8	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	847,275	—	100	.....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	225	Catawissa (Phila. and Reading)..... Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	.....
Mar. 31, 1880	242.0	—	12.2	4-8.5	22	18	5	825	Carolina Central..... N. C	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	139,270	—	100	.....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq..... New York.	612,135	79,541	.....	2,389	589,110	.....	18	13,21†	34.8	75,090	21,672	73,578	57,929	2,559	6†	100	.....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia..... Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,705	.....	3,190,490	1,537,935	—	100	.....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa..... Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	.....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey..... New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,60	6,341,209	.....	130.2	4,324,938	.....	836,168	4,317,218	1,371,579	—	100	.....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*†..... Cal. Nev. & Utah	135,021,029	8,030,469	10,234,093	1,461,793	54,275,500	85,192,285	306,605	16,382,538	1,213.1	7,203,591	6,842,307	1,875,343	17,163,163	6,945,300	—	100	.....
Dec. 31, 1879	158.0	273.4	31.0	4-8.5	109	57	44	1,955	Central Vermont..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,811,811	648,194	1,204,687	2,464,264	755,506	—	100	.....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga	5,132,315	*	372,892	23,826	2,578,000	2,700,971	144,941	105,122	193.0	566,525	62,884	93,476	458,167	228,105	—	100	.....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.)..... Penn.	1,084,893	.....	37,742	26,037	648,763	500,000	998	.....	22.8	67,547	139,743	167,571	84,660	30,596	—	50	.....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Ch raw and Darlington..... S. C	660.000	*	.....	.....	392 100	271,000	.....	.....	22.8	30,660	10,349	.....	52,668	26,531	—	100	.....
Sept. 30, 1879	423.0	9.3	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio..... Va. & W. Va.	54,238,716	*	534,267	153,243	23,762,136	22,522,215	5,716,662	457,197	40.0	2,060,344	166,369	686,527	1,891,542	384,210	—	100	.....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire..... N. H. & Mass.	2,.95,229	322,265	.....	305,141	2,153,300	806,500	27,396	35,480	432.3	674,267	184,282	501,457	602,750	164,598	3	100	.....
Dec. 31, 1879	243.5	145.7	195.8	4-8.5	187	80	27	4,218	Chicago and Alton..... Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,983	579,373	64.9	674,267	184,282	501,457	602,750	164,598	3	100	.....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois..... Illinois.	4,136,849	*	202,405	172,924	333,054	3,714,329	259,340	204,956	840.4	3,609 638	843.429	2,634,177	3,755,677	2,706,156	6	100	.....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa..... Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	152 0	1,000,088	146,218	749,340	1,020,794	389,445	—	100	..
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan..... Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	554,283	112,827	—	100	.....
May 31, 1880	1,627	—	267.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,865,795	*	8,318,765	2,811,506	36,513,610	37,688,000	11,448 446	5,988,060	1,627.5	12,769,566	3,964,798	5,574,635	17,349,349	6,480,168	6	100	.....
Jun. 30, 1879	156.0	9.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah..... Illinois.	7,22 .440	*	.....	.....	4,112,500	2,961,000	163,940	.....	164.5	.....	.....	.....	568,793	356,828	—	100	.....
Sept 30. 1879	30.5	—	1.5	3-0	2	2	—	78	Chi ago and Tomah ..... Wisconsin.	211,342	*	.....	.....	13 400	28,000	109,942	.. ..	30.5	12,896	.....	145,571	270,585	45,477	—	100	.....
Dec. 31, 1879	486 6	1,273	474.9	4-8.5	374	149	70	11082	Chicago, Burlington & Quincy... Ill. & Ia.	58,112,329	16,586,547	3,722,845	1,834,371	31,004,488	27,270,225	16 586,547	4,492,886	1,857.3	8,600,617	2,076,194	4,686,363	14,817,105	7,260,038	8	100	.....
Dec. 31, 1879	763.0	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,2 0.193	233,825	780,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	.....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,393	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,6 3,744	41,349,500	1,501,292	8,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify not ascertained. Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1879	540.4	484 3	996 7	4-8.5	495	134	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,600	4,807,829	2,477,133	50,000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,975	2,822,121	7,541,294	15,271,492	6,236,968	6	100	....
Nov. 29, 1879	160.0	182.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	28,861,189	9,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....I. a.	64,664	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	18,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,044,241	*	1,965,942	84,724	4 637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,498	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	239	*Little Rock and Ft. Smith* ¶.....Ark.	7,010,817	*	961,167	8,199	4,096,135	2,648,500	1,528,826	L. 293,278	165 2	233,829	54,516	.....	362,160	156,829	—	100	....
Sept 30, 1879	94.8	63.5	124 4	4-8.5	78	211	19	381	Long Island ¶.....N. Y.	6,271,200	.....	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,208	6,032	48 403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.2	909.7	—	5-0	186	67	33	3,172	Louisville & Nashville.Ill., T.,Ky. & Ala.	32,703,9?2	*	13,326,077	1,267,520	9,059,361	2?,902,820	10,425,589	3,909,759	1,859 9	5,627,177	.....	.....	7,435.843	3,227,644	8	100	....
Jun. 30, 1879	174.2	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,852	*	86,083	307,93	1,860,608	3,764,700	622,498	241,567	232.3	.....	395,673	468,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	288.2	.....	169.236	415,998	696 621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	6	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,303,885	*	.....	3,687	379,100	.....	946,104	L. 1,282	36.5	.....	6,592	10,760	17.106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,125	.....	387,600	398,000	48,114	.....	22.1	40,088	23,802	100,349	50,285	26,279	—	100	....
Dec. 31, 1879	138.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,076	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	553,364	596,107	1,508,377	638,297	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53.132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,869	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	196 4	4-8.5	30	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	592	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,425	L. 466,579	292.0	520,485	.....	148,377	862,518	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500.000	2,850,000	97,024	231.814	135.0	169,476	52,052	70,258	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,961	1,445,655	3,513,819	7,246,794	2,647,202	5¼	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192.511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,782	14,580	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	194 4	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,564	840,080	.....	139.3	282,551	11,398	123.106	248,829	60,489	—	100	....
Sept. 30, 1879	152.5	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,781	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	15	6	3	282	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	266,852	77,571	284,600	393,649	114,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,340	.....	118.0	115,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	161.0	4-8.5	88	34	27	1,569	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	.....	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,721,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.5	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,893	.....	752,657	1,564,245	800,000	15,128,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,893	1,783,784	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	.....	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	.....	796,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	333,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,236	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	348,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N. H. & Mass.	666,016	218,248	333,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	546,963	829,031	435,285	146,911	7	100	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,881	—	—	55	1,305,800	700,000	3,816	—	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jan. 30, 1880	321.0	132.5	48.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T. Ala. & Ky.	14,360,900	*	178,593	976,150	6,848 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	418	Naugatuck.....Connecticut.	1,902,484	284,086	62,526	150,188	2,000,000	.....	33,563	317,670	56.5	295,826	352,288	228,193	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76 196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	116,237	82,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	33,224	887,360	1,164,500	249,164	.....	58.6	113,763	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	13.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	8,896	18,500	447,100	525,000	90,939	44,081	13.0	47,315	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,598,242	796,516	84 223	160,729	2,460,000	2,689,000	271,386	214,323	144.6	460,007	360,940	360,234	702,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157.664	391,500	47.58?	156,108	40,750	—	100	....
Sept. 30, 1880	100.0	21?0	22.4	4-8.5	22	15	9	279	New London Northern.....Conn. & Mass.	2,760,372	246,720	100,000	126,523	1,500,000	1,493,500	59,006	155,108	121.0	517,233	365,008	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,428	579,016	66,100	800,000	975.200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	205.2	66 0	62.8	4-8.5	87	119	40	1,588	N. York & N. England..M., R. I. & Conn.	7,087,935	1,616,306	322,786	665,809	20,000,000	4,468,000	2,491,864	782,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	694	469	167	—	New York Central & Hudson River.N.Y	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,569	8,130,543	9,441,248	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	16,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2 9?9,666	29,?75,912	.....	2,239.849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western..N. Y. & Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,293,676	5,491,431	8.715 892	18,693,109	7,049.182	—	100	....
Sept. 30, 1880	123.2	17.8	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,154,455	768,623	2,1? 4 062	16,500,000	.....	331,481	2,145,283	152.5	2,462,832	4,600,507	1,348,687	4,294,289	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1 373	N. Y. & Osw go Midland.....N. Y.	26,377,340	*	.....	.....	6,800 522	16,078 500	5,524,436	.....	344.0	410,479	213,161	216,100	523,592	34,401	—	100	....
Sept 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2.645.021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692.603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556 700	219.529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	985.350	1,058,000	60,?44	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	68	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,294,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133 490	.....	88.2	638,550	586,547	607,724	1,021,184	560.435	—	50	....
Oct. 31, 1879	9.5	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	.....	.....	.....	81,550	160,000	140,019	.....	9.5	31,458	69 552	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	188.0	8.6	154.5	4-9	152	69	42	6 0?5	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412.019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,580,879	7.920,?66	4,107,949	1,?16,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	14	11	4	259	Northern.....New Hampshire.	3,068,400	*	424,147	491.918	3,068,400	100	287,398	628,567	82.9	502,158	133,012	509,358	489,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,365	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	419,688	.....	122.0	362,895	103,932	245,696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren.....Pa.	138,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,828	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	559,433	7,123,800	5,787,000	636.697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	169.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,183	54,728	503,163	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	425	Oregon Ry and Nav.....Oregon.	287,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m os. ending May 31, '80			1,138,627	721,059	2	100	....
Jan. 31, 1880	155.7	—	9.5	5-0	17	6	5	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,868,000	1,441,194	48,283	83,240	155.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,9?7	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225.915	451,400	91,104	.....	55.0	.....	47,670	22,624	89,974	22,398	—	50	....
Dec. 31, 1879	47.1	16.9	75.1	4-8	25	11	2	2,866	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.....Pennsylvania.	89,975,140	*	81,173,558	12,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,667	5,048,645	13,684,042	21.743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,229,700	*	.....	.....	1,289,700	2,146,780	609,564	.....	83.0	199,997	71,283	137,208	215,416	9,186	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,943.345	———	125,092	47,896	38.040	1,924,600	693,143	———	38.5	257,564	66,458	310.730	194,690	65,871	—	50	....
Sept. 30, 1879	64 0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va.& N. C.	1,035,750	*	.....	.....	1,884,200	1,041,000	445,223	———	64.0	142,593	29,524	67,782	202,986	54,767	—	100	....

Nov. 30, 1879	102.9	228.6	713.4	4-8.5	478	425	76	80243	Philadelphia & Reading	Penn	30,513,089	9,355,442	67,357,546	16,627,139	34,278,175	77,924,761	11,650,279	—	—	826.0	10,302,755	7,908,648	12,325,566	13,106,352	4,119,011	—	50	....
Oct. 31, 1880	96.3	15.8	149.0	4-8.5	78	130	50	1,313	Phila., Wilm. & Baltimore	Pa. D. & Md.	18,218,690	*	3,076,773	534,868	11,585,760	3,740,500	543,073	955,908	—	212.7	1,874,822	....	....	3,263,110	1,366,223	8	50	....
Dec. 31, 1878	6.0	3.1	1.1	3-4	5	4	4	600	Pittsburg and Castle Shannon	Pa	425,427	93,108	472,075	....	767,790	192,428	....	....	—	9.1	49,200	143,893	71,488	141,245	19,604	—	50	....
Dec. 31, 1878	65.0	2.3	13.3	4-8½	24	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,155	—	70.3	309,515	....	....	371,461	335,649	157,923	—	50	....
Dec. 31, 1879	192.3	8.1	198.9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,834,910	1,679,297	1,439,976	8,437,200	12,497,000	2,128,367	—	—	1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,089	—	50	....
Dec. 31, 1879	468.4	—	2 9.8	4-9	278	158	59	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,619,721	*	2.0 000	....	26,043,588	13,510,000	—	—	—	468.4	8,319,823	2,254,341	3,679,382	8,452,383	3,951,254	7	100	....
Dec. 31, 1879	95.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buff	N. Y. & Pa.	8,473,622	587,500	34,188	111,768	4,959,460	4,125,955	62,585	59,088	—	120.0	441,927	236,554	625,669	467,126	190,331	—	50	....
Dec. 31, 1879	24.0	—	1.3	4-9	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	613,367	—	13,301	8,394	399,600	200,000	30,460	—	—	24.0	61,106	33,123	121,503	77,599	33,349	—	100	....
Sept. 30, 1879	23.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	....	....	724,277	—	16,000	—	—	28.7	24,030	19,211	13,782	25,807	1,616	—	100	....
Sept. 30, 1879	94.0	—	10.0	4-8.5	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	292,838	52,915	87,556	1,052,186	2,649,000	186,731	114,969	—	94.0	190,648	82,514	120,879	271,494	102,046	—	100	....
Sept. 30, 1879	52.5	—	7.0	4-8.5	7	9	3	137	Portland and Rochester	Me. & N. H.	1,966.211	*	....	....	636,011	1,500,000	527,274	....	....	52.5	171,068	109,004	106,829	145,702	19,252	—	100	....
Dec. 31, 1879	112.0	—	4.0	5-0	11	9	3	195	Port Royal and Aug	S. C. & Ga.	2,629,331	*	46,032	40,143	760,000	1,750,000	56,879	78,646	—	112.0	[15 mo	nths.	115,269	220,177	84,742	—	100	....
Sept. 30, 1879	38.5	—	1.9	3-0	2	1	1	80	Potomac, Fred. and Pied.	Va.	969,447	*	....	....	1,468,000	125,000	5,000	....	....	38.5	37,160	6,675	23,025	23,177	6,715	—	100	....
Sept. 30, 1879	42.7	—	2.2	4-8.5	4	5	—	66	Poughkeepsie, Hartford & Boston	N.Y.	1,449,920	*	....	....	850,000	535,000	38,216	....	....	42.7	61,402	45,00	20.2 2	51,844	8,516	—	100	....
Sept. 30, 1879	22.6	—	2.3	4-8.5	3	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	—	....	....	517,150	500,000	10,000	....	....	22.8	54,889	76,861	35,564	79,988	39,302	—	100	....
Sept. 30, 1880	43.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester	R. I. & Mass	2,926,353	102,407	37,220	37,220	517,150	500,000	10,000	46,796	—	94.0	190,648	82,514	120,879	271,494	102,046	—	100	....
Sept. 30, 1879	13.6	—	3.0	4-8.5	5	10	—	26	Providence, Warren and Bristol	N. J.	744,287	644,025	....	502,141	2,000,000	1,242 000	568,549	251,970	—	65.8	710,286	1,849,912	787 521	1,069,644	337,666	5	100	....
Dec. 31, 1879	230.3	—	3.7	4-8.5	—	—	—	260	Pueblo, and Ark. Valley	Col.	6,809,000	*	....	....	437,917	20,000	....	....	—	13.6	....	....	218,105	49,419	89,364	15,421	6pf	100	....
Jan. 30, 1879	280.6	58.5	15.0	4-8.5	33	42	11	431	Que., Mon., Ottawa and Occid.	Ind.	10,500,000	*	2,036,947	110,260	6,084,200	2,591,000	173,490	107,518	—	230.3	[Includ	ed in Lea	ses return	s.]	—	100	....
July 31, 1879	97.6	—	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	....	....	....	....	7,811,245	....	....	340.0	480,763	179,767	87,463	341,098	69,280	—	100	....
Sept. 30, 1879	22.5	2.3	2.5	4-8.5	7	7	5	118	Richmond and Petersburg	Va.	1,152,291	67,553	1,229,810	41,675	1,008,600	225,000	18,559	19,225	—	24.8	72,556	114,651	99,049	154,628	73 071	4	100	....
Sept. 30, 1879	80.0	—	7.2	4-8.5	13	14	10	121	Richmond, Fred'burg and Potomac	Va	2,509,718	*	439,309	101,009	1,530.500	847,724	77,176	595,597	—	80.0	167,937	119 575	68,005	314,840	152,864	—	100	....
Sept. 30, 1879	38 5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va	652,887	*	....	....	497,500	273,000	....	....	—	38.5	56,255	20,351	83,409	124,035	41,074	—	100	....
Dec. 31, 1879	107.6	—	10.7	4-8.5	11	10	5	246	Rochester and State Line	N. Y.	2,437,417	*	....	....	22,094	2,249,900	111,709	....	....	107.6	400,568	104,098	325,210	275,898	39,813	—	100	....
Jun. 30, 1879	91.0	—	4.5	4-8.5	4	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	....	....	1,500.000	150,000	24.366	....	....	91.0	219.205	95,986	246,737	365,892	102,028	5½	100	....
Sept. 30, 1879	141.1	48.5	54.8	4-8.5	52	50	25	1,176	Rome, Watertown and Ogdensburg	N. Y.	11,315,878	*	....	....	5,293,900	7,759,900	639,256	....	....	403.8	1,079,013	514.770	571,083	1,143,289	308,648	—	100	....
Sept. 30, 1879	22.0	—	3.0	4-8.5	4	4	2	104	St. Croix and Penobscot	Me	364,000	*	27,383	18,508	100,000	200,700	1,014	108,177	—	22.0	24,844	12,271	....	....	88,662	19,457	—	100	....
Mar. 31, 1880	10.5	—	0.8	4-8.5	2	5	3	16	St. Johns	Florida.	218,000	*	....	....	110,000	108,000	....	....	—	10.5	22,750	....	....	....	2,933,108	1,622,595	—	100	....
Jun. 30, 1879	52.6	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont	1,589,229	*	....	....	789,909	750.000	....	....	—	59.0	127,202	48.058	43,305	129,517	37,865	—	100	....
Dec. 31, 1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,693	171,088	22,063,420	6,786,087	204,117	335,082	—	392.4	1,103,388	94,355	471,310	1,672,428	948,494	—	100	....
Dec. 31, 1879	143.2	71.0	....	4-8.5	14	13	4	655	St. L., Alton & T. H	Ill. & Ind.	11,768.400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	168,179	—	264.0	....	....	....	1,601,455	498,731	—	100	....
Dec. 31, 1879	489.5	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,694,905	*	4,455,463	893,522	21,468 931	30,068.657	1,692,341	—	—	684.9	2,483,149	652.757	991,139	6,292.611	2,372 592	—	100	....
Dec. 31, 1879	41.5	18.7	2.5	4-9	4	1	—	96	St. Louis, Salem and Little Rock	Mo.	1,431 474	128,838	12,607	14,150	746,860	978,100	53,704	—	—	60.2	....	....	....	83,165	37,727	—	100	....
Dec. 31, 1879	168.3	—	29.8	4-8.5	32	14	10	792	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,330.209	*	1,560	2,069	3,928,016	4,499,000	227,546	—	—	158.3	1,142,765	204,720	900,294	1,317,287	362,887	—	100	....
Jun. 30 1879	136.0	—	22.0	4-8.5	24	10	4	485	*St. Paul and Duluth*	Minn.	9,097,866	*	....	....	9,97,866	....	....	....	....	189.0	373,425	61,526	252,922	469,416	115,713	—	100	....
Jun. 30, 1880	207.1	395.4	37.9	4-8.5	65	69	*	1,493	St. Paul, Minn. and Man	Minn. & Iowa.	31,686,882	*	570,990	1,582,102	15,000 000	16,324,900	1,522,707	992,367	—	656.0	....	....	....	2,933,108	1,622,595	—	100	....
Dec. 31, 1879	49.5	—	7.0	4-8.5	3	8	—	65	Sacramento and Placerville	Cal.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	386,691	—	49.5	....	20.004	33,120	149.258	58,163	—	100	....
Jan. 30, 1879	60.0	—	2.0	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	....	....	2,321,080	2,137,000	418,297	31,467	—	60.0	42,621	11,200	11,000	53,244	11,557	—	100	....
Sept. 30, 1879	68.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N.	Ala.	1,555.945	*	....	....	815,265	500,000	....	....	—	63.0	....	....	....	52 960	22,375	—	100	....
Sept. 30, 1879	80.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	....	....	1,269,600	215,004	100,500	1,218,427	—	80.0	269,388	32,456	226,337	477,365	179,124	7	100	....
Dec. 31, 1879	27.3	3.8	12.2	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,450	—	....	....	869.450	1,694,000	....	....	—	31.1	[Leased	to Northern	Central.	Rental	$.04.671.	12	50	....
Nov. 30, 1879	95.0	—	8.5	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046.631	147,940	25,000	....	200,000	1,105,000	159,375	....	—	46.0	....	27,851	288,465	150,283	54,916	—	100	....
Sept. 30, 1879	32.3	—	1.5	4-8.5	3	2	2	23	Shepaug	Conn.	268,524	*	....	6,625	299,700	400.000	....	....	—	32.5	38,394	10,956	20,528	54,175	18,605	—	100	....
Jun. 30, 1879	61.5	51.7	5.9	4-8.5	5	3	4	92	Sioux City and Dakota	Iowa & Dak.	3,246,381	*	....	....	2,400,000	900,000	....	....	—	113.2	780.863	23,734	74,684	277,338	75,619	—	100	....
Jun. 30, 1880	107.4	—	8.9	4-8.5	11	8	6	134	*Sioux City and Pacific*	Neb. & Iowa.	6,366 551	*	....	....	2,068,400	3,256,320	329,757	89 930	—	80.5	222,288	59,525	211,117	289,490	109,666	7pf	100	....
Sept. 30, 1879	25.0	—	1.0	4-8.5	2	1	1	12	Somerset	Maine.	799,488	*	94,837	....	377,574	450,000	78,662	*	—	25.0	15,750	8,049	8,075	19,908	3,199	—	100	....
Sept. 30, 1879	183.0	6.5	26.0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	....	....	3,461,767	6,208,810	810 018	—	—	139.3	590,226	88,017	468,195	873,197	314,586	—	100	....
Aug. 31, 1879	144.0	166.6	21.5	5-0	30	28	9	392	Southwestern (C. of Ga.)	Ga.	4,291,300	*	....	....	3,892,300	399 000	....	....	—	310.5	471,550	....	....	751,576	307.624	7	100	....
Jun. 30, 1879	167.5	—	13.8	4-8.5	14	8	36	289	Southern Minnesota	Wis. & Minn.	6,468,934	*	69,682	102,594	1,784,200	4,739,900	103,621	113,519	—	167.5	251,455	52 028	148,394	534.426	262,004	—	100	....
Sept. 30, 1879	69.0	—	3.4	5-0	5	4	2	31	Spartanb. Union and Col	S. C.	1,540,882	*	....	....	751,296	548,370	125,000	—	—	69.0	....	7,682	....	75,616	20,834	—	100	....
Jun. 30, 1879	108.0	—	10.0	3 0	11	5	—	275	Springfield Southern	Ohio.	1,384,511	154,670	....	....	685,241	152,700	....	....	—	108.0	....	73,589	91,477	117,400	10,292	—	100	....
Dec. 31, 1879	24.0	—	1.0	4-8.5	1	2	1	—	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	....	1,000,000	400,000	41,678	....	—	24 0	32.790	8,154	—	63,088	16,070	—	100	....
Sept. 30, 1879	13 0	—	0 2	4-8.5	1	6	—	7	Staten Island	N. Y.	490,000	*	....	....	210,000	300.000	....	....	—	13.0	72,988	356,128	....	264,518	85,346	20	100	....
Dec. 31, 1879	24.0	10.0	8.7	4-8.5	4	4	3	51	Sussex	New Jersey.	1,875,100	*	....	....	1,638,600	236.500	....	....	—	34.0	104,230	....	....	123,168	32,091	—	100	....
Dec. 31, 1879	81.0	—	38.4	4-8.5	18	8	4	448	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,808	2,004,000	2,020,000	216,695	65,805	—	81.0	484,925	145,196	1,238,735	829,842	327,231	4½	100	....
Sept. 30, 1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	....	....	801,400	261,400	....	....	—	43.5	84.240	86,417	50,178	72,278	3,768	—	100	....
Oct. 31, 1879	79.7	34.1	39.0	4-8.5	44	22	17	1,465	Terre Haute and Indianapolis	Indiana.	3,165,978	*	1,156,440	1,324,018	1,988,150	1,600,000	793,627	1,262,660	—	113.8	1,018,962	282,586	1,287,601	1,092,374	404.371	8	50	....
May 31, 1880	179.7	264.1	42.7	4-8.5	82	21	12	522	Texas and Pacific	Texas.	27,418,108	*	2,439,858	338,408	7,902,500	21,229.533	618,886	454,435	—	448.8	1,845,829	194,788	525,093	2,589,222	1,045,704	—	100	....
Dec. 31, 1879	44.0	4.0	13.4	4-8.5	16	8	3	942	Tioga and Elmira State Line	Pa.	1,589.836	606,099	....	....	580,900	629,500	....	1,417,569	—	44.5	287.829	73,186	691,137	387,225	171,571	—	50	....
Jun. 30, 1879	79.0	—	11.7	3-6	12	15	3	278	Toronto and Nipissing	Ca.	1,600,000	*	....	....	193,350	1,276,915	290,382	....	—	106.6	194,303	89,613	81,694	172,155	45,551	—	50	....
Jun. 30, 1879	191.0	—	16.0	3-6	20	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,583	*	....	....	788,234	3,366.665	16.349	....	—	191.0	310.025	118,652	92,855	284,947	80,512	—	100	....
Sept. 30, 1879	34.7	—	16.7	4-8.5	15	15	7	451	Troy and Boston	New York.	1,987,912	*	1,103,588	—	1,609,016	2,199,500	408,149	—	—	46.0	425,505	278,257	812,139	593 896	288,519	—	100	....
Sept. 30, 1879	74.0	—	5.3	4-8.5	7	8	2	1 4	Ulster and Delaware	New York.	1,073,359	—	1,751,912	16,846	1,139,500	1,582,600	170,017	—	—	74.0	129,008	84,694	123,894	178,283	18,673	—	100	....
Dec. 31, 1879	1,025	5.0	20.0	4-8.5	178	121	41	3,115	*Union Pacific*	Nebr. Wy. & Utah	114,493,812	*	....	....	36,762,300	77,731,512	....	....	—	1,042.4	7,001,569	....	....	992,886	13,201,077	7,725,574	—	100	....
Dec. 31, 1879	404.3	—	34.7	4-9	44	3 1	49	3,636	United New Jersey (Pa.)	N. Jer.	35.330,482	*	....	....	20,490,400	19,976,000	....	....	—	404.3	5 588,128	7,204,654	5,052,995	9,088,884	2,914,947	—	100	....
Apr. 30, 1880	36.5	—	1.8	4-8.5	6	7	5	29	Utah Central	Utah.	2,500,000	*	....	....	1,500,000	1,000,000	....	....	—	36.5	....	....	....	....	....	—	100	....
Dec. 31, 1879	105.0	—	7.8	4-8.5	6	5	3	91	Utah Southern	Utah.	3,450,000	*	....	....	1,500,000	1,950.000	....	....	—	105.0	....	....	....	447,084	291,972	11	100	....
Sept 30, 1879	87.0	—	13.3	4-8.5	15	20	14	212	Utica and Black River	New York.	2,378,738	418,847	183,100	238,519	1,771,720	1,112,000	54,735	180,761	—	180.1	432,840	213.019	108,380	475,508	184,977	2	100	....
Sept. 30, 1879	71.0	—	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	....	....	2,000,000	....	207.337	....	—	98.0	174,354	100,026	88,003	156,951	def.4,106	—	100	....
Dec. 31, 1879	75.7	21.7	16.8	4-8.5	10	12	5	4	Utica, Chenango and Susq. Valley	N. Y.	4,146,103	*	....	....	4,000,000	....	148,103	....	—	97.4	406.978	217,658	325,600	521,766	def. 253	6	100	....
Feb. 28, 1879	140.0	2.0	10.0	5-0	14	10	7	91	Vicksburg and Meridian	Miss.	3,046,444	—	134,110	81,077	1,397,603	3,166.973	88,474	....	—	142.0	144.320	45,666	45,597	329,176	70.315	—	100	....
Dec. 31, 1879	52.2	1.5	37.0	4-8.5	24	10	4	869	Virginia and Truckee	Nevada	3,715,360	712,279	....	....	6,000,000	1,000,000	....	....	—	53.7	458,810	....	395,854	1,388,261	552,782	5½	100	....
Jun. 30, 1879	40.8	1.4	2.2	4-8.5	1	2	1	33	Wabash, Chester and West	Ill.	468,212	*	....	....	250,000	200,000	26,278	....	—	42.3	....	15,103	38,782	39 424	def.3,996	—	100	....
Dec. 31, 1879	710.5	625.4	210.6	4-8.5	331	125	77	7,918	Wab., St. L. & Pacific	O., Ind. & Ill	....	....	....	....	40,000,000	35,267,250	....	....	—	1,301.7	....	....	....	8,2-4,586	2,624,777	—	100	....
Sept. 30, 1879	33.4	—	5.0	4-8.5	21	2	3	16	Wallkill Valley	N. Y.	298,795	*	660,000	11,893	350.000	582,000	108.691	....	—	33.5	80.828	69,830	60,738	8 ,012	14,423	—	100	....
Sept 30, 1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	193,162	*	....	....	225.000	286,000	....	....	—	10.2	14,500	23,761	22,185	37.008	16.041	3½	100	....
Sept. 30, 1879	51.7	—	2.2	4-8.5	5	7	6	66	Washington and Ohio	Virginia	1,944,790	*	....	....	1,777,927	387.300	128,400	....	—	51.7	99.745	28.859	27,839	97,470	22,281	—	100	....
Sept. 30, 1879	238.5	121.0	18.0	4-8.5	31	39	14	522	Wash. City, Va. Mid. & Gt. So.	Va & N C.	10,160,949	*	....	....	4,265,297	8,095,942	1,815,000	....	—	399.5	825.137	181.911	514,018	954,738	347 082	—	50	....
Oct. 31, 1879	26.3	—	5.0	4-8.5	11	23	5	70	West Chester and Philadelphia	Pa.	1,647,105	163,012	349,717	143,209	821.300	1,100,000	53,146	228.598	—	26.3	256,190	138,127	96,439	304.452	128,535	7	50	....
Dec. 31, 1879	82.5	47.0	18.4	4-9	20	5	18	232	West Jersey	New Jersey.	2,395,749	459,297	1,082,971	158,450	1,389 750	2,523,000	102,845	90,872	—	128.4	471,745	659,862	162,467	544,151	248,885	2	100	....
Aug 31, 1879	116.0	61 0	8.3	5-0	19	13	8	260	Western of Alabama	Alabama.	3,275,012	*	177,000	43,082	—	2,553,000	722,011	220,082	—	167.0	322.840	....	....	679,493	254,968	—	100	....
Sept. 30, 1879	192.0	20.7	36.2	4-8.5	59	12	12	612	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,885	4,000,000	3,500,000	364,363	306.207	—	212.7	685,993	160,254	348,422	773,551	234,716	—	100	....
Sept. 30, 1880	165.5	17.0	13.0	4-8.5	28	22	11	370	Wilmington and Welden	N.C.	3,349,224	*	13,900	184,752	1,456.200	1,619,100	49,792	383,784	—	180.5	464 464	....	....	603,175	188,925	3	100	....
Sept. 30 1880	189.0	—	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta	N. C. & S. C.	2,556,532	*	26,195	243 999	940,000	1,600,000	112,315	164,411	—	189.0	396,551	....	....	547,446	145,423	—	100	....
Dec. 31, 1879	249.9	70.0	17.9	4-8.5	25	15	6	627	Wisconsin Central	Wis	19 823,023	*	....	....	11 435.500	8,168,000	....	19 .091	—	455.7	708,741	167,085	325,078	851,091	353,952	—	100	....
Dec. 31 1879	108.0	—	11.5	4-8.5	5	4	2	543	Wisconsin Valley	Wis.	2,853.750	306 132	104,728	28,787	2,026,256	1,149,745	78,278	89,047	—	90.0	....	58,197	124,152	225,963	92,386	—	100	....
Sept. 30, 1880	46 1	—	31.0	4-8.5	19	22	8	367	Worcester and Nashua	N.H.& Mass.	2,121.982	389,686	....	3464,504	1,789,900	1,000,000	3,894	172.578	—	94.5	462.662	371,619	467.479	575 860	189.301	—	100	....
Jun. 30, 1879	95.6	—	2.0	5-0	3	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	....	....	1,000,000	....	....	....	—	23.5	22,765	3,972	16,147	4.446	1,369	—	100	....

Railroad Law.

HAGAN v. PHILADA. AND GRAY'S FERRY RAILWAY COMPANY.

The plaintiff being a passenger in a street car requested the conductor to stop the car at a particular point. His request not being immediately complied with, he leaped from the car and was injured. Held, that this was an act of contributory negligence, and that a nonsuit was rightly entered.

Rule to take off nonsuit.

Opinion by Thayer, P. J. June 25th, 1881.

The plaintiff being a passenger in a street car requested the conductor to stop the car at a particular point. His request not being immediately complied with, he leaped from the car and was injured. That this was an act of contributory negligence does not appear to us to admit of doubt. Possibly the defendants' conductor may have been guilty of negligence in not stopping the car immediately, upon being requested to do so, but that did not compel the plaintiff to subject either himself or the company to the risk of jumping from the car while it was in motion. The plaintiff was a man of mature years and must be presumed to have been acquainted with the danger he encountered in getting off, and to have taken the risk upon himself. No urgent necessity required him to get off at that particular time and place, nor was there the least evidence that he acted under any excitement, agitation, or confusion of mind. He got off deliberately of his own free will because the car was not immediately stopped. He was not under the influence of any terror, nor did he leave the car in obedience to the demand of any superior duty. The inconvenience to which he was subjected by being carried a few rods further than he desired to be carried was very slight, and the car actually stopped at a very short distance beyond the point at which he jumped off. Under these circumstances the judge who tried the cause did not think himself justified in leaving it to the jury to find damages for an injury which was due mainly to the plaintiff's own negligence. In the streets of a great city filled with passing vehicles of every description, and intersected by other streets also filled with vehicles and foot passengers, safety requires that very much shall be left to the discretion of the conductor as to the point at which it is best for him to stop his car. It would be an unjust and pernicious rule to establish that a passenger is justified in leaping from a street car because the car is not immediately stopped upon his request. Such a rule would be alike dangerous to passengers and carriers, for it would offer an inducement and temptation to carelessnes and imprudence. The case at the trial was ruled principally upon the authority of Railroad Company v. Aspell, 11 Harris, 147. That was the case, it is true, of a steam railway, and of course it is more dangerous to leap from a car propelled by steam than from one drawn by horses. On the other hand when we consider that a passenger in a street car can always alight within a very short distance of the point where he desires to get off if his request is not obeyed, the neglect of the conductor in not stopping the car immediately can scarcely be considered a justification for incurring the hazard of getting off while the car is in motion, especially in a case where it does not appear that he would have suffered any damage or even serious inconvenience by waiting a few moments. The case of Crissey v. Hestonville Railway Company, 25 Smith, 83, cited by the plaintiff's counsel, was ruled by the circumstance that the plaintiff was a lad of 13, and was not to be held to the exercise of the same degree of care and discretion as an adult.

Rule discharged.

H. G. Harris, Esq., for plaintiff.

Messrs. Baird & Hopkinson, for the defendant.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 16, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad...	189,137	4,427,038	3,994,701
Schuylkill Canal....	20,497	229,305	210,479
Lehigh Valley.....	155,224	3,318,682	2,566,793
Del., Lack. & Western.	99,848	2 120,960	1,715,712
Shamokin Valley....	24,829	548,651	411 572
Central New Jersey.	114,116	2,143,823	1,742,234
United R. R. of New Jersey.....	38,583	799,835	534.104
Pennsylvania Coal ..	37,565	645 025	512 782
Delaware and Hudson	86,520	1,774,843	1,527,126
Huntingdon & Broad Top Mt.....	12,992	260,555	247,480
Penn. and New York.	36,831	855,357	669,877
Clearfield, Pa.....	47,979	1,275,970	771,953

The total tonnage of anthracite coal from all the regions for the week ending July 16, as reported by the several carrying companies, amounted to 687,280 tons, against 406,546 tons in the corresponding week last year, an increase of 280,734 tons. The total amount of anthracite mined for the year is 13,745,635 tons, against 11,182,930 tons for the same period last year, an increase of 2,562,705 tons. The quantity of bituminous coal sent to market for the week amounted to 103,632 tons, against 94,207 tons in corresponding week last year, an increase of 9,425 tons. The total amount of bituminous mined for the year is 2,587,964 tons, against 2,191,011 tons for the corresponding period last year an increase of 396,953 tons. The total tonnage of all kinds of coal for the week is 790,912 tons, against 500,753 tons in corresponding week last year, an increase of 290,159 tons, and the total tonnage for the coal year is 16,333,599 tons, against 13,373,941 tons to same date last year, an increase of 2,959,658 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending July 16 was 182,432 tons, of which 139,645 tons were coal and 42,787 tons coke. The total tonnage for the year thus far has been 4,727,168 tons, of which 3,416,160 tons were coal and 1,311,008 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended July 16 were 50,617 tons, and for the year to that date 1,040,016 tons, a decrease of 65,081 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows : Baltimore and Ohio Railroad—week 25,326 tons ; year, 712,764 tons ; decrease as compared with 1880, 3,579 tons ; Chesapeake and Ohio Canal —week, 17,923 tons ; year, 201,183 tons ; decrease compared with 1880, 66,410 tons. Pennsylvania Railroad—week, 7,341 tons ; year, 125,786 tons ; increase compared with 1880, 5,625 tons. The coal was brought from the mines as follows : Cumberland and Pennsylvania Railroad—week, 44,145 tons ; year, 968,548 tons. Baltimore and Ohio Railroad—week, 877 tons ; year, 31,508 tons. George's Creek and Cumberland Railroad —week, 5,477 tons ; year, 34,825 tons. The Reading Railroad tonnage for the week ending July 23, was 196,600 tons, of which 58,800 tons were sent to and 57,000 tons shipped from Port Richmond, and 9,200 tons sent to and 11,000 tons shipped from Elizabethport.—[Phila. Ledger, July 25.

Philadelphia Stock Exchange.

Closing Prices for the week ending July 26.

	W. 20.	Th. 21.	F. 22	Sat. 23.	M. 25.	Tu. 26.
Alleghony Val. 7 3-10s	....	....	....	124	....	
7s, Income	....	55	...	....	....	
Jamden & Am. 6s, 1883	....	....	....	....	....	
6s, 1889	....	....	....	....	....	
Mort. 6s, 1889	....	....	....	....	....	
Jamden and Atlantic	....	....	....	....	....	
Preferred	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
Jatawissa	....	....	....	....	....	
Preferred	....	....	....	....	....	
7s, new	....	....	....	....	....	
Del. & Bound Brook	....	....	....	....	....	
7s	....	....	....	....	....	
Elmira & Williamsport	....	....	....	....	....	
Preferred	....	....	....	....	....	
Hunt. & B. Top Mt	....	....	....	....	....	
Preferred	22¼	....	....	22	....	
2d mortgage	....	....	....	....	....	
Lehigh Navigation	45¼	45¼	45¼	45¼	45¼	44¾
6s, 1884	....	....	....	106¼	....	
Gold Loan	....	....	....	....	116¼	
Railroad Loan	....	....	....	....	....	
Conv. Gold Loan	....	....	....	....	....	
Consol. Mort. 7s	119	....	120	120	....	
Lehigh Valley	61¼	61¼	....	61¼	61	
1st mort. 6s, coupon	....	....	....	....	....	
1st mort. 6s, reg	....	....	....	....	....	
2d mort. 7s	....	....	....	....	....	
Consol. mort. 6s	....	....	....	....	....	
Consol. mort. 6s, reg	....	....	....	....	....	
Little Schuylkill	....	55¼	....	55¼	....	
Minehill & Sch. Haven	....	....	....	....	....	
North Pennsylvania	60¼	....	....	....	....	
1st mortgage 6s	....	....	....	....	....	
2d mortgage 7s	....	....	....	....	....	
Gen'l mort. 7s, coup	....	....	....	....	....	
Gen'l Mort. 7s, reg	....	....	....	....	....	
Northern Central	53¼	....	....	54	53¼	
6s	....	101¼	101	....	....	
Northern Pacific	41	41¼	40¼	39¼	38¾	35¼
Preferred	79	80	78¾	77¾	76¾	[74¼
Pennsylvania R. R.	63¼	64¼	64¼	64¼	63¾	63¼
1st mortgage	....	....	....	....	....	
Gen'l mortgage	....	....	....	....	....	
Gen'l mort. reg	....	....	....	....	....	
Consol. mort. 6s	....	....	....	....	....	
Consol. mort. 6s, reg	....	....	....	....	....	
Penn. State 6s. 2d series	....	....	....	....	....	
do. 3d series	....	....	....	....	....	
do. 5s, new	....	....	....	....	....	
do. 4s	98	....	....	....	....	
Phila. and Reading	29¼	29¼	29¼	29¾	29	29
1st Mortgage 6s	....	....	....	....	....	
7s, of 1893	....	....	....	....	....	
7s, new convertible	....	....	....	....	....	
Consol. mortgage 7s	....	....	126¼	126¼	....	
Consol. mortgage reg	127	127	....	127¼	....	
Gen'l mortgage 6s	93¾	93¾	94	....	94	94
Philadelphia and Erie	23¼	....	....	23¾	....	
1st mortgage, 8s	....	....	108¼	....	....	
2d mortgage, 7s	....	....	....	....	....	
Pittsb., Cin. & St. L. 7s	....	....	125	....	....	
Pittsb., Titusv. & Buff.	22¾	22¼	22¾	22¼	22	21¾
7s	....	105	....	....	....	
Schuylkill Navigation	....	....	....	....	....	
Preferred	15	15¼	....	15¾	15	....
6s, 1872	....	....	108	....	....	
6s, 1882	....	....	....	....	91	....
United Co. of N. Jersey	193	192½	....	....	....	192
Hestonville, (Horse)	....	23	....	....	22¾	....
Chestnut & Wal. (do)	....	....	....	....	....	
Green and Coates (do.)	....	....	....	....	....	

Baltimore Stock Exchange.

Closing Prices for the week ending July 26.

	W 20	Th 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.
Baltimore and Ohio	200	200	....	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	111¼	....
Central Ohio ($50)	....	....	....	....	48¾x	....
1st mortgage	....	114	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	124	....	....	124	....	....
2d mortgage, 7s	86¼	86¾	....	87¼	86¾	86
3d mortgage, 8s	46¼	47¼	....	47¼	47¼	....
Northern Central ($50)	54¼	54	....	54¼	....	53¾
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1902	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	114	114	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	123¾	....	....	....	....	....
Virginia 6s, Consol	83¼	83	82¾	....	....	82¾
Consol. Coupons	91¼	....	91¼	91¼	91¼	....
10-40 bonds	55¼	55¼	55	55¼	....	55
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	108¼	....	....	108	108	107
City Passenger R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
Adams Express	136	....	136	....	135	135
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	85	85	83	82½	83½	....
Atlantic & Pacific Tel	....	....	....	....	....	....
Burl., C. R. & Nor.	....	....	....	80	....	....
1st mortgage 6s	102	102½	....	102½	....	....
Canada Southern	65	64½	64½	64	63½	65
1st mortgage guar.	100½	100	100½	....	99½	99½
Central of N. Jersey	95	94½	93	93½	90½	92½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	....	....	....	....	118½	....
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Adjustment	....	....	....	....	106	105½
Central Pacific	93½	93½	12½	91½	90½	92½
6s, gold	....	....	116	....	....	116
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	28½	28½	28	26½	25	25½
Chicago and Alton	138	137½	136½	136½	136	136½
Preferred	....	....	....	....	....	....
1st mortgage	123½	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	158	159½	156	156½	155	157½
7s Consol, 1903	....	....	....	....	131	....
Chic., Mil. and St. Paul	113½	112½	110	110½	109½	110
Preferred	....	129½	130	129½	....	128
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	....	....	....	122
1st M. (I. and M. div.	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	....	127	....	126	124	125
Chic. & Northwestern	124½	123½	122½	123½	122½	124½
Preferred	138½	139	136½	137½	136	138
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	....	....	....	....	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	137½	137½	137½	137½	134½	135½
6s, 1917, c.	....	....	....	....	....	....
Clev., Col., C. and Ind.	93	93	91½	92	91½	91
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	....	140½	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Cin., Chi., & Ind. Cent	22½	22½	22	21½	20½	21½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	108½	108½	107½	107½	108½	108
Reg. 7s, 1891	117	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	120	....	....
Del., Lack. & Western	121½	120½	119½	120	118½	120½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	127	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	....	109½	109½	....	....
4th mort. 5s, ext.	110	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	....	....	....
Great Western 1st mort.	....	....	....	....	....	113
2d mortgage	112	....	....	112	....	....
Hannibal & St. Joseph	94	93½	91½	91½	90½	92
Preferred	112	111½	109½	108½	108½	107½
8s, Convertible	....	....	....	....	113	....
Houston & Tex. Cent.	97½	97½	97	98	98	97
1st Mortgage	....	....	....	....	110½	101½
Illinois Central	137½	136½	136	136	135	135½
Lake Shore & Mich So.	122½	122½	121½	121½	121½	122½
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg.	128	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	124	....	....	....
Louisville & Nashville	104x	103½	101½	102½	100½	102½
7s Consolidated	....	....	....	....	....	....
Manhattan	17½	17½	17½	17½	16	16½
Metropolitan Elevated	87½	84½	84½	82	80½	82
1st Mortgage	100	100½	99½	100	99½	100
Michigan Central	99½	98½	97½	97½	97½	98
7s, 1902	....	....	....	....	128	....
M. S. and N. I. 1st, S. F.	....	....	....	....	112	....
Morris and Essex	....	....	123½	....	123	123½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	121	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	143½	142½	143	142½	142	142½
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	137	136½	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	108	108	105½	105½	104½	103½
1st mortgage	115½	....	....	....	115	116
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
N. Y., Lake Erie & W.	43½	43½	41½	42½	41½	42½
Preferred	84½	84½	81½	81½	81½	82½
2d Consolidated	101½	101½	102	101½	101	101½
New 2d 5s fund	....	....	....	98	....	....
N. Y., N. Haven & Hart	....	....	....	....	181	181
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	41½	40	38½	37½	35½	37½
Preferred	80	79	76½	76½	74½	76½
Ohio and Mississippi	39½	39	38½	37½	37	38
Preferred	....	105	....	....	108	108
2d mortgage	....	120	120½	....	....	....
Consolidated 7s	121	....	....	....	....	....
Consol. Sinking fund	123	....	....	....	....	....
Pacific Mail S. S. Co.	49½	48½	47½	48½	47½	48½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	140	....
Philadelphia & Reading	59	59½	56½	57½	58½	58
Pitts., Ft. W. & Chi. gtd	140½	....	....	....	....	....
1st mortgage	138	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	141	....	....	....	144
Quicksilver Mining Co	19	19½	18½	18½	18½	....
Preferred	71	71	70	....	69	69½
St. Louis & San Fran.	49	50	48½	48	....	49
Preferred	74½	76	74½	74½	74	72
1st Preferred	108½	....	....	....	107	105½
St. L., Alton and T. H.	50	52½	55	....	45	47
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	114	114	....	113½	112
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	127½	127½	126½	126½	126xp	125½
1st mortgage	118	....	....	....	118½	118½
Land Grant 7s	118½	....	....	118	....	....
Sinking Fund 8s	....	....	....	....	....	129
United States Express	68	69	68½	68	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	115	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	55½	54½	53	51	48½	50½
Preferred	91½	90½	89	88½	87	88½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	126	125	125	....	125	126
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	90½	89½	86½	85½	84½	86½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending July 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
Atch., Top. and San. Fe.	144½	144½	144½	142½	141½	142½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	172½	....	174	174	174	174½
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	....	112	....	112½	....
Boston and Maine	160	160	....	....	....	....
Boston and Providence	....	....	....	....	165	....
Boston, Hart. & Erie 7s	78	78½	....	78	76½	77
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	95	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	157½	159½	157½	156½	155	155½
7s	....	....	....	....	130	....
Cin., Sand. & Clev. ($50)	28½	29	28½	27½	24½	24½
Concord ($50)	....	....	....	100	....	....
Connecticut River	....	....	....	....	....	....
Eastern	50½	50½	50½	50½	50½	50½
New 4½ Bonds	....	112	....	111½	111½	....
Fitchburg	....	....	153½	155½	153½	153½
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	78	78	....	76½	....	75
7s	122	....	....	....	....	....
Northern, N. H.	....	110½	....	....	....	110
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	52½	52	....	....	....	....
Preferred	....	....	....	....	....	....
Old Colony	....	130½	....	130	....	130
Ph., Wil. & Balt. ($50)	68	68	....	....	68	....
Portl'd, Saco & Ports.	113	....	113	....	....	....
Pueblo & Arz. Val.	....	....	....	....	....	....
7s	....	....	122	....	....	121½
Pullman Palace Car	143	143½	....	143	....	....
Union Pacific	127½	127½	127½	127	127½	....
8s	....	....	....	....	....	....
Land Grant 7s	117½	....	....	....	....	....
Sinking Fund 8s	....	126½	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	67	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	215	210	210	212	214	220
Quincy	90	....	....	....	90	86½

New York Stock Exchange.

Closing Prices for the week ending July 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	116½	....	116	115½	....	
U. S. 4s, 1907, coup.	116½	116½	116½	116½	115½	116½
U. S. 4½s, 1891, reg.	114½	114½	....	....	114	114
U. S. 4½s, 1891, coup.	....	....	....	....	114½	....
U. S. 5s, 1881, reg.	101½	101½	....	101½	....	101½
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s continued at 3½	....	102½	....	102½	102	
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	107	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	109½	109½	....	

London Stock Exchange.

	—Closing Prices— July 8.	July 15
Baltimore and Ohio (sterling)	116 —118	116 —118
Central of New Jersey $100 shares	100 —105	100 —105
Do. Cons. Mort. Oct. '79 coupon	120 —122	121 —123
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	104 —106	104 —106
Det., Gd. Haven & Mil. Equip. bds.	118 —120	118 —120
Do. Con. M. 5 p.c. till '84 after 6 p.c	112 —114	112 —114
Illinois Central $100 shares	145 —147	144 —146
Lehigh Valley Consol. mortgage	118 —122	118 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 —140	137 —140
Do. $100 shares	150 —152	147 —150
Do. Mort. bonds (sterling)	121 —123	121 —123
N. Y., Lake Erie & West., $100 shs.	46½ — 47½	45½ — 46½
Do. 6 p. c. pref. $100 shares	90 — 92	84 — 88
Do 1st Con. Mort. Bonds (Erie)	136 —137	136 —137
Mort. Funded Coupon bonds	132 —134	132 —134
Do. do. 2d do.	106½—106½	105 —106
Do. 2d Consol. Mort. bonds	102 —104	101 —103
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	59½— 60½	57½ — 58½
Do. Prior Lien Bonds (sterling)	110 —112	110 —112
Pennsylvania, $50 shares	66½— 67½	66 — 67
Do. Con. Sink. Fund Mort.	120 —122	120 —122
Philadelphia & Reading $50 shares.	29½— 30½	29½ — 30½
General Consol. Mortgage	117 —119	117 —119
Do. Improvement Mortgage	106½—106½	106 —107
Do. Gen. Mort. '74, ex-deferd. cou.	96 — 96	95 — 96
Do. Scrip for the 6 def. ½ coupons.	90 — 91	90 — 91
Pittsbg, Ft. W. & Chic. Equip. bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	129 —131	129 —131
Do 1st pref. stock	102 —104	100 —102
Union Pacific Land Grant 1st mort.	118 —122	118 —122

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, July 28, 1881.

Three per cent was the ruling rate for call loans during the morning hours on stocks, time loans were 3 to 5 per cent, and prime mercantile paper 3 to 4½ per cent. In the afternoon the quotation for call loans at the Stock Exchange was 3 per cent, and at the close 2½ and 3 per cent.

The posted rates of the prime drawers of sterling were 4.83@4 85, and 4.83½@4.85½. The actual rates were 4.82¼@¾, and 4.84¼@¾ respectively, with cable transfers 4.85@1¼, and prime commercial bills 4 81@¼; the actual rates for Continental exchange were as follows: francs 5.22½@5.19⅜, marks 94⅝@¾, and guilders 39 15-16 and 40⅛@3-16 respectively.

The Chicago, Milwaukee and St. Paul Railway Company have decided to issue $5,000,000 of new stock on the first day of October. Common and preferred stockholders of record September 20th have the right to subscribe at par. They must give notice in writing of their intention to take and pay for the stock on or before the 15th of October.

The Secretary's plan of refunding the Sixes and Fives which matured this year has been virtually accomplished, and a review of the work shows a gratifying result. On the 1st of March there were outstanding $202,266,550 6s and $469,820,650 5s, making a total of $671,587,200. Of these $176,070,500 6s and $400,811,300 5s have been extended at 3½ per cent, leaving $94,706,400 to be redeemed from the surplus revenues. These bonds have all been called, the last cal

maturing on 1st October next, after which date the interest ceases. The outstanding United States bonds on 1st October next will be $250,000,000 at 4½ per cent, $739,347,800 at 4, $576,881,800 at 3½, and $14,000,000 (naval pension fund) at 3 per cent. The annual interest charge on these bonds is $61,434,000. Of the bonds outstanding on 1st March last the interest charge was $76,845,000, a difference of $15,411,000. The result of the Secretary's scheme, which has been conducted without charge of commission, is a reduction of $94,705,000 in the amount of the debt, and of $15,411,000 in the annual interest charges.

The Chief of the Bureau of Statistics reports that the total values of the exports of domestic provisions, tallow and dairy products from the United States during the month of June, 1881, and the six months ended the same, as compared with similar exports during the corresponding periods of the previous year, were as follows: June, 1881, $9,591,705; June, 1880, $13,310,347. Six months ended June 30, 1881, $71,156,930; 1880, $59,425,829. The values of the exports of provisions and tallow for the eight months ended June 30, 1881, were $88,275,702, and during the same period in 1880, $79,031,573. The total values of dairy products for the two months ended June 30, 1881, were $3,835,984, and for the same period in 1880, $4,945,004.

The total values of the exports of domestic breadstuffs from the United States during June, 1881, were $20,605,915; June, 1880, $28,253,190. Six months ended June 30, 1881, $111,981,154; 1880, $122,356,685. Twelve months ending June 30, 1881, $265,561,328; 1880, $282,132,618.

It is understood that the holders of about 8,000 shares of the old stock of the South Carolina Railroad Company, who refused at first to accede to the terms of the reorganization, will be allowed now to come in and share in the advantages to be derived therefrom. The agreement provides:

First—For the issue not exceeding $5 000,000 first consolidated mortgage bonds which are to be used to pay off such bonds as have been decreed by the court to be a lien on the road prior to the old second mortgage bonds and to provide for so much of the floating debt as is secured by first or second mortgage bonds.

Second—That second consolidated mortgage six per cent bonds may be issued by the reorganized company to such amount, not exceeding $1,500,000 in all, as may be necessary, to be delivered to the stockholders at par for the assessment of 10 per cent, with interest thereon; to provide a contingent fund of not exceeding $100,000 in such bonds at par and to provide the means of paying the first mortgage bonds of the old company not provided for in the issue of the first consolidated mortgage bonds, as they become due.

Third—That income mortgage six per cent bonds may be issued by the reorganized company to such amount not exceeding $3,000,000 in all as may be necessary; to provide for the payment of the principal and interest of the non mortgage bonds outstanding; to provide for the stock surrendered by stockholders depositing their stock and paying the assessment of 10 per cent thereon; to provide an improvement, equipment and contingent fund not to exceed the sum of $250,000 in such bonds at par, which amount, or so much thereof as may remain after defraying all the obligations and expenses of the Purchasing Committee, shall be delivered to the reorganized company for the uses and purposes stated in the reorganization plan.

The closing quotations on Thursday were: Adams Express, 134@136; American Express, 82@84; American District Telegraph, 47@47¾; Chicago, Burlington and Quincy, 157@157½; Canada Southern, 66½@66¾; Chicago and Northwestern, 126¼@126⅜; do. pref., 139¾@140; Central Pacific, 93¼@93½; Chicago, Milwaukee and St. Paul, 111⅞@112; do. pref., 129@—; Cleveland, Columbus, Cincinnati and Indianapolis, 92@93; Columbus, Chicago and Indiana Central, 22½@22¾; Delaware and Hudson Canal, 108¾@109; Delaware, Lackawanna and Western, 121½@121¾; Hannibal and St. Joseph, 90¾@91¼; do. pref., 110@110½; Lake Erie and Western, 56@56⅛; Lake Shore and Michigan Southern, 124@124⅛; Metropolitan Elevated, 84@84¼; Manhattan Elevated, 17@17⅛; Michigan Central, 98¼@98½; New York Elevated, 106@107½; New York, Lake Erie and Western, 43⅜@43½; do. pref., 84½@84⅝; New York Central and Hudson River, 143½@143¾; Ohio and Mississippi 37⅜@37⅝; Ohio Central, 28@28½; Pacific Mail, 50½@50⅝; Panama, —@263; Texas and Pacific, 57@57¼; Union Pacific, 126@126¼; United States Express, 68½@68⅝; Wells Fargo Express, 124@126; Western Union Telegraph, 88½@88⅝; Wabash, St. Louis and Pacific, 51¾@52; do. pref., 89⅞@90¼.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Am. Dock and Imp. Co. ass., 132⅛; Boston and New York Air Line, 67; Buffalo and Erie 7s, new, 122; Central Iowa 1st, 115½; Cedar Falls and Minnesota, 27; Chesapeake and Ohio 1st pref., 37; do. 2d pref., 27; do. 1st, Series B, 86¾; do. cur. int., 58⅜; Chicago, St. Paul, Minneapolis and Omaha, 39⅞; do. pref., 101¼; do. consol., 103; Col., Chi. and Ind. Cent. Inc., 75½; Cairo and Fulton 1st, 113; Chicago, Burlington and Quincy 8s, 103¼; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 106½; do. S. W. div. 6s, 109⅞; Cleveland and Toledo, S. F., 110; Denver and Rio Grande, 97⅞; do. 1st 118; do. 1st, consol., 115; Denver, South Park and Pacific 1st, 108; East Tenn., Va. and Ga. 1st, 117½; Galena and Chicago 1st, 104; Galveston, Houston and Henderson 1st, 75; Galveston, Harrisburg and San Antonio 1st, 110; Houston and Texas Central Gen'l mort., 106; do. 2d M. L., 131; Indiana, Bloom. and Western, 47½; do. 2d, 84; Indianapolis, Decatur and Springfield 1st, 110; International and Gt. North ern 1st, 112½; Kansas Pacific 1st consol., 109¼; do. 6s, Denver div. ass., 115; Keokuk and Des Moines 1st, 110; Lehigh and Wilkesbarre consol. ass., 110½; Lake Erie and Western, 54⅞; Louisville, New Albany and Chicago, 88; do. 1st, 107; Metropolitan Elevated 2d, 89¼; Milwaukee Lake Shore and Western, 51¾; do. 1st, 107; Missouri, Kansas and Texas, 42⅞; do. consol ass., 110; do. 2d, 82; do. 6s, 93; Manhattan Beach, 34; Mobile and Ohio, 36; do. 1st deben., 112½; do. 2d, deben., 65⅛; do. new mort., 112½; Missouri Pacific, 105¾; do. 1st, consol., 112; Memphis and Charleston, 70; Marietta and Cincinnati 1st pref., 12; do. 2d pref., 9; Nashville, Chattanooga and St. Louis, 78; do. 1st, 118; New York, Ontario and Western, 31¼; Norfolk and Western, 25¼; do. pref, 54; New York, Penn. and Ohio Inc., 56½; Northern Pacific 1st, 101; New York City and Northern Gen'l mort., 94¾; Ohio Central, 27½; do. 1st, 100; do. Inc., 54; Oregon Railway and Nav., 161; do. 1st, 109; Ohio and Mississippi 1st, Springfield div., 118½; Ohio Southern inc., 50; Peoria, Decatur and Evansville, 40¾; do. inc., 78; Rome, Watertown and Ogdensburg 1st consol., 94; Richmond and Allegheny, 53; do. 1st, 102; Rochester and Pittsburg, 89⅜; do Inc., 45; St. Louis, Kansas City and Northern, Omaha div. 1st, 117⅞; do. St. Charles Bridge 1st, 100⅝; do. R. E. 7s, 1895, 113; Syracuse, Binghamton and New York 1st, 125; Scioto Valley 1st, 107; St. Paul and Duluth pref., 86; St. Paul and Sioux City 1st, 113; St. Paul, Minn. and Man., 102; do. 2d, 106; St. Louis and Iron Mt. 1st, pref., Inc., 99½; do. 2d, 109; do. Ark. Branch 1st, 112; do. Cairo, Ark. and Texas 1st, 112½; Toledo, Delphos and Burlington, 27; do. inc., 52; Texas and Pacific, 56⅝; do. Inc., L. G., 78; do. Rio Grande div., 1st, 98⅞; Utah Southern Gen'l mort., 113; Wabash, St. Louis and Pacific Gen'l mort. 6s, 101¼; Arkansas 7s, L. R., P. B. and N. O., 16; Georgia 7s, new, 111½; Louisiana 7s, consol., 67½; North Carolina 4s, consol., 88; do. 6s, S. T. 1st class, 7¼; Tennessee 6s, old, 72; do. new, 71¼; Am. Dist. Tel., 47½; Sutro Tunnel, 1½; Colorado Coal and Iron 48⅞; Cam. Coal, 38; Consolidation Coal, 28; Maryland Coal, 26; New Central Coal, 26½; Pennsylvania Coal, 254; Central Mining, 2⅛; Deadwood, 8; Excelsior, 2⅛; Homestake, 15⅛; Little Pittsburg, 2½; Ontario, 35; Standard, 22⅝.

Philadelphia.—Central Transp., 42; Chesapeake and Delaware Canal 6s, 89½; Huntingdon and Broad Top consol. 6s, 93½; do. 1st mort. 7s, 120; Harrisburg and Lancaster 6s, 104¾; Pennsylvania Canal 6s, 100; Pennsylvania Co. 4s, 98; do. 6s, 108; Perkiomen 1st, 104; Philadelphia and Reading scrip, 73; Texas and Pacific consol. mort. 6s, 104⅜; do. 1st mort. 6s, 110. The latest quotations are: City 6s, 115@116½; do. free of tax, 127½@132½; do. 4s, new, 102@104; Pennsylvania State 6s. 3d series, 101@101¼; do. 5s, new. loan, 115@116½; do. 4s, new, 111@—; Philadelphia and Reading R. R., 29@29⅛; do. consol, mort. 7s, coup. 126¼@126¾; do. reg., 126¼@126½; do. mort. 6s, 122@125; do. 7s, 1893, 121@122; do. new conv., 66@—; United New Jersey R. R. and Canal, —@192; Buffalo, Pittsburg and Western, 21¼@21⅜; Pittsburg, Titusville and Buffalo 7s, 104¼@105; Camden and Amboy mort. 6s, 1889, 115½@116½; Pennsylvania R.R., 63@63⅛; do. gen'l mort., coupon, 124@126½; do. reg., 126¼@128; do. consol. mort. 6s, reg., 121¼@121¾; Little Schuylkill R. R., 55¼@56; Morris Canal, 44¾@45¼; do. pref., 169@—; Schuylkill Nav., 6½@—; do. pref., 15@15½; do. 6s, 1882, 90⅞@91⅛; do. 1872, 107⅛@108½; Elmira and Williamsport pref., 55@60; do. 6s, 113@—; do. 5s, 98@103; Lehigh Coal and Navigation, 44¼@44¾; do. 6s, 1884, 106¾@107; do. R. R. loan, 119½@120; do. Gold Loan, 116¼@116¾; do. consol. 7s, 119¾@120¼; Northern Pacific, 35⅛@35⅜; do. pref., 74⅛@74¼; North Pennsylvania, 60⅜@60⅝; do. 6s, 107½@—; do. 7s, 122@124; do. Gen'l mort. 7s, reg., 121¼@121¾; Philadelphia and Erie, 21⅛@—; do. 7s, 118⅛@120¼; do. 5s, 107⅛@108⅛;

Minehill, 60½@60¾; Catawissa, 20@21½; do. pref., 57½@58½; do. new pref., 57½@58; do. 7s, 1900, 127@127¼; Lehigh Valley 60½@61¼; do. 6s, coupon, 122@123½; do. reg., 122@123¼; do. 2d mort. 7s, 137¼@140; do. consol. mort., 122¾@123; Fifth and Sixth streets (horse), 136@137; Second and Third, 112½@116; Thirteenth and Fifteenth, 86@87½; Spruce and Pine, 45@48; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, —@23; Germantown, 79¾@80¼; Union, 119@125; Lombard and South, —@26; West Philadelphia, 116@117½; People's, 31@31½; Continental, 103@108.

Baltimore.—Atlantic Coal, 1 30; Atlanta and Charlotte, 78½; Baltimore City 4s, 1920, 111½; do. 5s, 1916, 126; do. 6s, 1894, 119; do. 6s, 1890, 117¾; do. 1902, 128; Canton Co., 74; do. 6s, 110¼; Columbia and Greenville 1st, 103½; Chesapeake and Ohio Canal 6s, 68½; George's Creek Coal, 105; Maryland Defense 6s, 105¾; Marietta and Cincinnati 1st Sterling, 121; Pittsburg and Connellsville, 15; Richmond and Danville, 102; do. bonds, 1890, 108½; South Side 2d, 102¾; Virginia Midland 1st pref., 69¾; do. 2d pref., 54; do. 4th, 55½; do. 5th, 100½; Virginia Peelers, 40; Wilmington, Columbia and Augusta, 111. The latest quotations are: Atlanta and Charlotte 1st, 109@110; Baltimore and Ohio, 190@205; do. 6s, 1885, 110@112; Baltimore City 6s, 1886, 108@—; do. 5s, 1916, 125@—; do. 4s, 1920, 111@—; Central Ohio 1st, —@114; Columbia and Greenville 1st, 103@—; Marietta and Cincinnati 1st, 123½@124; do. 1st Sterling, 121@—; do. 2d 87½@86; do. 3d, 46@47; Northern Central, —@53½; do. 6s, 1885, 107@—; do. 6s, 1900, gold, —@117; Northwestern Va. 3d guar., —@112; Pittsburg and Connellsville 7s, —@123¾; Richmond and Danville, 103@108; do. bonds, 1885, 105⅝@106; Union Canal endorsed, 118@—; Virginia Midland 2d, 111½@112¼; do. 5th, 100½@100⅞; Virginia Consols. 82½@82¾; do. consol. coupons, 91½@92¼; do. 10-40s, 54¾@55; Western Maryland 2d pref., 106⅛@107½; do. Washington county guar., 110@—; Wilmington and Weldon, 7s, 115@—.

Boston.—Atlantic and Pacific 6s, 103¼; do. Inc., 56; Atchison, Topeka and Santa Fe 5s, 98½; Boston Land, 8¾; Boston Water Power, 8⅞; Burlington and Missouri River in Nebraska 6s, non-exempt, 106¼; Boston, Revere Beach and Lynn, 120¾; Boston, Clinton, Fitchburg and New Bedford, 50; Connotton Valley 7s, 100; Connecticut and Passumpsic Rivers, 99½; Chicago and West Michigan, 87; Central Railroad of Iowa, 35; Detroit, Lansing and Northern, 80; Flint and Pere Marquette, 36; do. pref., 103; Iowa Falls and Sioux City, 91; Kansas City, St. Joseph and Council Bluffs 7s, 123; Kansas City, Fort Scott and Gulf, 99; do. 7s, 113½; Louisiana and Missouri River, 26; Little Rock and Ft. Smith, 76⅜; Marquette, Houghton and Ontonagon, 74; do. pref., 120; Massachusetts Central, 87½; do. 6s, 100⅞; Mexican Blocks, new, 98½; do. old, 111; New York and New England 6s, 112¾; Northern Pacific 6s, 103¾; Ogdensburg and Lake Champlain 6s, consol. 103½; Portsmouth, Gt. Falls and Conway, 81; do. 4½s, 92½; Republican Valley deferred, 95; Rutland, 6; do. pref, 28; do. 5s, 85; Summit Branch, 17; Sonora 1st 7s, 98½; Saginaw Valley and St. Louis 8s, 120; Toledo, Delphos and Burlington, 16¼; Wisconsin Central 25⅞; do. 2d series, 58; Allouez Mining Co., 2⅜; Atlantic, 10; Brunswick Antimony, 12½; Catalpa, 1⅝; Crescent, 87½c.; Douglas, 3; Franklin, 10¼; Harshaw, 5½; Mesnard, 50c.; Osceola, 30; Pewabic, 11⅜; Silver Islet, 41.

Railways of England.

The following comparative statement of gross receipts of eighteen of the English Railways for the half year ending June 30, 1880 and 1881, is from Herapath's Railway Journal:

Name of Railway.	1881. £	1880. £
Great Eastern	1,306,236	1,291,188
Great Northern	1,624,730	1,612,358
Great Western *	2,888 910	2,857,787
Lancashire and Yorkshire	1,727,761	1,717,700
London and Brighton	904,527	894,878
London and Chatham	507,478	505,899
London and N. Western	4,452,289	4,422,434
London and S. W stern	1,167,993	1.167,835
Manchester and Sheffield	849,178	896,294
Metropolitan	288,193	271.110
Metropolitan District	191,264	181,104
Midland	3,238,762	3,215 758
Northeastern	2 915,024	2,956,060
North London	213,872	205,948
North Staffordshire	306,088	313,574
Rhymney	76,606	74,982
Southeastern †	869,881	868,660
Taff Vale	262,960	254,952
	23,788,752	23,708,021

—showing an increase of £78,731.

* The receipts of the Great Western as given here are really only for twenty one weeks, but it was thought advisable to do this as the company will in future begin its financial half year on July 1 and January 1; the same course as is, in fact, pursued by all other English lines.

† The aggregate in this case is for 25 weeks and 1 day against 25 weeks and 8 days.

The experiment of running a locomotive without brakes has just been successfully tried by the Delaware, Lackawanna and Western Railroad Company. The locomotive is of ordinary pattern, but has an extra pipe leading from the boiler to the steam chest by which power can be applied against the piston, checking the engine and enabling the engine to reverse without "hauling over."

The new Montauk Railroad extension, running from Patchogue to Bellport and Moriches and communicating with the Sag Harbor branch at Eastport, has been completed, and the train of the Long Island Railroad commenced running over it on the 24th inst. The connection of this road with the Sag Harbor branch creates a through route along the south side of the island from the city to the cliffs of Montauk.

It has been decided at the Treasury Department that journalists can bring certain books for their libraries into the United States free of duty. It is understood that this decision is based on the clause of the Revised Statutes admitting "tools of trade" free of duty.

The new line to St. Paul and Minneapolis, to be known as the "Albert Lee Route," was opened by the Chicago, Rock Island and Pacific Railway Company on the 20th inst. Two trains a day will be run, with no carriage transfer at Minneapolis for the Chicago, Milwaukee and St. Paul, or the St. Paul, Minneapolis and Manitoba Railroads. It is the intention to make this a favorite passenger route to Minnesota and the lakes.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for June, 1881, as compared with the same month in 1880, shows

An increase in gross earnings of	$585,961
An increase in expenses of	109,665
An increase in net earnings of	$476,296

The six months of 1881, as compared with the same period in 1880, show

An increase in gross earnings of	$2,119,769
An increase in expenses of	1,217,022
An increase in net earnings of	$902,747

All lines west of Pittsburg and Erie for the six months of 1881 show a surplus over liabilities of $1,625,783, being a gain over the same period in 1880 of $284 676.

At a meeting of the directors of the Bald Eagle Valley Railroad Company, held at the office of the Pennsylvania Railroad Company in Philadelphia on the 22d inst., a semi-annual dividend of 4 per cent was declared, and it was decided to open a new branch road four miles in length from a point on the line of the Bellefontaine and Snow Shoe Road, which was recently consolidated with the Bald Eagle Valley, to the newly developed coal fields. The output of coal from the Snow Shoe mines now exceeds 600 tons per day. The coal is sold mainly for delivery at Albany and Boston, where it is used for steam purposes.

A project has been started to build a narrow gauge railroad between Tarrytown and Port Chester by way of White Plains, so as to form connections between the Hudson River Railroad at Tarrytown, the New York City and Northern Railroad near Hall's Corners, the New York and Harlem Railroad at White Plains, and the New York, New Haven and Hartford Railroad; also with the prospective Housatonic and Northern and the New York and Connecticut Valley Railroads.

The outside rail on the New York, Lake Erie and Western Railroad will soon be taken up, all the cars on the road having been narrow-gauged. The taking up of this rail will, it is estimated, give the company enough rails to lay 200 miles of double track.

The stock of the Chicago and Iowa Railroad held by the City of Aurora, Ill., was sold at auction on the 23d inst. for $130,200, the par value being $100,000. H. L. Head, of Chicago, was the purchaser.

A contract for five miles of the Toronto and Ottawa Railway has been let to Messrs. Wood & Parr. William Gooderham, the president, says they are going to push the work rapidly.

At a meeting of the Canadian Pacific Railway shareholders in Montreal, on the 19th inst., a resolution was passed authorizing the issue of $25,000,000 of bonds.

The Governor of New York has signed the Bill incorporating the Niagara River Bridge Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot..... 100	210,000	quarterly	Jany '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,599,578	J. & J.	July '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July 81 2
Boston and Maine.....100	6,921,274	M. & N.	May 81 4
Boston and Providence.100	4,000,000	M. & N.	May '81 4
Attleborough Branch.100	131,700	J. & J.	July '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'81 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3.
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '81 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*.....50	1,159,500	October	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref.....50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug. '81 1½
" " pref.100	769,600	F. & A	Aug. 81 3½
Central of Georgia.....	7,800,000	J & D.	June '81 4
Central of New Jersey.100	18,566,200	quarterly	Apl. 76 2½
Central Ohio*.....50	2,425,000	J. & J.	July '81 3
" pref.....50	400,000	J. & J	July '81 3
Central Pacific 100	54,275,500	F. & A.	Aug. 81 3
Chemung*.....100	880,000	quarterly	July '81 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '81 1½
Chicago and Alton.....100	10,065,100	M. & S.	Mar. 81 4
" " pref...100	2,425,400	M. & S.	Mar '81 4
Chicago, Burl. & Quincy.100	31,004,456	quarterly	June '81 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12 279,483	A. & O.	Apl. '81 3½
Chicago & N. Western..100	14,988,267	J. & D	June'81 3
" " pref.100	21,625,353	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Aug.'81 1½
Chicago & West Mich....	6,161,000	F. & A.	Feb.'81 2½
Cin., Ham. & Dayton....100	5,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	June'81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	June'81 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug'81 2½
Concord. 50	1,500,000	M. & N.	May 81 5
Concord and Porta.*.....100	350,000	J. & D.	June'81 3½
Conn. & Passump Riv..100	2,176,700	F. & A.	Aug.'81 3
Connecticut River..... 100	2,100,000	J. & J.	July '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	June 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*..... 25	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*.....100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor.... 100	1,825,600	F. & A.	Aug.'80 2½
" " pref 100	2,503,383	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*..... 50	1,009,200	J. & J.	July 81 3
East Mahanoy*..... 50	392,950	J. & J.	July 81 3
East Tenn., Va. & Ga....100	5,000,000	A. & O.	Apl. '81 3
Easton (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & D.	June '81 2½
El River..... 100	3,000,000	quarterly	June '81 2½
Elmira, Jef. & Canand*...00	500,000	Sept.	Sept. '80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '81 1½
" " pref. 50	500,000	J. & J.	July '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept. '80 1½
Fitchburg..... 100	4,500,000	J. and J	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia..... 100	4,200,000	J. and J	July '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	July '81 2
Illinois Central 100	20,000,000	M. & S	Mar. '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co 100	7,630,000	quarterly	..r. '81 1½
Io. So. & Mo. Northern. 25	1,500,000	quarterly	May, '81 2
Jeffersonv., Mad. & Ind..100	9,000,000	quarterly	May, '81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June 80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May, '80 1½
Kentucky Central.....100	500,000	J. & D.	Dec. '80 1
" " pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	49,466,500	quarterly	Aug. '81 2
" " (guar.)100	533,500	F. & A.	Aug. 81 5
Lawrence*..... 50	450,000	quarterly	July '81 2
Leh., a Valley 50	27,332,555	quarterly	July '81 1½
" pref. 50	100,300	quarterly	July '81 1½
Little Miami*..... 50	5,871,450	quarterly	Jun '81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*..... 50	$2,640,100	J & J.	July 81 2½
Louisville & Nashville...100	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '86 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '86 3s
Massawippi*.....100	400,000	F. & A.	Aug. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	Aug. '81 1
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '81 3½
Missouri Pacific..... 100	42,416,000	quarterly	July '81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '81 6
Nashua and Lowell.....100	800.000	M. & N.	May '81 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 1½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,70	.....	.....
" " pref....100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '81 2
Nieg. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '81 1½
Northern Central 50	5 842,000	J. & J.	July '81 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'81 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	May 81 2
Oswego and Syracuse*...100	482,400	F. & A.	Aug 80 4½
Panama.....100	7 000,000	Aug. 1, 1	881, $24.26
Paterson and Hudson*...100	632,000	J & J.	July '81 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,300	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '81 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J.	July '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '81 1½
" Special Imp..100	5,504,300	quarterly	July '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '81 3
Profile and Franconia...100	.....	Annual.	Nov.'80 3
Providence & Worces...100	2,000,000	J. & J.	July '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,163,700	F. & A.	Feb.'75 3½s
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n.100	14,348,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	July '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Steubbridge and Pitts.*.100	448,700	J. & J.	July 79 2½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	July '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	July '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '81 3
Wabash, St. L. & Pacific...100	20,000,000	... .	.....
" pref.100	20 000,000	quarterly	Aug. 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '81 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821.300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	July '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121.000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug. '79
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Jambridge.....100	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180.000	J. & J.	July '81 6
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 000	A. & O	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....	600,000	J. & J.	July 81 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	208,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	May '81 3
South Boston 100	100,000	J. & J.	July '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '81 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	July '81 4
Union (Phila.) 50	400,000	J. & J.	July '81 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware $0	1,983,568	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000,000	.....	June'81 1½
Delaware and Raritan*.100	5,847,400	quarterly	July '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '81 $2
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '75 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	Au.'81 50c.
" (pref.) 50	2 888,977	annually	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	8.000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'81 $5
Central Mining Co.....100	... .	Annual.	Feb '81 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I...100	.....	J. & J.	July '81 3
Gold and Stock Tel....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold..... 100	2,836,600	.....	.....
" pref.....100	5,893,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	July '81 4
Mongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July 81 3
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car 100	5,990,200	F.M.A.N	May '81 2
Quicksilver, common ...100	5,768.706	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	F. & A	Aug. '81 3
Quincy R. R. Bridge.....100	1,750,000	J. & J	July '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	July '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp.100	6,000,000	J. & J.	July '81 4
West. Union Telegraph.100	0,000,0 0	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,7?4	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16.098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,328	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,396,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	196,220	168,199	186,995	200,332	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	188,256	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349 410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	341,602	347,098	338,423	398,914	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	584.230	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247.807	188,120	195,329	.....	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,082	226,399	227,323	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,733	665,120	681,736	724,095	732,755	906,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,335	90,375	857,733	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	667,300	.....	.....	.....	.....	.....	.....	.....
1881	816,960	803,490	941,699	846,000	809,700	807,900	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	162,027	145,416	132,692	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,130	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	154,549	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,916	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,768	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	299,880	368,276	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	234,307	245,372	327,678	334,947	311,470	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,038	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,293	283,399	260,254	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,933	490,195	451,560	408,241	349 053	353,474	442,000	542 555	661,400	678.200	626,725	655,100	6,258,429
1881	570,957	560,791	692,023	535,042	480,300	468,400	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	213,407	.....	.....	.....	.....	.....	.....	.....
1881	264,187	159,482	320,962	425,685	382,642	405,322	.....	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,528	.....	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,690,969	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	928,603	933.143	1,199,268	1,028,791	1,122,706	1,144,758	1,065,080	1,155,325	1,177,134	1,2?? 475	1,105,616	962,663	12,336,153
1881	811,617	816,929	1,119,591	1,033,432	1,144,661	1,308,993	.....	.....	.....	.....	.....	.....	.....

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.
Treasurer's Office Grand Central Depot,
NEW YORK, June 24, 1881.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a quarterly dividend of TWO PER CENT upon its capital stock, payable on the 1st day of August next at this office.

The transfer books will be closed at 3 o'clock P. M. on THURSDAY the 30th inst., and will be reopened on the evening of THURSDAY the 4th day of August next.

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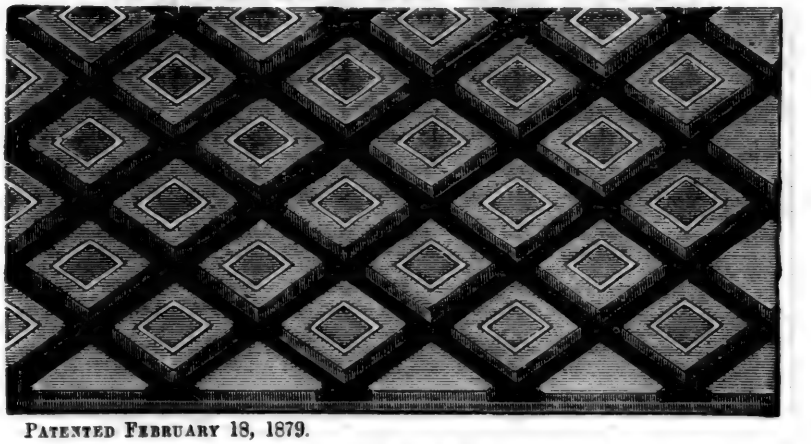
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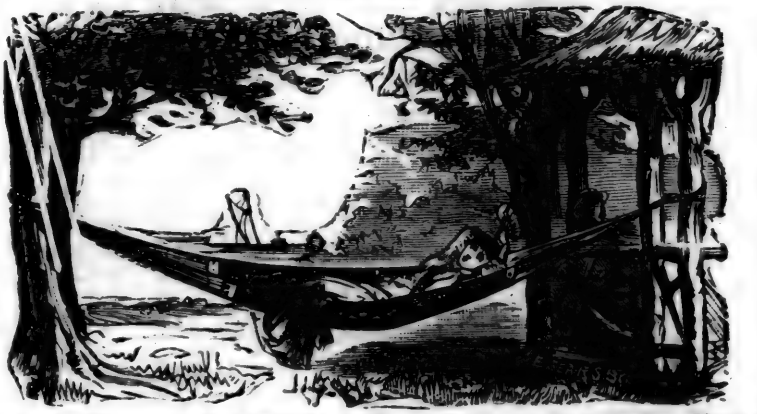
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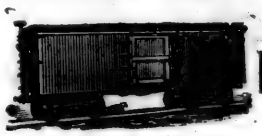


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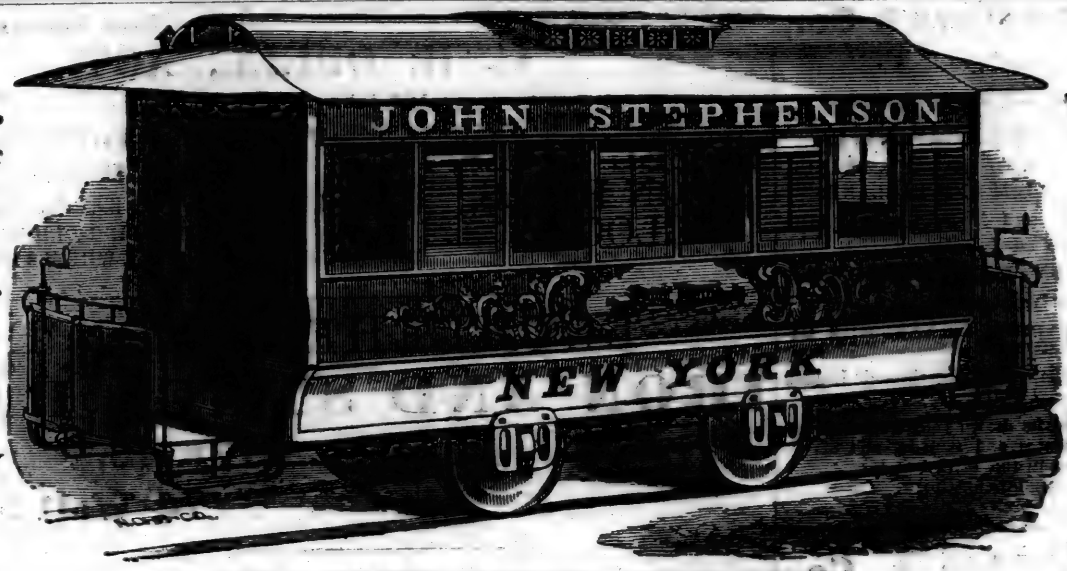
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

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SECOND QUARTO SERIES, VOL. XXXVII., No. 32.] NEW YORK, AUGUST 6, 1881. [WHOLE No 2,363, VOL. LIV.

FRENCH FINANCIERING.

In an interesting illustrated article on financiering in Paris, published in the current number of The Manufacturer and Industrial Gazette, Holyoke, Mass., a detailed description of the ways of the Bourse is given. Concerning inflation in the French stock market it says:

"Of all the financial papers published in Paris not one seems to take a bearish view of things. They will all talk of France economizing 300,000,000 francs per year or 800,000 francs per day, and putting a good share of this into "values of the first order;" but the other side, the inflation bubble which has doubled and trebled the prices of all kinds of securities is left to expand, as long as it can—and then burst. Hence everybody being educated to hold on, the brokers and large financial establishments profit by this circumstance to "carry over" their customers' stocks to the next month at rates of interest ranging from 5 to 11 per cent per annum; and in order to keep the public in good humor a new rise is generally engineered directly after each liquidation. Of course this enables the financial institutions to unload to a certain extent the contents of their portfolios—which seem specially full of 3 and 5 per cent rentes just now—and thus everybody is made happy all round. As the broker charges a regular commission for "carrying over," it is to his interest to keep up the bull tendencies in his customer, because when the particular stock is finally liquidated he is always sure of his selling commission. Quite a number of the brokers, through their co-partners in the value of the seat within the corbeille, do almost the whole of the carrying over for their customers themselves.

"Although a broker has seldom more than seven or nine direct partners, yet these latter not seldom admit their friends into a sub-share of the part of the charge they hold, and thus there may be 40 or 50 persons indirectly represented in one of these 2,000,000 franc seats. Naturally most of these are capitalists, who are glad enough to get a high interest for their money by loaning it for a month, and a broker is thus enabled to carry over several millions worth of stocks without so much as going out of his office. Of course, as a bear is an animal to be extirpated, a seller is not allowed, like the buyer, to discount his operation by offering delivery of the stock cash. He must await the liquidation, and if, say, he should have sold 100 Suez at 1,800 and before the close of the month canal stock should drop to 1,300, thus endangering, may be, the execution of his contract, all he can do is to get his buyer to sell him back the same quantity of Suez as he has disposed of, and immediately dump it out again through another broker. In this way the more or less shaky buyer will owe him a difference of just so much, and the seller is in a somewhat better position than if he waited to the end of the month before calling for his settlement.

"The Germans, who are generally recognized everywhere as the best boursiers and arbitragistes, figure very largely on the Paris Bourse—most of them going under the name of Alsatians, and thus enjoying all the privileges bestowed upon that favored race in France. While there is at present a movement going on for placing Texas lands stock on the Bourse, yet that institution has, so far, not listed a single American railroad. There is quite a fair business, however, doing in U. S. bonds, the bulk of it being done by the Seligmans, Ballins and Raphael Behr. The French, when they speak of "Le dollar," never forget to add that between September 1, 1874, and April 1, 1881, the United States imported over $8,000,000 worth of paintings, statuary, bronzes, books and engravings from France."

MANUFACTURING IRON IN AFRICA.

During the coldest months, that is to say, June and July, the Gonzellos miners leave their homes and take up their abode in extentensive encampments near the iron mines, which are abundant in the country. In order to extract the ore they dig circular holes or shafts of about 10 to 13 feet in diameter, but not more than six or seven feet deep. This arises most probably from their want of means to raise the ore to a greater elevation. I examined several of these shafts in the neighborhood of the Cubango, and found them all of a similar character. As soon as they have extracted sufficient ore for the work of the year they begin separating the iron. This is done in holes of no great depth, the ore being mixed with charcoal, and the temperature being raised by means of primitive bellows, consisting of two wooden cylinders about 1 foot in diameter, hollowed out to a depth of 4 inches, and covered with two tanned goat skins, to which are fixed two handles 30 inches long and half an inch thick. By a rapid movement of these handles a current of air is produced which plays upon the charcoal through two hollow wooden tubes attached to the cylinders, and furnished with clay muzzles. By incessant labor, kept up night and day, the whole of the metal becomes transformed, by ordinary processes, into spades, axes, war-hatchets, arrow-heads, assegais, nails, knives, and bullets for fire-arms, and even occasionally fire-arms themselves, the iron being tempered with ox-grease and salt. I have seen a good many of these guns carry as well as the best pieces made of cast-steel.—[How I Crossed Africa, Pinto.

AN ENGLISH OPINION OF AMERICAN LOCOMOTIVES.

R. M. Brereton an English engineer, says concerning American locomotives: "I argue that the greater duty done by the American motor is due to the better design and better system of working the locomotives. The American builder excels in the system of framing and counterbalancing, and in designs of crank axles, etc., so that the engine may run remarkably easy and without jar round sharp curves, and work not only on the light roads, but also diminish the wear and tear on the solid roads, and at the same time increase the effective tractive force. The English engine is a very heavy affair, and in running it not only wears and tears itself very rapidly, but also the roadway, and by its unsteadiness and jar it greatly fatigues the drivers and firemen. I have ridden hundreds of miles on engines in India, in

France and in the United States, and have always found the American engine most easy and comfortable; but I never did the English or the Continental engines. It is almost impossible to give these engines their full hauling power, simply because the greater portion of the weight cannot be thrown on the driving wheels."

Change of Gauge.

The work of changing the gauge of the Chicago, St. Louis and New Orleans Railroad, extending from Cairo to New Orleans, 550 miles, exclusive of sidings, together with the Kosciusco branch of 21 miles, from 5 feet to 4 feet 8½ inches, was completed on the 28th ult. between the hours of 4 a. m. and 3 p. m. Over 3,000 men were employed, and the estimated cost of the work is about $300,000. This is said to be the greatest feat yet accomplished in gauge changing, and to Col. L. P. Brien, Assistant General Manager, is the success mainly due. At 3 p. m. trains were running in all directions.

The gauge of the Mississippi and Tennessee Railroad, running from Memphis, Tenn., to Grenada, Miss., 100 miles was changed on the 30th ult. from 5 feet to 4 feet 8½ inches. The work was successfully done in ten hours, without interruption to south bound trains and the traffic of the road.

The track of the Port Jervis and Monticello Railroad, (a branch of the New York, Lake Erie and Western Railroad,) 23 miles in length, was changed on the 30th ult. from the broad or 6 feet gauge to the standard or 4 feet 8½ inch gauge. The road is owned by the Union Trust Company of New York. There is talk of continuing the road next spring to Fallsburg, five miles distant, where it would strike the New York, Ontario and Western Railroad.

The Rochester branch of the New York, Lake Erie and Western Railroad was also changed from the broad to the ordinary gauge on the 30th ult. It is 94 miles in length, extending from Corning to Rochester. With the exception of the branches from Suffern to Piermont and the Northern Railroad which is leased to this company and runs from Bergen to Nanuet, the work of making the track a narrow gauge is now completed.

A statement of the canal business of Buffalo shows that the amount of tolls collected in July, 1881, was $55,541 92, against $105,541 26 in July, 1880, a decrease of $49,999 34; and from the opening to August 1, 1881, $150,151 52, against $348,063 83 for the corresponding period in 1880, a decrease of $197,912 31. The number of boats cleared for the season to August 1, 1881, was 2,811; do. in 1880, 4,957, a decrease of 2,146. The canals were opened for business on the 17th of May, 1881, and on the 15th of April, 1880. The comparative shipments from the opening of navigation for the two seasons were as follows: in 1881, flour, none; wheat, bushels, 6,855,205; corn, 7,258,830; oats, 132,250; rye, none; in 1880, flour, bbls., 2,073; wheat, bushels, 13,969,542; corn, 18,431,861; oats, 809,947; rye, 125,868—total bushels in 1881, 14,246,285; in 1880, 33,337,158. There was also shipped in 1880, 105,489 bushels of barley malt, and in 1881, 193,172 bushels.

Imports and Exports of the United States.

The Chief of the Bureau of Statistics at Washington in his twelfth monthly statement for the fiscal year just closed, of the imports and exports of the United States reports that the excess of exports of merchandise was as follows:

Month ended June 30, 1881, $4,541,931; month ended June 30, 1880, $11,617,741; twelve months ended June 30, 1881, $259,726,254; twelve months ended June 30, 1880, $167,683,912.

The excess of exports and of imports of gold and silver coin and bullion, was as follows:

Month ended June 30, 1881 (excess of exports), $1,022,152; month ended June 30, 1880 (excess of imports), $177,860; twelve months ended June 30, 1881 (excess of import), $91,168,650; twelve months ended June 30, 1880 (excess of imports), $75,891,891.

During the last fiscal year the value of the exports of merchandise amounted to $902,319,473, being larger than ever before in the history of the country. The value of the imports of merchandise amounted to $642,593,219, and was larger than during any preceding year, with the exception of the year ended June 30, 1880. The total value of the foreign commerce of the United States—imports and exports of merchandise—amounted to $1,544,912,692, and exceeded that of any prevoius fiscal year.

The excess of exports over imports during the last fiscal year was larger than during any preceding year, with the exception of the fiscal year 1879.

Since the year ending June 30, 1875, the total excess of the value of the exports of merchandise from the United States over that of the imports of merchandise into the United States has amounted to the sum of $1,180,681,641.

The value of the exports of merchandise during the last fiscal year exceeded the value of such exports during the preceding fiscal year $66,680,815, an increase of 7.89 per cent.

The value of the imports of merchandise during the last fiscal year was $25,861,527 less than the value of such imports during the preceding fiscal year, a decrease of 3.95 per cent.

Mr. Nimmo also calls attention to the rapid increase in the value of the exports of merchandise from the United States during the last ten years, viz: from $442,820,178 during the year 1871 to $902,319,473 during the year 1881.

The exports of specie exceeded the imports during each fiscal year from 1862 to 1879, but during the last two fiscal years the imports of specie exceeded the exports thereof, such excess amounting, during the year ended June 30th, 1880, to $75,891,291, and during the year ended June 30th, 1881, to $91,168,650.

The Memphis, Paducah and Northern Railway, running between Paducah, Ky., and Memphis, Tenn., a distance of 165 miles, was sold at auction on the 30th ult. by Adrian H. Muller & Son at the Exchange Salesroom for $2,300,000. C. P. Huntington, John Eccles and H. E. Huntington were the purchasers. The sale was made under a decree of the United States Circuit Court for the Western District of Tennessee in the suit of Abram Carl Wertheim and others against the railroad company.

Philadelphia and Reading Companies.

From the report of the Receivers of the Philadelphia and Reading Railroad and Coal and Iron Company for the year ending Nov. 30, 1880. We learn that the gross earnings of the two companies were $32,177,003 41; working expenses, $28,315,865 50; rental of leased lines, $3,666,159 02; interest, $6,704,965 06—loss, $1,209,986 17, against a loss in 1879 of $2,817,858 57. The amounts of floating debt of both companies, Receiver's certificates, and arrears of overdue interest for which either no provision has been made or for which provision being made at a lower rate by the Receivers is as yet unaccepted by creditors, outstanding on the 30th of June, 1881, were as follows: floating debt, $9,744,809 47; Receivers' certificates and obligations, $2,668,166 87; arrears of interest, including July coupons of general mortgage and of scrip, but not including $202,480 of coupons due July 1, 1881, on divisional coal land mortgage bonds, for which provision has been made for payment or purchase at lower rates, $1,901,792 95. There are about $200,000 of arrears of canal rental yet unpaid. There are also claims against the companies for losses on contracts on old iron rails amounting to between $250,000 and $275,000, which are as yet unliquidated, and of which no account has been taken in any of the above statements.

Cincinnati Southern Railroad.

At a meeting recently held in this city called, it is stated, at the instance of one of the five trustees, for the purpose of discussing combinations in anticipation of leasing the Cincinnati Southern Railroad, one of the persons present is reported to have said—

"There is no doubt that to secure full benefits which the city expected to gain by this enterprise, the road must be leased to some one interested in the property. The city hopes to get from the rentals sufficient to pay the interest on the bonds, and to establish a sinking fund. This is out of the question in my opinion, and the main question is to ascertain how much, or rather how little, the city will be satisfied with."

The Cincinnati Southern Railroad was built under direction of a Board of Trustees created by an act of the Ohio Legislature in May, 1869. The city was authorized to issue $18,000,000 in bonds for its construction. The road was opened in February, 1880. It is operated by the Cincinnati Railroad Company under the temporary license granted by the trustees. It is proposed to lease the road for 25 years to the highest bidder.

As noted elsewhere, the gauge of the entire line of the Chicago, St. Louis and New Orleans Railroad has been changed to conform to the gauge of its connecting lines north of the Ohio. This line has undergone many improvements within the past year. The track is all new steel rail, the road-bed has been raised and ballasted with gravel, making it smooth and firm. The change of gauge will enable the road to run through cars from the Northwest to the South, and the benefit to the line will be great, as it will henceforth be placed in a position to exchange business with all the great roads of the North and West, and run both freight and passengers through without delay or change of cars.

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New York, Saturday, August 6, 1881.

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THE heroic treatment which has been applied to the war of passenger rates, by cutting terribly deep, did not have the quick results anticipated, but it evidently hastened a more satisfactory adjustment of rates, which it is hoped will before long be effected. Meanwhile the stockholders are beginning to look upon the war with no little uneasiness, justly feeling that railroad managers being intrusted with the care of their property should not allow the spirit of warfare to obtain too strong a control of their movements.

WHILE little has been said of late concerning Boston's proposed World's Fair, the project is not being neglected or suffered to fade out of sight. The committees have been busily at work much of the time during the summer in a quiet way, but they seem to be taking the sensible course of avoiding any undue heralding of their plans until they have assumed some definite outline. The vacillating course pursued in New York in arranging plans had much to do with the abandonment of the project here.

WITHIN the past few years a new department of business of the nature of insurance has developed into important proportions in this country, a main feature of which is the issuing of bonds guaranteeing fidelity in positions of responsibility and pecuniary trust. The system is one that can be utilized to great advantage, and at the same time it is one that under poor management or without substantial ground work in the character and financial standing of its officers may be made a most unreliable and damaging business, both to employers and employes. The security must be undoubted, the risks must be carefully studied and the means employed to obtain them must be such as not to prove obnoxious to those from whom the patronage must largely be sought, and then a general popularity may be predicted for the plan. The chief advantage of the method is that a corporate guaranty is thus obtained instead of a personal bond where security is required, by which the employer is protected by bonds, not needing frequent examinations in different directions, against breaches of fidelity, and the employe is relieved from the often unpleasant necessity of asking personal friends to act as his bondsmen. An illustration of the growth of this system in popularity is seen in the increase of capital from $100,000 to $250,000 just made by the Fidelity and Casualty Company of this city, in which a number of substantial New York business men are interested, the increase being all taken at a premium of 15 per cent. This, however, is not wholly an indication of the growth of this new business, as in this case an important part of the business of the company is the issuing of casualty policies, providing for weekly indemnities in cases of disabling injury.

IN speaking of some of the recent changes in the gauge of the railroads connecting with the Erie, and the Atlantic and Great Western system, the Tribune appears to be a little "off" when it finds it difficult to understand why the Mississippi and Tennessee Railroad should also change its gauge from five feet to four feet eight and a-half inches. And by the way, the Tribune was in error in mentioning the former gauge of the New York, Lake Erie and Western Railroad as being five feet, and the present standard gauge as being four feet eight inches. The old gauge was six feet and the standard gauge is four feet eight and a half inches. The reason for the Mississippi and Tennessee Railroad changing its gauge is not so difficult to understand when it is remembered that one of the important connections of the Illinois Central Railroad, or rather the direct continuation of it to the Gulf, is what is known as the "Great Jackson Route," or the Chicago, St. Louis and New Orleans Railroad, which has just changed to the standard gauge. The Great Jackson Route comprises the New Orleans, Jackson and Great Northern, the Mississippi Central and the Mississippi and Tennessee Railroads. The latter is one of the important parts of the line, running from Grenada to Memphis, and by means of it the line is afforded a connection of its own with the Mississippi river. The completion of the change of gauge of the New York, Lake Erie and Western Railroad this week, and that of the Great Jackson Route are illustrations of the means being adopted for obtaining a uniformity in commercial intercourse, and a perfecting of transportation facilities, apparent alike in the North and the South, the tendency of which will be to do away with antagonistic measures or prejudices in many directions.

Railroads in Georgia.

In few States are more promising signs of industrial growth and development being exhibited than in Georgia, and the enterprises which have sprung up there within the past few years are attracting a wide attention accompanied by an increasing amount of capital seeking investment. The success which has attended the establishing of cotton manufactures within her borders and the extended discussion of the subject which has arisen has had more to do than any other influence, probably, with Georgia's present position among the active States. The International Cotton Exposition to be held at Atlanta this Fall will be a most powerful stimulus to the manufacturing enterprises of that locality, and will draw from both sides of the water a renewed investigation and study of the resources of that section and of their value as fields for investment.

The railroads of Georgia are performing a most important part in the development of the State; in fact they form the very basis of the present prosperous outlook there, for to them more than to any other cause is due the spirit of enterprise which has made possible the starting of manufactories and the importation of settlers, manufacturing skill and capital. The improved condition of the railroads of that section has been very marked of late and will be made vastly more apparent as the cotton exposition draws its probable vast throng of visitors. To those looking in that direction for investment in railroad or manufacturing enterprises it will be of special interest and importance to know what the relations are between the rights of the people and the corporations, or the character of the laws operating upon corporations. It is a fortunate thing for Georgia at this active period of growth that her constitution is a conservative one which provides safeguards alike for the people and the railroads, and that in the establishment of her Railroad Commission the right and duty of railroad regulation was provided in such a way as to prevent as far as possible abuse in the methods. Among the things guarded against in the enactments of the Legislature was the liability of any breach of contracts formerly made, the revocation of

grants and any interference with vested rights. The cautious provisions place numerous restraints upon legislative power, and the protection of all rights, both those of the railroads as well as those of the people, seems aimed at in them to an unusual degree.

The Georgia Railroad Commissioners in their semi-annual report just issued have devoted considerable space to the principles upon which their Commission was established, and have given liberal extracts from the State Constitution, and laws touching upon the matter. The information given in this manner is exceedingly explicit and carefully arranged, and, though some of the ways of presenting it seem in a measure unnecessarily argumentative so far as the argument has any appearance of a defense of position, it will be of great interest and value, especially at this stirring time in Georgia matters. The report is chiefly devoted to the subject of railroad legislation, upon which some good ideas are advanced, and to the plan adopted by the Commissioners for obtaining information from the railroads, the blanks and full details of the work being given. The next report will doubtless give the results of the work outlined in the one just issued, and it will be looked for with interest, coming as it will after so much attention has been drawn to Georgia, and so much interest awakened in her natural resources and her promising enterprises.

Personal.

Geo. M. Pullman, president of the Pullman Palace Car Company is expected to return from Europe about the middle of the month.

Having been appointed assistant treasurer of the Pennsylvania Railroad Company, William H. Frailey has resigned the position of cashier of the Empire Line. He is succeeded by W. H. Bruner.

General Manager Williams, of the Cincinnati, Hamilton and Dayton Railroad is to assume the duties of his new positron on the New York, Chicago and St. Louis Railroad, September 1.

Robert Stewart has been appointed superintendent of the telegraph of the Baltimore and Ohio Railroad, succeeding C. A. Tinker, who resigns to take a position with the Western Union Telegraph Company.

Ex-Gov. J. Gregory Smith, president of the Central Vermont Railroad Co., and his family returned July 30, to their home at St. Albans, Vt., from an extended European tour.

It is reported that General Charles Paine, general superintendent of the Lake Shore and Michigan Southern Railroad, is about to resign his position on that road, to accept a position on the New York, Ontario and Western Railroad.

J. H. Barrett general superintendent of the Pan Handle division of the Pittsburgh, Chicago and St. Louis Railway, has resigned to accept a similar position on the Cincinnati, Hamilton and Dayton Railroad. His headquarters will be in Cincinnati.

James Stokes, senior partner in the banking firm of Phelps, Stokes & Co., died at Orange, N. J., Monday, aged seventy-eight years. He was one of New York's well-known benevolent business man. He was formerly a member of the old firm of Phelps, Dodge & Co., and when this firm dissolved two years ago he established the banking house in which his partners were ex-Comptroller F. P. Olcott, his sons, Anson Phelps Stokes and William E. Dodge Stokes, and Isaac N. Phelps his brother-in-law.

Henry Bionne, Secretary General of the Panama Canal Company, died on board the Pacific Mail steamship Crescent City, while on the voyage to New York from Aspinwall. He was a prominent engineer, and was intimately connected with M. De Lesseps in his inter-oceanic project.

J. T. McManus, of Hartford, has been offered the superintendency of the Hartford and Connecticut Valley Railroad. He was formerly superintendent of the Hartford, Providence and Fishkill Railroad, and later superintendent of the western division of the New York and New England Railroad.

C. C. Wheeler the new manager of the Atchison, Topeka and Santa Fe Railroad, has been for several years Assistant General Manager of the Chicago and Northwestern Railroad, previous to which he filled the same position upon the Michigan Central, under Mr. Strong, whom he now succeeds upon the Atchison, Topeka and Santa Fe.

Joseph H. Moore, who died at Odell, Ill., on Monday last, was the first conductor of a passenger train running on the Boston and Worcester Railroad. Since 1844 he had been superintendent of several railroads including the Pittsburg, Fort Wayne and Chicago and the Michigan Southern. He also invented several devices for railroad use, by which he was widely known.

James Robb, formerly a member of the firm of Winslow, Lanier & Co., this city, died at Cheviot, Ill., July 30, aged sixty-eight years. He was prominent as a financier throughout the country, especially in New Orleans where he was much interested in railroads, being the originator and chief promoter of a number of the most important lines of that section.

Manufacturing.

The Baldwin Locomotive Works have just built for shipment to Brazil five passenger locomotives for the Dom Pedro Y Railroad, two freight engines for the Bahia, Brazil road, one of the Santa Isabel and Rio Preto Railroad and one for the E. de F. Pirapetinga road.

The lands known as the "Big Hill" iron lands in upper Botetourt County, Virginia, on the line of the Richmond and Alleghany Railroad have been bought by Col. John W. Skales of Philadelphia for $60,000. It is said that a furnace will be erected soon near the property by Philadelphia parties.

A Chicago gentleman has invented a device for laying ties and iron from the cars direct. The ties are taken from an inclined plane and properly placed by means of a movable derrick. The iron is run out by means of a windlass, placed upon the ties and spiked down. The car then moves on and another section of track is laid as before.

It is expected that many of the possibilities of electricity in connection with railroads will be demonstrated at the electrical exhibition which opens in Paris this week. So many ideas are being suggested in regard to the use of electricity that much good will be looked for in the explosion of some of them when brought up at this exhibitioff.

Work is advancing on the building for the New England Manufacturers' and Mechanics' Institute Fair, Boston, which is to be opened August 18. The main floor has an area of five acres, and the galleries three acres more, and in the centre the open space bounded by the galleries is 400 feet long, 126 wide, clear of columns, and open to the roof, a height of 80 feet. About 2,000 exhibitors have obtained admission, coming from all parts of the country, although the bulk of the display will be of New England origin.

The Wilmington, Del., Every Evening says the Harlan and Hollingsworth Company are running about 1100 hands, with all the work they can do. They have six ferry boats under way; are rapidly finishing the City of Worcester; are nearly ready to launch the propeller Garton, for the Baltimore Steam Packet Co.; will soon launch the West Jersey ferry-boat "No. 3," which is on the same ways with the Camden ferry-boat 'No.3'; will finish in two or three weeks the steamer San Jacinto, and are hard at work rebottoming and otherwise overhauling and repairing the Morgan steamer Harlan the second of the series. The same activity pervades the car department. They are now shipping some cars to Rockaway, and have just sent away several shipments of cars for the Long Island and Milwaukee and St. Paul Railroads.

Organization.

The "Tallman Automatic Car Brake Company" has been incorporated with a capital stock of $2,000,000 in shares of $100 each, with fifty years to run. The incorporators and trustees for the first year are Stephen P. Tallman, Seymour Hart, Elisha A. Packer, Edward M. Clymar, Charles C. Keeler, David H. Jeffery and William E. Davenport.

The Bridgton and Saco River Railroad Company has been organized with the following officers: William F. Perry, president; Joseph A. Bennett, secretary; P. P. Burnham, treasurer; William F. Perry, Darwin Ingalls, O. B. Gibbs, William A. Stevens, John H. Kimball, John W. Fowler and A. H. Burnham, directors.

The officers of the Atlantci and West Point Railroad Company, recently elected, are: President, L. P. Grant, late general manager; general manager, Cecil Gabbett, of the Western road of Alabama; treasurer, W. P. Orme; Board of directors—W. M. Wadley, Savannah; C. H. Phinizee, Augusta; L. P. Grant, Atlanta; D. N. Speer, Lagrange; John S. Bigby, Newman; W. B. Berry, Newman; D. M. Hill, Washington.

A certificate of incorporation was issued by the secretary of State at Wheeling, W. Va., on the 25th ult. of the West Virginia and Pennsylvania Railway Company. The road will commence at the Pennsylvania line, in the county of Monongalia, and run thence by the most practicable route by way of Morgantown and Fairmont or Palatine to Clarksburg, in Harrison county. The principal office of the company is to be at Fairmont and the charter perpetual. The capital stock of the company will be $1,000,000, divided into shares of $100 each.

At a meeting of the Board of Directors of the Philadelphia, Wilmington and Baltimore Railroad Company, held in Philadelphia on the 27th ult. for reorganization under the Pennsylvania Railroad management, the train rules and general system now in operation on the Pennsylvania Railroad were adopted, and among other officers chosen were the following: President, Isaac Hinckley; vice president, A. J. Cassatt; general manager, G. Thomson; superintendent, H. G. Kenny; secretary and treasurer, Robert Craven. The heads of departments chosen are Pennsylvania Railroad officials.

A charter was issued at the State Department, Harrisburg, Penn., on the 29th ult. to the Monongahela East Shore Railroad Company. The charter is for 999 years, and the object is to construct and operate a railroad from a point in Lincoln township, Allegheny county, opposite the borough of McKeesport, at the junction of the Youghiogheny and Mo-

nongahela rivers to the State line, dividing the States of Pennsylvania and West Virginia, through the counties of Allegheny, Westmoreland and Fayette. The length of said railroad will be about 80 miles. The capital stock is $800,000. The officers are: President, C. W. Quincy, of Pittsburgh; directors, Henry Hill, of Beaver; James I. Bennett, Allegheny City; D. Hostetter, Allegheny City; Wm. M. Lyon, Pittsburgh; Jacob Henri, Economy, and Emory Herbert Depuy, of Allegheny City.

Articles of incorporation of the California Central Railroad, San Joaquin and Mountain Divisions were filed with the County Clerk, San Francisco, on the 25th ult. The proposed railroad is to be of the standard gauge, and the San Joaquin Division is designed to run by the most practicable route from the southern terminus of the proposed San Francisco and Ocean Shore Railroad, at Santa Cruz to a point near Minturn, Fresno County, connecting there with the western terminus of the Yosemite Division. The length of this division is abont 120 miles. The Mountain Division is to be extended from a point near Fresno Flats to a point near McBride's Pass, on the State line. The length of the division is about 150 miles. The capital of the San Joaquin Division is $6,000,000, and that of the Mountain Division, $7,500,000.

Articles of incorporation of the Idaho, Clearwater and Montana Transportation Company were filed at Lewiston, Idaho, on the 29th ult. The company embraces 17 prominent citizens of North Idaho. It is claimed that they have formed this company at the instance of several Eastern capitalists, with a view of building a railroad and telegraph line eastward from Lewiston via the Clearwater Pass of the Bitter Root Mountains and the Big Horn Pass of the Rocky Mountains to connect with the Utah Northern Railroad, a distance of not less than 300 miles. They also propose to build a road from Lewiston via Snake and Grand Ronde Rivers to Lagrange, Oregon, a distance of 100 miles, to build a railroad and telegraph line from Lewiston north to connect with the Northern Pacific, and to operate steam boats on Snake, Clearwater, and Columbia Rivers in connection with their roads.

Interest and Dividends.

The Quincy Mining Company will pay a semi-annual dividend of $3 per share on the 22d of August.

The dividend of the Central Mining Company, $3 per share, payable August 1, is the first semi-annual dividend ever made by that company.

The Calumet and Hecla Mining Company have declared a quarterly dividend of $5 per share, payable on the 15th inst.

The dividends of the Connecticut and Passumpsic Rivers and Massawippi Valley Railroads are 3 per cent, and are both payable on the 1st of August.

The Terre Haute and Indianapolis Railroad Company has declared a semi-annual dividend of 4 per cent, payable in August.

The $400,000 Chicago, Clinton, Dubuque and Minnesota Sevens, due in 1884, have been called and will be paid, principal and interest, by the New England Trust company, Boston, on presentation.

The Trustees of the Kansas City, Fort Scott and Gulf Railroad first mortgage Sevens of 1903 have drawn for payment August 15 at 110, $130,000 of these bonds and interest ceases after that date.

A dividend of 3½ per cent on the capital stock of the Illinois Central Railroad Company will be paid by L. V. F. Randolph, Treasurer, at his office, No. 214 Broadway, on the 1st of September, to shareholders of record on the 13th of August.

The Rutland Railroad Company have declared a dividend of $1 50 per share on the preferred stock. This is the first dividend since February, 1875, when 3½ per cent was declared, payable in stock.

The directors of the Wabash, St. Louis and Pacific Railroad Company have declared a quarterly dividend of 1½ per cent on the preferred stock, payable August 15 to stockholders of record July 30.

The New York, Providence and Boston Railroad Company have declared a quarterly dividend of Two per cent payable Aug. 10 at the office of Messrs. M. Morgan's Sons, No. 39 William street.

The Boston and New York Air Line Railroad Company have declared a dividend of 1 per cent on the preferred stock, payable Aug. 20, at the Treasurer's office, 12 Wall St.

The Pullman Palace Car Company has declared its usual quarterly dividend of Two per cent, payable Aug. 5 at the Farmers Loan and Trust Company, New York, the New England Trust Company, Boston, and at the company's office in Chicago.

The Kansas City, Fort Scott and Gulf Railroad Company have declared a dividend of 4 per cent on the preferred stock, payable on the 15th of August. In August, 1880, 3½ per cent was paid, and in February, 1881, 4½, making 8 per cent for the year, and now divides it regular 4 per cent.

The United States had no interest maturing August 1 this year. All of the coupon 5 per cents, not exchanged for the continued 3½ per cents, have been "called" and will be paid August 12 principal and interest. The registered Fives are called for October 1, and interest from May 1 will be paid with the principal. Payment of any of these "called bonds" will be anticipated by the Treasury with accrued interest to the date of presentation. The first interest on the 5 per cents continued at 3½ per cent will be payable November 1 and thereafter quarterly. The first interest on the Sixes continued at 3½ per cent will be paid January 1, 1882, and thereafter semi-annually as on the old bonds. All of the 3½ per cents are registered and interest will be paid by check from Washington direct to the holder.

Railroad Earnings.

Great Western Railway of Canada, week ending Suly 22, $95,190, corresponding week last year, $87,594.

Denver and Rio Grande Railway fourth week of July, $157,039; corresponding week last year, $133,671; month of July, $548.284; July 1880, $372,190; miles now operated 847, operated last year 505.

The St. Louis Republican says that "there is the highest authority for the statement that the earnings of the Chicago, Milwaukee and St. Paul Railway Company are sufficient to meet all fixed charges, including interest, taxes and insurance, and still have a surplus. There is the same authority for the assertion that the earnings have been increased by charges for the transportation of construction material for extensions of the road.

The branch of the Baltimore and Ohio Railroad now under construction from Dawson, on the Pittsburg and Connellsville Railroad, to Washington, Penn., is being rapidly pushed to completion.

In the process of straightening the tracks of the Pennsylvania Railroad, work was begun on that portion of the main line in Lancaster county, near Conestoga Creek. The new piece of railway is to have three tracks, and will be finished next spring.

Population of Canada.

The population of the Dominion of Canada according to the official figures, as obtained by the census taken April 4, 1881, is as follows:

	1881.	1871.	1861.
Ontario	1,943,460	1,620,851	1,396,091
Quebec	1,358,469	1,191,516	1,111,566
Nova Scotia	440,585	387,800	330,857
New Brunswick	321,129	285,594	252,047
Prince Edward Island	107,781	94,021	80,861
Manitoba	49,509	11,953	.....
British Columbia and North West Territories	160,000	78,700	34,816
	4,350,933	3,670,435	3,206,238

The increase in the population during the decade was 680,498, against an increase of 464,197 in the preceding decade, and this growth, which is equal to 18½ per cent against an increment of on! 15 per cent in 1861-71, has been made in spite of the fact that in five years of the decade the country experienced the most severe trade depression which has ever befallen it. The actual increase and the per centage of growth in the several provinces during the past ten years were as follows:

	Actual increase.	Per cent.
Ontario	292,609	18
Quebec	166 953	14
Nova Scotia	52,785	13¾
New Brunswick	35,535	12½
Prince Edward Island	13,760	15
Manitoba	37,556	414

A map of the Coney Island and Fort Hamilton Railroad Company has been filed in the Register's office Brooklyn, with Theodore Magons president, and the following directors: Alfred Tully and J. R. O. Sherwood, of the Manhattan Beach Improvement Company; James Hardie, Andrew Jochum, W. C. Herbert, jr., and Michael E. Finnegan, of Flatbush.

The gross earnings of the Philadelphia and Erie Railroad for the month of June, 1881, were $350,584 83, the gross expenses $222,575 85, and the net earnings $128,008 98, an increase of $39,594 56 over the corresponding month of 1880. The net earnings for the first six months of 1881, were $605,651 48, against $626,908 73 for the first six months of 1880, an increase of $21,257 25.

The latest official report from the west states that the Canadian Pacific Railway has been completed to Image Creek, distant about twenty miles from the Portage, where a siding which will hold ninety cars has been put in. A track has also been erected at this point for the accommodation of trains.

The name of the Memphis, Holly Springs and Selma Railroad Company has been changed to the Memphis, Selma and Brunswick Railroad Company, and the capital stock increased to $3,000,000. Frederick Wolffe is president. The office of the company is at Memphis, Tenn.

The track of the extension of the Missouri Pacific Railroad through Central and Southwestern Missouri was completed to Carthage, in the lead producing region, on the 28th of July.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala.& Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D.& H.Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1863	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,800	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A.& N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	...
Construction Notes	78,000	7	Jan. & July.	"	1882	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1900	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1905	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-90	....
3d preferred bonds	452,500	6	" "	" "	'90-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	964,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1865-'90 (Balt.) sktg fd.	2,833,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sktg fund.	2,882,966	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	500,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	...
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1916	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,068,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds (f Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,600	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $3,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb.(C., B.& Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,800,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M.& S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Phil'adelphia	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'90	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv.(C.& N.W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	...
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1893	...
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N.S.& C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,530,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	5,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530,000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1991	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,382,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg Fd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	600,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	89 000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	[illegible]	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,090,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd June.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)....	714,349	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie du Chien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1909	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1910	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C., D. & Minn.)	5,000,000	6	" "	" "	1930	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.) S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,440,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3 500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	156,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1905	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mortgage guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $8,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold guar	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3.000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1850, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.)'58	1,600,000	7	April & Oct.	" "	1888	....
1s. Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort. (Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York	1890	....
1st Mort. (San., Day. & Cin.) ..	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'76-'94	....
1st Mort. (Bell. and Ind. R.R.)..	405,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort.(Sciota and Black Riv.	189,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1893	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1903	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	---	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'90-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Loganap't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,463,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	125,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,000	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.).	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1885	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division	580,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1903	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	253,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1905	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
1st Mort.(Bay C. & R.ing.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnst'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1906	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1909	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	...

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	32,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	.. ..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	250,000	6-7	April & Oct.	New Haven.	'91-'98	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	. ..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1989	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	... .
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1898	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund,gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	...
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	680,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	...
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	...
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	899,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,6c9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514.000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guarnteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	...
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	...
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.	....	...
Mortgage on Branches	1,325,000	...	.....	"	....	...
Kansas City, Lnwrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	...
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct	Boston.	1907	..
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City, Top.&W.(A.,T.&S.Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income B nds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	350,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio.						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	...	.....	" "	....	....
1st Mort. (La., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd. / Consol. Mort., S.F., Coupon	9,441,000	7	J. A. J. & O.	New York.	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	Jan. & July.	" "	1900	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	June & Dec.	" "	1903	....
Lake Shore Dividend Bonds	1,256,000	7	April & Oct.	" "	1882	..
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1890	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	" "	" "	1892	....
1st Mort. (Cleveland & Toledo)	1,695,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	849,000	7	Jan. & July.	" "	1885	...
Mort. Bonds (Buffalo & St. L.)	200,000	7	April & Oct.	" "	1886	....
Mort. Bonds (" ")	300,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" Erie)	2,834,000	7	March & Sept.	" "	1886	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	April & Oct.	" "	1898	....
1st M. (Kalam. & White Pigeon)	400,000	7	Feb. & Aug.	" "	1906	....
1st M. (School. & Three Rivers)	100,000	8	Jan. & July.	" "	1890	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1887	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	1858	....
2d M. (" ")	500,000	7	" "	" "	var	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	June & Dec.	" "	1894	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	Feb. & Aug.	New York.	1895	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600 000	7	April & Oct.	New York.	1889	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000 000	6	June & Dec.	Philadelphia.	1907	....
2d Mortgage registered	6,000,000	7	June & Dec.	"	1898	....
Consol. Mort., gold, coup. & reg.	14,304 000	6*	March & Sept.	"	1910	....
Little Miami:			June & Dec.	"	1923	....
1st Mortgage	1,492,000		Jan. & July.	Cincinnati.	1888	....
Street Connection Bonds	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,127,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7		" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb. & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:	$					
1st Mortgage	3,000,000	6				
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756,800		Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1888	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..		" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,264,000	7	Jan. & July	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7			....	....
Income Bonds conv., non-cum.	2,000,000	3			....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*			1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New Y	1895	....
1st Mort. (Northern Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,318,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,762,000	7	Feb. & Aug.	" "	'94-'96	....
2d Mortgage, Income	7,671,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000						
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,575,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	280,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $39,000,000						
1st Mort. (Missouri River R. R.)	409,000					
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000					
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.		1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000					
1st Mort. (Lexington & Southern)	1,050,000					
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	500,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr.	New York	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7	non-acc.	"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7			....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Bost n.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1913	....
1st Mort. (Tenn & Pacific R. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1908	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500					
Newburg and New York:						
1st Mortgage	250,000	7		New York.		....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New	r	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y	N. H	1892	....
Convertible bonds, tax free	100,000	6	April & Oct.	"	"	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	"	"	'91-'98	....
Consol. Sinking Fund Bonds	1,500,000	6	" "	"	"	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1110	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	Ne	ork.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec	"	"	1899	....
New London Northern:						
1st Mortgage	300 000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000 000	6*	Jan. & July.	N. Y. & Phil'a	1920	....

AMERCAN RAILROAD BOND LI T.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for R.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,891,300	6	June & Dec.	" "	1887	....
3d Mort. (Hudson River) S. F..	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £.....	3,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income.....	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000....	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage.....	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold...	16,656,000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold....	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons....	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000 ..	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880...	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880...	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,356,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y., Woodhaven & Rockaway:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peterab.—See AtlM&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	....
General Mortgage.....	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage.....	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage.....	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.....	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	" "	1919	....
Consol. Mort., l. g., gold, 1880...	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (N.H.& L.):						
1st Mortgage.....	400,000	6	March & Sept.	Boston.	1907	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds.....	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.....	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880..	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage....	3,475,000	7	" "	" "	1898	....
Consolidated Mort., Sterling....	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880..	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	82,000	6	" "	"	1884	....
Plain Bonds.....	1,092,000	7	" "	"	1894	....
Plain Bonds.....	390,500	7	Various.	"	1881	....
Plain Bonds.....	500,000	6	June & Dec.	"	1895	....
Plain Bonds.....	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	580,000	7	April. & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar.....	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold.....	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	800,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.....	1350,000	7	May & Nov.	New York.	1915	....
Income Mortgage.....	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.&W.):						
1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar...	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B &Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,998	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income.....	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880.....	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880.....	839,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.....	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage..... }	19,999,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873....	28,901,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879...	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'9	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	8,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds.....	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881...	10,000,000	4½*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val.(C.R.I.&P.):						
1st Mortgage guaranteed.....	300,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880.....	1,237,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880..	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum...	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage.....	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar....	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments) ..	500 000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage.....	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)....	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000..	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880 ..	1,800 000	4-6	.....	Philadelphia	....	....
Loan of 1868, debentures.....	1,185,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1890	....
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg.....	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg.....	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond.	1911	....
Consol. M. gold $ or £ coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible...	10,499 900	7	Jan. & July.		1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond	1897	....
General Mort. stg. sinking fund	19,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879.....	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad..	586,000	3-6	May & Nov.	Philadelphia.	1898	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	13,036,500	7	Various.	Lond or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg ..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100 0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Se ies B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct.	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800 000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	380,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds..... ..	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds	1,212,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'h.	1898	....
Reading and Columbia (P.&R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Alleghany:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	506,000	6	Jan. & July	Richmond.	1880	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.	177,516	6	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelp a.	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1920	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug	Boston.	1893	....
General Mortgage	1.500,000	5	May & Nov	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St. Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	-	....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,200,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mo k (" " ")	1,200,000	7	" "	" "	1915	....
St. Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	284,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1889	....
2d Mortgage A for $500,000....	418,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,.82	8*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute.						
1st Mortgage, S. F., guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1899	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,866,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	484,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	800,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsidy)....	1,628,040	6	" "	U.S.Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.						
1st Mortgage	261,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,460,900	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1860	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £389,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa'a)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1903	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	836,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1883	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,883,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	...
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	...
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	8	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds	150,000	7	" "	"	1886	...
Vicksburg and Meridian:						
General Mortgage 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	...
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,750,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,50),000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	..
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	630,000	7	Jan. & July.	" "	'81-'82	...
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,90(,000	4	....	" "	....	...
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. (" ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb.& Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	530,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1880	....
Consolidated Mortgage	128,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6 *	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1890	....
Wisconsin Central:						
1st Mortgage land grant go'd	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	....
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,903,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. (3d series, Jan. 1, 1871	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg):						
1st Mortgage, extended	1,709,350	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1895	....
3d Mortgage (Susqueh. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Ins. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	951,308	7	March & Sept.	Londo	1909	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 18.0	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,715,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,616	658,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶..... Pennsylvania.	21,568,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	269.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
une 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	82,247	.....	1,656,432	1,500,000	12,589	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,300	*	5,711,649	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.2	2,794,120	314,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	200.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point .....Georgia	1,192,499	*	52,660	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2,480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,229,842	4,135,296	698,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	543,951	824,789	33,749	6	100	....
Sept. 30, 1879	405.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,373	.....	428.0	1,312,118	130,466	358,002	1,686,325	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	.....	.....	.....	.....	.....	.....	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	63.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,543,315	12,203,068	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	8,679,346	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch ¶ .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	288,067	223,674	10	100	....
Sept. 30, 1879	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	8,864,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,788	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	347,458	369,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¶	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,263	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,185	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	d. fcit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	98.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	24,816,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	743	Boston and Lowell.....Mass	5,247,682	441,834	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,343	2,876,531	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	2,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,102	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line....Conn.	4,454,338	*	49,311	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	284,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	42.6	4-8.5	49	100	18	671	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1880	36.5	—	8.8	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass	1,383,397	—	1,461	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	39	30	17	593	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	124,307	119,015	178,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,593	5,665	415,430	—	1,633,957	45,060	39.0	634,307	49,800	.....	13,197	d. fcit.	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	466,681	94,219	158,303	26,588	350,000	300,000	45,150	50,615	8.8	124,966	924,521	.....	155,388	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	¶ 42,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia	(110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,800	2474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y	(139,500	175,013	.....	.....	300,000	80,000	4,339	.....	7.0	74,400	337,539	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island .N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	873,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	¶ 630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	236	Buffalo and Southwestern.....New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,986	364,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.0	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,000	1,401,765	248,391	120.5	617,728	207239	1,063,256	954,683	380,356	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,962	*	.....	.....	540,700	850,600	.....	.....	35.0	44,692	23,291	32,994	39,775	4,482	—	100	....
May 31, 1880	46.3	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,816	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	35	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253.107	764,183	1,410 260	459,702	—	100	....
June 30, 1880	146.5	—	54.2	3-0	24	7	7	611	Cairo and St Louis..... Ill.	7,103,035	*	.....	.....	3,500,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.	In Receiver's hands. No returns.								157.0	291,275	68,959	199,232	266,648	.....	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	895,014	138,806	276,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	468,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3¶p	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... Canada.	3,861,535	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	66,850	270,489	82,196	—	100	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	38	17	3,042	Canada Southern..... Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	18	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	184,624	466,510	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612.135	79,541	.....	2.339	589,110	.....	18	13,211	34.6	76,090	21,672	78,578	57,929	2,559	6¶	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,703	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,212	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	259	220	22	18562	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	180.2	4,324,938	.....	.....	886,168	4,317,218	1,371,579	100	....
Dec. 31, 1879	168.0	278.4	37.0	4-8.5	109	57	44	1,955	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,029	8,080,469	10,234,033	1,461,793	54,275,500	93,192,285	306,606	16,382,538	1,213.1	7,203,591	6,842,307	1,875,348	17,155,168	6,945,300	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Central Vermont.....Vermont.	5,152,315	*	372,892	23,826	2,578,000	2,700,971	444,941	105,122	195.0	566,525	62,384	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Charlotte, Col. & Aug..N. C., S. C. & Ga.	1,084,893	—	37,142	26,037	648,763	500,000	990	.....	22.8	67,547	180,743	167,671	84,660	30,596	—	100	....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Chartiers (P., C. & St. L.).....Penn.	689.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,588	26,581	—	100	....
Sept. 30, 1879	423.0	9.8	53.6	4-9	81	34	16	2,195	Ch raw and Darlington..... S. C	34,238,716	*	534,267	133,248	23,762,136	22,528,315	5,716,662	457,197	432.3	2,060,344	166,389	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Chesapeake and Ohio .....Va. & W. Va.	2,895,229	322,266	.....	305,141	2,153,300	806,500	27,396	35,480	64.0	574,267	134,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	198.8	4-8.5	187	80	27	4,218	Cheshire..... .....N. H. & Mass.	19,095,603	*	3,537,160	4,663 316	12,490,872	11,627,850	2,597,983	579,378	340.4	3,609 638	843.429	2,634,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Alton .....Illinois.	4,136,348	*	202,408	172,924	333,054	3,714,329	259,340	204,950	152.0	1,000,088	146,219	749,340	1,020,794	389,445	—	100	....
Jun. 30, 1880	80.0	24.0	10.2	4-8.5	15	6	5	200	Chicago and Iowa.....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	.....	104.0	.....	.....	.....	568,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	713	Chicago & West Michigan. .....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,865,795	*	8,318,766	2,811,606	36,513,610	37,685,000	11,448 446	5,988,060	1,627.6	12,769,566	3,964,796	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,727,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	....
Sept 30, 1879	80.5	—	1.5	3-0	2	2	—	73	Chicago and Tomah .....Wisconsin.	211,342	—	.....	.....	13 400	28,000	109,942	.....	80.6	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,773	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,226	16 526.547	4,492,866	1,857.3	8,600,617	2,076,184	4,688,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	28.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,240 193	233,825	730,016	115 027	5,151,440	938,000	258,520	45,100	208.1	330,734	71,007	101,562	491,075	186,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,849,800	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1879	840.1	484 3	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,123	50 000.000	37,439,000	2,545,861	3,078,562	1,176.8	12,966,875	2,822,121	7,541,294	15,271,492	6,336,968	6	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	56	26876	Lehigh Valley	28,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,640,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	18,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami	5,046,241	*	1,965,942	34,724	4 637,300	2,015,000	34,946	359,661	195.8	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶	7,010,817	*	961,167	8,199	4,096.135	2,646,500	1,528,826	L. 298,278	165 2	283,829	54,516	.....	362,160	156,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	388,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent	418,071	86,203	6,032	48 403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.:	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville..Ill., T.,Ky. & Ala.	32.703,932	*	13,326,077	1,267,520	9,059,361	2?,902,820	10,425,589	3,909,759	1,859.9	5,627,177	.....	.....	7,455.843	3,227,644	6	100	....
Jun. 30, 1879	174.3	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,352	*	86,083	307,93	1,860,603	3,764,700	522,498	241,567	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696,621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	5	Lovell, N. A. & Chic....Ind., Ill. & St. L.	1,503,885	*	.....	3,937	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo	804,376	*	6,185	.....	387,600	398,000	48,114	.....	22.1	40,055	23,802	100,849	50.238	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central	10,018,152	1,658,541	896,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	553,364	596,107	1,508,477	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence	1,000,000	—	40,124	53,182	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	176,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*	7,813,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	160	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2.850,000	97,024	231,814	135.0	169,475	52,052	70,258	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,198	Michigan Central	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,518,819	7,346,794	2,647,202	5½	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17.732	14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	19.4	4-8.5	11	17	6	290	Midland of Canada	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,606	96,921	—	100	....
Jun. 20, 1879	108.0	—	8.0	4-8.5	18	6	3	286	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	266,852	77,573	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,188	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	276	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2.147,500	2,365,000	41,340	.....	118.0	118,620	.....	.....	155,520	81,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas...M.K.& Tex.	47,210,382	*	.....	.....	21,405,000	25,805,382	.....	.....	808.0	2,721,621	296,652	676,785	3,344,202	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific	15,842,391	*	752,457	1,564,245	800.000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,898	1,783,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard	1,715 429	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	180,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,980	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,305	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell	666,015	218,243	338,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	546,963	829,031	436,285	148,911	7	100	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,000,581	—	.....	85	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. &Ky.	14,360,900	*	178,593	976,150	6 548 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	618	Naugatuck	1,903,484	234,086	62,526	150,138	2,000,000	.....	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19,814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6 5	11	12	3	135	New Brunswick and Canada	2,580,000	*	.....	.....	1,788,066	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,315	36,408	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn	2,258,342	*	9.428	33,224	887,350	1,164.500	249,154	.....	58.6	113,763	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,315	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.8	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84?22	160,729	2,460,000	2,689,000	271,386	214,323	144.6	460,607	3?0,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,460	1.034,500	416,813	.....	36.0	157,664	391,500	47.58	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21?0	22.4	4-8.5	22	16	9	279	New London Northern....Conn. & Mass	2,760,372	246,720	100,030	126,593	1,500,000	1,499,500	99,066	155,108	121.0	517,288	365,098	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach	643,116	202,426	579,016	66,100	500,000	975.200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,588	N. York & N. England..M., R. I. & Conn.	27 087,935	1,616,306	322,785	685,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,113	3.121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1.416	4-8.5	594	469	167	—	New York Central & Hudson River.N.Y.	137,757,152	*	.....	4,050,054	2,262,191	89.428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,543	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated	16,000,000	*	.....	.....	.....	6,500,000	8,500,000	.....	17.5	2,919,666	29,875,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	*	N. Y., Lake Erie & Western. N. Y. & Pa.	158,035,707	*	1,537,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,293,676	5,491,431	8,715 892	18,693,109	7,049 182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,184,465	768,622	2,1? 4 0.2	15.500,000	.....	331,431	2,145,283	152.5	2,462,832	4,600,507	1,348,687	4,294,283	1,604 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Osw. go Midland	26,377,340	*	.....	.....	6.800.522	14,073 500	6,524,486	.....	344.0	410,479	213,161	216,100	528,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2.645.021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	228.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.)	4,931,974	*	.....	.....	4,000,000	256,000	.....	.....	223.1	474,347	103,172	184,514	566.700	219,529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	189	Northeastern ¶	2,148,131	*	55,610	21,289	985,350	1,058,000	60,744	119,037	102.0	286,090	46,960	.....	346,268	185,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	68	32	1,143	North Pennsylvania (P. & R.)	8,294,077	1,750,935	.....	.....	4,297,300	6,017,000	1,183,490	.....	88.2	688,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania	291.881	—	.....	.....	81,550	160,000	140,019	.....	9.8	81,458	69 582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6.005	Northern Central	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,530,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern New Hampshire	3,068,400	*	424,147	491,913	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	459,006	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	96,697,160	1,243,531	9,137,252	1,108,863	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain	5,677,000	*	535,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245,696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,838	18,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	58	2,510	Old Colony	10,593,336	1,191,319	1,938,028	559,433	7,123,800	5,787,000	636,697	764,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	159.1	—	13.7	4-8.5	14	11	4	259	Oregon and California	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,723	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m	os. ending	May 31, '80	1,138,627	721,059	2	100	....
Jan. 31, 1880	185.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown	4,277,636	*	34,976	112,864	2,853,000	1,441,194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama	12,000,000	*	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom	577,700	73,040	36,000	.....	225,915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,660	Pennsylvania Coal	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.8	4-9	876	550	174	15818	Pennsylvania ¶	59,975,140	*	81,175,558	12,634,992	68,870,200	60,267,756	14,691,161	5,224,533	1,017.6	16,110,667	5,948,645	13,684,042	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	18	7	4	169	Peoria, Pekin & Jacksonville	3,229,700	*	.....	.....	1,239,700	2,146,780	609,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.)	1,943,945	—	125,092	47,896	38.040	1,924,600	693,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg	1.025,750	*	.....	.....	1 334,200	1,041,000	446,223	.....	64 0	142,598	29,524	67,782	202,986	84,767	—	100	....

| | | |

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 23, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad...	198,982	4,620,121	4,110,162
Schuylkill Canal....	25,411	254,716	220,150
Lehigh Valley.....	125,219	3,438,901	2,645,690
Del., Lack. & Western.	93,519	2 214,479	1,776,954
Shamokin Valley....	21,041	569,692	480,678
Central New Jersey.	106,629	2,250,452	1,807,551
United R. R. of New Jersey.....	36,335	836,170	558,919
Pennsylvania Coal ..	34,194	679,219	584,904
Delaware and Hudson	85,904	1,860,747	1,582,302
Huntingdon & Broad Top Mt.....	13,769	274,324	255,410
Penn. and New York.	36,221	891,578	686,918
Clearfield, Pa.....	51,341	1,327,311	816,201

The total tonnage of anthracite coal from all the regions for the week ending July 23, as reported by the several carrying companies, amounted to 654,332 tons, against 405,014 tons in the corresponding week last year, an increase of 249,348 tons. The total amount of anthracite mined for the year is 14,899,998 tons, against 11,587,954 tons for the same period last year, an increase of 2,812,044 tons. The quantity of bituminous coal sent to market for the week amounted to 101,897 tons, against 90,933 tons in corresponding week last year, an increase of 10,964 tons. The total amount of bituminous mined for the year is 2,689,861 tons, against 2,281,944 tons for the corresponding period last year an increase of 407,917 tons. The total tonnage of all kinds of coal for the week is 756,259 tons, against 495 947 tons in corresponding week last year, an increase of 260,312 tons, and the total tonnage for the coal year is 17 089,859 tons, against 13,869,898 tons to same date last year, an increase of 3 219,961 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending July 23 was 186 118 tons, of which 134,109 tons were coal and 52,009 tons coke. The total tonnage for the year thus far has been 4,923,286 tons, of which 3,560,269 tons were coal and 1,363,017 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended July 23 were 47,815 tons, and for the year to that date 1,087,842 tons, a decrease of 57,523 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows : Baltimore and Ohio Railroad—week 22,399 tons ; year, 735,136 tons ; decrease as compared with 1880, 4,110 tons ; Chesapeake and Ohio Canal —week, 16,079 tons ; year, 217,262 tons ; decrease as compared with last year, 62,884 tons. The coal was brought from the mines as follows : Cumberland and Pennsylvania Railroad—week, 39,748 tons ; year, 1,008,290 tons. Baltimore and Ohio Railroad—week, 1,137 tons ; year, 85,645 tons. George's Creek and Cumberland Railroad — week, 6,363 tons ; year, 40,688 tons. The Reading Railroad tonnage for last week ending July 30, was 201,000 tons, of which 65,009 tons were sent to and 42,000 tons shipped from Port Richmond, and 15,500 tons sent to and 16,000 tons shipped from E izabethport.—[Phila. Ledger, Aug. 1.

George M. Dallas, Special Master of the Philadelphia and Reading Companies, has filed in the United States Circuit Court his twenty-fifth report concerning the audit of the accounts of the receivers for the month of June. The report shows that the balance on hand in the treasury of the railroad company on June 1 was $441,058 63. The receipts during the month from freights, tolls, &c., were $2,676,498 03. The payments, $2,875,606 51, and the balance on hand July 1, $241,950 15. No new payments on account of deferred income bonds were made during the month. The balance on hand in the treasury of the Coal and Iron Company June 1 was $84,211 35, which added to the receipts during the month made the total receipts $1,298,513 99. The payments were $1,289,144 89, and the balance on hand July 1 was $9,369 10.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, Aug. 2, 1881.

The volume of business during the past week has been quite satisfactory, and the market continues to grow steadily stronger day by day. Most Furnaces are declining to sell for future delivery at present prices. The mills are still idle here on account of the strike, with the exception of one which has started with non-union men. They will not start until they can get Pittsburg rates and probably not then unless Manufactured Iron advances.

FOUNDRY.

	No.			Mor.
Hanging Rock Charcoal	1	26 00	@27 00	4
Strong Neutral Coke	1	22 50	@23 50	4
American Scotch	1	20 00	@21 50	4

GREY FORGE.

Neutral Coke		20 00	@21 50	4
Cold Short		19 00	@20 00	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast		36 00	@38 00	4
" Warm "		30 00	@32 00	4
Lake Superior 1 and 2		32 00	@33 00	4
Lake Superior 3 to 6		34 00	@36 00	4
Southern Car Wheel		34 00	@35 00	4

Northwestern Telegraph Co.

An agreement was filed in the Register's office, this city, on the 29th ult., which shows that the Western Union Telegraph Company has secured a 99 years' lease of the lines of the Northwestern Telegraph Company of Wisconsin, operated in the States and Territories and the Dominion of Canada. The instrument is dated May 7, 1881, and provides that the Western Union Company shall, in addition to paying 7 per cent interest on first mortgage bonds, aggregating $1,180,000, pay a rental of $100,000 for the first year, and a pro rata yearly increase in the rent until it shall reach $150,000 by the year ending July, 1896, and thereafter pay the last mentioned sum annually until the expiration of the 99 years ; also all taxes and interest upon the capital stock of the Northwestern Company, which is fixed at $2,500,000, divided into fifty dollar shares. The interest to be paid on the stock is to be 4 per cent the first year, 1¼ for the second, and be increased at the rate of one-eighth of 1 per cent each succeeding year until it reaches 6 per cent in 1896, and to continue at that rate during the remainder of the term of the contract. The Northwestern Company agrees to maintain its organization, and the Western Union grants a further allowance of $2,500 per annum for 14 years for that purpose.

The Chicago, Milwaukee and St. Paul Railway Company have commenced the construction of a road 60 miles in length extending from Mazomanie to Portage City ; and W. H. H. Cash, of New Lisbon, has been given the contract for building the first twelve miles, extending from Mazomanie to Prairie du Sac.

Philadelphia Stock Exchange.

Closing Prices for the week ending Aug. 2.

	W.27	Th.28.	F.29	Sat.30.	M.1.	Tu.2.
Allegheny Val.7 3-10s	....	....	....	....	....	123¾
7s, Income	....	....	....	....	....	....
Camden & Am.6s, 1883	....	....	....	106¾	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1589	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	20¾	....	20¾
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	56¾	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	14
Preferred	21¾	22¾	22¾	....	....	23
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	46	45¾	45¾	44¾	44¾	45
6s, 1884	....	....	....	....	....	106¾
Gold Loan	....	116	....	....	116¾	116
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	120	....	....	....
Lehigh Valley	61¾	61¾	61¾	61¾	61¾	62
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	122	....	....	....
Consol. mort. 6s, reg	....	123	....	....	....	....
Little Schuylkill	55¾	....	55¾	....	....	....
Minehill & Sch. Haven	....	61	60	....	....	....
North Pennsylvania	60¾	60¾	....	60¾	....	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	55	54	54	54¾	55	54¾
6s	101	101¾	....	....	....	....
Northern Pacific	37¾	38¾	39¾	40¾	40¾	40¾
Preferred	76¾	78¾	79¾	82¾	81¾	81¾
Pennsylvania R. R.	64	64¾	65¾	65	64¾	65¾
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	124¾	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new	....	116	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	29	29¾	29¾	29¾	29¾	31¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	126¾	126	....	....	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	94	94	94	94¾	94¾	95
Philadelphia and Erie	23	24¾	22¾	23¾	23¾	23¾
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	125	....	....	125	....	....
Pittsb., Titusv. & Buff.	21¾	22¾	22¾	22¾	22¾	22¾
7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	14¾	....	....	15¾	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	91	....	91	....	....	....
United Co. of N. Jersey	....	....	....	191	....	190¾
Hestonville, (Horse)	....	22	....	23	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Aug. 2.

	W.27	Th 28.	F.29.	Sat.30.	M.1.	Tu.2.
Baltimore and Ohio	....	....	....	....	199	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	118¾	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	123	123	....	....	....	....
2d mortgage, 7s	85¾	86¾	86¾	88¾	88	88
3d mortgage, 8s	47	46¾	47¾	49	49	49¾
Northern Central ($50)	....	....	....	54¾	54¾	54¾
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	119	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	123¾	....
Virginia 6s, Consol	82¾	....	82¾	81¾	81¾	81
Consol. Coupons	91¾	92	92	92¾	....	....
10-40 bonds	54¾	55	54¾	....	....	53¾
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	107	....	....	....	....	107
City Passenger R. R	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug 3.

	Th.28.	F.29	Sat.30	M.1.	Tu.2	W.3.
Adams Express	136	....	....	....	136	....
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	82	....	82¼	....	....	....
Atlantic & Pacific Tel	....	....	....	....	....	....
Burl., C.R. & Nor.	....	....	80	....	80¼	....
1st mortgage 5s	102¼	120¼	102¼	102	102	
Canada Southern	66¼	66¾	67	66¼	66¼	67¼
1st mortgage guar.	100	100	100	....	....	100¼
Central of N. Jersey	94¼	96	95¾	94¼	95¾	97¼
1st mortgage 1590	124	....	....	....	....	....
7s, consolidated, ass.	....	....	....	....	118	....
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Adjustment	106¼	106¾	106¾	....	....	....
Central Pacific	93¼	93¾	14	93¾	93¼	93¼
6s, gold	116	....	....	116	116¼	
1st M. (San Joaquin)	112	112¼	....	....	....	
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	107¾	....	106¼	106¾	
Chesapeake and Ohio	23	27¼	28¼	28¼	29¼	
Chicago and Alton	138¼	136	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	157¼	160	161¼	160¾	161	....
7s Consol, 1903	....	....	....	131¼	131¼	....
Chic., Mil. and St. Paul	111¾	113¾	114¾	113¾	114¾	115¾
Preferred	129	130	....	132	....	132
1st mortgage, 8s	139	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	123	125	....	....	....	125
1st M. (I. and M. div.	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	125¾	128¾	....	....	126¼	125
Chic. & Northwestern	126¾	129¾	126¼	125¾	126¾	126¾
Preferred	140¾	139¾	139¾	140	139¾	....
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	128	....	....	....	....	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	138¾	139¾	139	138	139	138¾
6s, 1917, c.	....	....	....	127¾	....	....
Clev., Col., C. and Ind.	92	94¾	94	92¾	94¾	94¾
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent.	....	23¾	23¾	23	23¾	23
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	108¾	109¾	110	109¾	110	110¾
Reg. 7s, 1891	....	....	....	....	118¾	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	121¾	122¾	123¾	122¾	123¾	124¾
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	110	....	....	....	109
4th mort. 5s, ext.	111	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	133	....	....
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	112¾	....	112	111¾	....
Hannibal & St. Joseph	92¾	94¾	92	93	95	94
Preferred	110¾	110¾	112¾	113¾	116¾	115¾
8s, Convertible	....	113	....	....	....	....
Houston & Tex. Cent.	....	....	....	....	....	....
1st Mortgage	....	111¾	111	111¾	....	111¾
Illinois Central	137	137¾	136	137¾	137¾	138
Lake Shore & Mich So.	124	125¾	125¾	124¾	125¾	125¾
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg.	....	129	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W.B. 7s, Con.	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	102¾	103¾	103¾	103	104¼	104
7s Consolidated	....	....	....	....	123	....
Manhattan	17	18	18¼	17¾	17¾	17
Metropolitan Elevated	84¾	84¾	85	84¾	84	84¾
1st Mortgage	100	....	....	....	100	100¼
Michigan Central	99¾	100¾	101	99¾	101	110¾
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S. F.	112	....	....	....	....	112
Morris and Essex	124¾	125	125¼	125	125¾	126¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	124	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	143¾	144¾	144¾	143¾	144¾	144¾
6s, Sinking fund, 1883	....	....	....	....	105¾	105¾
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	137¾	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	106¾	106¾	107	....	107	107
1st mortgage	116	....	....	116	116	116
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3.
N.Y., Lake Erie & W.	43¾	44¾	44¾	43¾	44¾	44¾
Preferred	84¾	85¾	86¾	87	....	87
2d Consolidated	101¾	102¾	102¾	102¾	103¾	103¾
New 2d 5s fund	....	....	....	....	100	100
N.Y., N. Haven & Hart	....	....	184	....	....	184
North Missouri 1st M.	....	....	....	....	....	123
Northern Pacific	38¾	39¾	40¾	40	41	41
Preferred	78¾	79¾	82¾	81¾	81¾	81¾
Ohio and Mississippi	38¾	39¾	39¾	37¾	38¾	38¾
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	50¾	51¾	53	51¾	53	52
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	90,x	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	59¾	59¾	59¾	59¾	65	65¾
Pitts., Ft. W. & Chi.	139	139¾	....	140	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	141¾	....	142¾
Quicksilver Mining Co	....	....	19	20	20	20
Preferred	71	71¾	71¾	....	72	72¾
St. Louis & San Fran.	49	49	51	....	50¾	50¾
Preferred	73¾	74¾	75¾	74¾	75	75¾
1st Preferred	107	107	....	....	108	109
St. L., Alton and T. H.	49	....	51¾	54	54	....
Preferred	92¾	....	....	....	95	97
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	113¾	....	....	....	....	....
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	126¾	126¾	127¾	126¾	127¾	126¾
1st mortgage	118¾	118¾	118¾	118¾	118¾	118¾
Land Grant 7s	118¾	....	....	....	....	....
Sinking Fund 8s	130	....	....	....	....	....
United States Express	....	....	....	....	....	72
Wabash	....	....	....	....	....	....
1st mortgage	115	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	52¾	53¾	53¾	53	55¾	53¾
Preferred	90	91¾	90¾x	88¾	90	89¾
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	125	126	....	....	....
Western Pacific bonds	112	....	112¾	....	....	....
Western Union Tel	88¼	89	89¾	89¼	90	90¼
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending Aug. 3.

	Th.28.	F.29.	Sat.30.	M 1.	Tu.2.	W.3.
Atch., Top. and San. Fe.	142¾	143¾	144¾	143x	142¾	143
1st mortgage	123¾	....	....	123¾	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	123¾	....	....	....	....	119¾
Boston and Albany	174¾	174	174	174¾	175	174¾
7s, reg.	....	....	....	....	....	....
Boston and Lowell	112¾	....	....	....	....	....
Boston and Maine	159¾	....	....	....	....	158
Boston and Providence	....	....	....	....	167	167
Boston, Hart. & Erie 7s	78¾	78¾	79¾	....	79	78¾
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	157¾	160	160	161	....	160
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	26¾	26¾	28	29	28¾	28¾
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	50¾	50¾	50¾	50¾	50¾	50¾
New 4½ Bonds	....	....	....	....	....	....
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	79	77¾	78¾	78	....	....
7s	....	....	....	....	....	....
Northern, N. H.	....	....	....	....	....	111
Norwich & Worcester	....	....	....	....	....	....
Ogden & Lake Champ	50	....	....	....	....	....
Preferred	....	....	....	....	....	....
Old Colony	130	130¾	....	130	130¾	130
Ph., Wil. & Balt. ($50)	....	....	....	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	120
Pullman Palace Car	....	....	....	....	....	140x
Union Pacific	126¾	....	127¾	127	....	127¾
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	66¾	....	....	....
Cambridge (Horse)	....	....	....	125	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	220	220	....	220	215	219
Quincy	37	36	33	33	33	33

New York Stock Exchange.

Closing Prices for the week ending Aug. 3.

	Th.28.	F.29.	Sat.30	M.1.	Tu.2.	W.3.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	....	116¾	....	....	....	
U. S. 4s, 1907, coup.	116	116¾	116¾	....	116¼	....
U. S. 4½s, 1891, reg.	....	....	....	....	....	114¾
U. S. 4½s, 1891, coup.	....	114¾	114¾	....	....	....
U. S. 5s, 1881, reg.	101¾	102	....	....	....	102¾
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s continued at 3½	....	102¾	102¾	102¾	102¾	102¾
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	108

London Stock Exchange.

	Closing Prices — July 22	July 15
Baltimore and Ohio (sterling)	116 —118	116 —118
Central of New Jersey $100 shares	100 —105	100 —105
Do. Cons. Mort. Oct. '79 coupon	120 —122	121 —123
Do. Adjustment bonds	109 —112	110 —114
Do. Income bonds	104 —106	104 —106
Det., Gd. Haven & Mil. Equip. bds.	118 —120	118 —120
Do. Con. M. 5 p.c. till '84 after 6 p.c	112 —114	112 —174
Illinois Central $100 shares	142 —144	144 —146
Lehigh Valley Consol. mortgage	118 —122	118 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 —140	137 —140
Do. $100 shares	147¼—148¼	147 —140
Do. Mort. bonds (ex.	121 —123	121 —123
N. Y., Lake Erie & West., $100 shs.	44¼— 45	45¼— 46¼
Do. 6 p. c. pref. $100 shares	86 — 89	84 — 88
Do. 1st Con. Mort. Bonds (Erie)	135 —137	135 —137
Mort. Funded Coupon bonds	132 —134	132 —134
Do. do. 2d do.	104 —106	105 —106
Do. 2d Consol. Mort. bonds	101 —103	101 —103
Do. Geld Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	58 — 59	57¼— 58¼
Do. Prior Lien Bonds (sterling)	110 —112	110 —112
Pennsylvania, $50 shares	65¼— 66¼	66 — 67
Do. Con. Sink. Fund Mort.	120 —122	120 —122
Philadelphia & Reading $50 shares	29¼— 30¼	29¼— 30¼
General Consol. Mortgage	117 —119	117 —119
Do. Improvement Mortgage	106¼—106¾	106 —107
Do. Gen. Mort. '74, ex-deferd. cou.	95 — 97	95 — 96
Do. Scrip for 6 def. coupons	92 — 95	90 — 94
Pittsbg, Ft. W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	129 —131	129 —131
Do 1st pref. stock	101 —103	100 —102
Union Pacific Land Grant 1st mort.	118 —122	118 —122

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, Aug. 4, 1881.

Call loans were easily made during the day at 2@2½ per cent on United States bonds and 2½ @3 per cent on Stock Exchange collateral. Time loans were 3@5 per cent, the higher rate being for long time. Prime mercantile paper, 3@4½ per cent. The closing quotation for call loans was 3 per cent.

The posted rates for prime bankers' sterling were 4.83@4 85, The actual rates were 4.82 @4.82½, and 4.84@4.84½, with cable transfers 4.84½@4 85 and prime commercial bills 4 80¾ @4.81. The actual rates for continental exchange are as follows: francs 5.23⅛@5.20, marks 94@ ¼ and 94⅛@¾; and guilders 39¾@⅞ and 40 @⅛ respectively.

By referring to the public debt statement recently issued it will be seen that the total debt of the United States on the 31st of July was $2,067,398,979, less cash in the Treasury $236,878,190 25, leaving net $1,830,520,788 75, a decrease of $10,078,023 23 since 1st July. Of the bonded debt $439,708,050 bears 5 per cent interest, $250,000,000 bears 4½ per cent, $739 347,800 bears 4 per cent, $178,055,150 bears 3½ per cent, and $14,000,000 (Navy pension fund) bears 3 per cent. Upon $9,959,015 23 interest has ceased; $422,313,946 32 bears no interest, being in the form of United States currency, gold and silver certificates and certificates of deposit. Of the cash in the Treasury $154.827,274 89 is available, the remainder being offset by debt due and interest thereon, gold and silver certificates and certificates of deposit outstanding.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 23, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad...	198,982	4,620,121	4,110,162
Schuylkill Canal....	25,411	254,716	220,150
Lehigh Valley.....	125,219	3,438,901	2,645,690
Del., Lack. & Western.	93,519	2 214,479	1,776,964
Shamokin Valley....	21,041	569,692	480,678
Central New Jersey.	106,629	2,250,452	1,807,551
United R. R. of New Jersey..	36,335	836,170	558,919
Pennsylvania Coal ..	34,194	679,219	534,904
Delaware and Hudson	85,904	1,850,747	1,582,302
Huntingdon & Broad Top Mt.....	13,769	274,324	255,410
Penn. and New York.	36,221	891,578	686,918
Clearfield, Pa.....	51,341	1,327,311	816,201

The total tonnage of anthracite coal from all the regions for the week ending July 23, as reported by the several carrying companies, amounted to 654,332 tons, against 405,014 tons in the corresponding week last year, an increase of 249,348 tons. The total amount of anthracite mined for the year is 14,399,998 tons, against 11,587,954 tons for the same period last year, an increase of 2,812,044 tons. The quantity of bituminous coal sent to market for the week amounted to 101,897 tons, against 90,933 tons in corresponding week last year, an increase of 10,964 tons. The total amount of bituminous mined for the year is 2,689,861 tons, against 2,281,944 tons for the corresponding period last year an increase of 407,917 tons. The total tonnage of all kinds of coal for the week is 756,259 tons, against 495 947 tons in corresponding week last year, an increase of 260,312 tons, and the total tonnage for the coal year is 17 089,859 tons, against 13,869,898 tons to same date last year, an increase of 3 219,961 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending July 23 was 186 118 tons, of which 134,109 tons were coal and 52,009 tons coke. The total tonnage for the year thus far has been 4,923,286 tons, of which 3,560,269 tons were coal and 1,363,017 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended July 23 were 47,315 tons, and for the year to that date 1,087,342 tons, a decrease of 57,523 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows : Baltimore and Ohio Railroad—week 22,399 tons ; year, 735,136 tons ; decrease as compared with 1880, 4,110 tons ; Chesapeake and Ohio Canal —week, 16,079 tons; year, 217,262 tons ; decrease as compared with last year, 62,884 tons. The coal was brought from the mines as follows : Cumberland and Pennsylvania Railroad—week, 39,743 tons ; year, 1,008,290 tons. Baltimore and Ohio Railroad—week, 1,137 tons ; year, 35,845 tons. George's Creek and Cumberland Railroad — week, 6,363 tons ; year, 40,688 tons. The Reading Railroad tonnage for last week ending July 30, was 201,000 tons, of which 65,009 tons were sent to and 42,000 tons shipped from Port Richmond, and 15,500 tons sent to and 16,000 tons shipped from E izabethport.—[Phila. Ledger, Aug. 1.

George M. Dallas, Special Master of the Philadelphia and Reading Companies, has filed in the United States Circuit Court his twenty-fifth report concerning the audit of the accounts of the receivers for the month of June. The report shows that the balance on hand in the treasury of the railroad company on June 1 was $441,058 63. The receipts during the month from freights, tolls, &c., were $2,676,498 03. The payments, $2,875,606 51, and the balance on hand July 1, $241,950 15. No new payments on account of deferred income bonds were made during the month. The balance on hand in the treasury of the Coal and Iron Company June 1 was $84,211 85, which added to the receipts during the month made the total receipts $1,298,513 99. The payments were $1,289,144 89, and the balance on hand July 1 was $9,369 10.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, Aug. 2, 1881.

The volume of business during the past week has been quite satisfactory, and the market continues to grow steadily stronger day by day. Most Furnaces are declining to sell for future delivery at present prices. The mills are still idle here on account of the strike, with the exception of one which has started with non-union men. They will not start until they can get Pittsburg rates and probably not then unless Manufactured Iron advances.

FOUNDRY.

	No.		Mos.
Hanging Rock Charcoal	1....	26 00@27 00	4
Strong Neutral Coke	1....	22 50@23 50	4
American Scotch	1....	20 00@21 50	4

GREY FORGE.

Neutral Coke....		20 00@21 50	4
Cold Short....		19 00@20 00	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast....		36 00@38 00	4
" Warm "		30 00@32 00	4
Lake Superior 1 and 2.....		32 00@33 00	4
Lake Superior 3 to 6.....		34 00@36 00	4
Southern Car Wheel.....		34 00@35 00	4

Northwestern Telegraph Co.

An agreement was filed in the Register's office, this city, on the 29th ult., which shows that the Western Union Telegraph Company has secured a 99 years' lease of the lines of the Northwestern Telegraph Company of Wisconsin, operated in the States and Territories and the Dominion of Canada. The instrument is dated May 7, 1881, and provides that the Western Union Company shall, in addition to paying 7 per cent interest on first mortgage bonds, aggregating $1,180,000, pay a rental of $100,000 for the first year, and a pro rata yearly increase in the rent until it shall reach $150,000 by the year ending July, 1896, and thereafter pay the last mentioned sum annually until the expiration of the 99 years; also all taxes and interest upon the capital stock of the Northwestern Company, which is fixed at $2,500,000, divided into fifty dollar shares. The interest to be paid on the stock is to be 4 per cent the first year, 4¼ for the second, and be increased at the rate of one-eighth of 1 per cent each succeeding year until it reaches 6 per cent in 1896, and to continue at that rate during the remainder of the term of the contract. The Northwestern Company agrees to maintain its organization, and the Western Union grants a further allowance of $2,500 per annum for 14 years for that purpose.

The Chicago, Milwaukee and St. Paul Railway Company have commenced the construction of a road 60 miles in length extending from Mazomanie to Portage City ; and W. H. H. Cash, of New Lisbon, has been given the contract for building the first twelve miles, extending from Mazomanie to Prairie du Sac.

Philadelphia Stock Exchange.

Closing Prices for the week ending Aug. 2.

	W.27	Th.28	F.29	Sat.30	M.1.	Tu.2
Allegheny Val.7 3-10s.....	....	....	....	....	....	123½
7s, Income.....	....	....	...	....	....	....
Camden & Am.6s,1883....	....	....	106½	....	....	....
6s,1889.....	....	....	....	....	....	....
Mort. 6s,1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa.	....	....	20½	....	....	20½
Preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	56½	....	....	. ..	
Hunt. & B. Top Mt	....	....	....	....	....	14
Preferred..... 21½	22½	22½	....	....	....	23
2d mortgage	....	....	....	....	....	....
Lehigh Navigation 45	45½	45½	44½	44½	45	
6s, 1884.....	....	....	....	....	....	106½
Gold Loan.....	....	116	....	116½	116	
Railroad Loan.....	....	...	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	....	120	....	....	....
Lehigh Valley 61½	61½	61½	61½	61½	62	
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s...	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	122	....	....	....
Consol. mort. 6s, reg... ..	....	123	....	....	....	....
Little Schuylkill...	55½	....	55½	....	....	....
Minehill & Sch. Haven.....	....	61	60	....	....	....
North Pennsylvania .. 60½	60½	....	60½	....	....	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central. ... 53	54	54	54½	55	54½	
6s..... 101	101½	....	....	....	....	....
Northern Pacific 37½	38½	39½	40½	40½	40½	
Preferred 76½	78½	79½	82½	81½	81½	
Pennsylvania R. R. ... 64	64½	65½	65	64½	65½	
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	124½	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series.	....	....	....	....	....	....
do. 5s, new.....	....	116	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading..... 29	29½	29½	29½	29½	31½	
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s. new convertible... ..	....	....	....	....	....	....
Consol. mortgage 7s.	....	126½	126	....	....	....
Consol. mortgage reg.....	....	....	....	....	....	....
Gen'l mortgage 6s..... 94	94	94	94½	94½	95	
Philadelphia and Erie..... 23	24½	22½	23½	23½		
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s..... ...	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s 125	....	....	125	....	....	....
Pittsb., Titusv. & Buff.. 21½	22½	22½	22½	22½	22½	
7s.....	....	....	....	....	....	....
Schuylkill Navigation ...	....	. ..	....	....	....	....
Preferred..... 14½	....	....	15½	....	....	....
6s, 1872.....	....	....	....	.	...	
6s, 1882.....	91	....	91	....	....	
United Co. of N. Jersey	....	....	191	....	190½	
Westonville, (Horse)....	....	22	....	23	....	
Chestnut & Wal. (do)....	....	....	....	....	....	....
Green and Coates (do.)....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Aug. 2.

	W.27	Th 28.	F.29.	Sat.30.	M.1.	Tu.2.
Baltimore and Ohio	....	....	....	199	....	
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	118½	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s..... 123	123	....	....	....	....	....
2d mortgage, 7s..... 85½	86½	86½	88½	88	88	
3d mortgage, 8s..... 47	46½	47½	49	49	49½	
Northern Central ($50).....	....	....	54½	54½	54½	
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1902.....	....	....	....	....	....	..
6s, 1900, Gold.....	....	....	119	....	....	....
6s, 1904, gold.....	....	....	....	....	....	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	....	....
), Alex. & Manassas 7s....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	123½	....	
Virginia 6s, Consol .. 82½	....	82½	81½	81½	81	
Consol. Coupons 91½	92	92	92½	....	....	
10-40 bonds..... 54½	55	54½	....	....	53½	
Deferred Certificates.....	....	....	....	....	....	....
Western Maryland	....	....	....	...	....	
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	...	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred.....	107	....	....	....	....	107
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug 3.

	Th.28.	F.29	Sat.30	M.1.	Tu.2	W.3.
Adams Express	136	....	....	136	....	
Albany and Susq.	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
American Express	82	....	82¼	....	....	
Atlantic & Pacific Tel	....	....	....	....	....	
Burl., C. R. & Nor	....	80	....	80¼	....	
1st mortgage 6s	102¼	120¼	102¼	102	102	
Canada Southern	66¼	67	66¼	64¼	67¼	
1st mortgage guar	100	100	100	....	100¼	
Central of N. Jersey	94¼	95	95¼	94¼	95¼	97¼
1st mortgage 1890	124	....	....	....	....	
7s, consolidated, ass	....	....	....	118	....	
7s, convertible, ass	....	....	....	....	....	
7s, Income	....	....	....	....	....	
Adjustment	106¼	106¾	....	....	....	
Central Pacific	93¼	93¾	14	93¾	93¼	93¼
6s, gold	116	....	....	116	116¼	
1st M. (San Joaquin)	112	112¼	....	....	....	
1st M. (Cal. and Or.)	....	....	....	....	....	
Land grant 6s	....	107¼	....	106¼	106¼	
Chesapeake and Ohio	23	27¼	28¼	28¼	28¼	29¼
Chicago and Alton	128¼	136	....	....	....	
Preferred	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
Sinking Fund	....	....	....	....	....	
Chic., Burl. & Quincy	157¼	160	161¼	160¾	161	....
7s Consol, 1903	....	....	....	131¼	131¼	....
Chic., Mil. and St. Paul	111¼	113¼	114¼	113¼	114¼	115¼
Preferred	129	130	....	132	....	132
1st mortgage, 8s	139	....	....	....	....	
2d mortgage, 7 3-10s	....	....	....	....	....	
7s, gold	....	....	....	....	....	
1st M. (La Crosse div.	123	125	....	....	....	125
1st M. (I. and M. div.)	....	....	....	....	....	
1st M. (I. and D. ext.)	....	....	....	....	....	
1st M. (H. & D. div.)	....	....	....	....	....	
1st M. (C. & M. div.)	....	....	....	....	....	
Consolidated S. F.	126¼	126¾	....	....	125¾	125
Chic. & Northwestern	126¾	129¾	126¼	125¾	126¾	126¾
Preferred	140¼	139¾	139¾	140	139¾	
1st mortgage	....	....	....	....	....	
Sinking Fund 6s	....	....	....	....	....	
Consolidated 7s	....	....	....	....	....	
Consol. Gold bonds	128	....	....	....	....	
Do. reg	....	....	....	....	....	
Chic., Rock Isl. & Pac	138¾	139	139	138	139	138¾
6s, 1917, c	....	....	....	127¼	....	
Clev., Col., C. and Ind.	92	94¼	94	92¾	94¼	94¼
1st mortgage	....	....	....	....	....	
Clev. & Pittsburg guar	....	....	....	....	....	
7s, Consolidated	....	....	....	....	....	
4th mortgage	....	....	....	....	....	
Col., Chi., & Ind. Cent	....	23¼	23¼	23	23¼	23
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
Del. & Hudson Canal	108¼	109¼	110	109¼	110	110¼
Reg. 7s, 1891	....	....	....	....	118¼	
Reg. 7s, 1884	....	....	....	....	....	
7s, 1894	....	....	....	....	....	
Del., Lack. & Western	121¾	122¼	123¼	122¼	123¾	124¼
2d mortgage 7s	....	....	....	....	....	
7s, Consol. 1907	....	....	....	....	....	
Erie Railway	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
3d mort. 8s, ext	....	....	....	....	....	
3d mortgage	....	110	....	....	....	109
4th mort. 8s, ext	111	....	....	....	....	
5th mortgage	....	....	....	....	....	
7s, Consol. gold	....	....	....	133	....	
Great Western 1st mort	....	....	....	....	....	
2d mortgage	112¼	....	112	111¾	....	
Hannibal & St. Joseph	92¼	94¼	92	93	95	94
Preferred	110¾	110¾	112¼	113¼	116¼	116¾
8s, Convertible	113	....	....	....	....	
Houston & Tex. Cent	....	....	....	....	....	
1st Mortgage	111¼	111	111¼	....	....	111¾
Illinois Central	137	137¼	136	137¾	137¼	138
Lake Shore & Mich So.	124	125¾	125¾	124¼	125¾	126¼
Consol. 7s	....	....	....	....	....	
Consol, 7s, reg	....	129	....	....	....	
2d Consolidated	....	....	....	....	....	
Leh. & W. B. 7s, Con	....	....	....	....	....	
Long Dock bonds	....	....	....	....	....	
Louisville & Nashville	102¾	103¼	103¾	103	104¼	104
7s Consolidated	....	....	....	....	123	
Manhattan	17	18	18¼	17¾	17¾	17
Metropolitan Elevated	84¼	84¼	85	84¾	86	84¼
1st Mortgage	100	....	....	....	100	100¼
Michigan Central	99¼	100¼	101	99¾	101	110¾
7s, 1902	....	....	....	....	....	112
M. S. and N. I. 1st, S. F	112	....	....	....	....	
Morris and Essex	124¼	125	125¼	125	125¼	126¼
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
7s of 1871	....	124	....	....	....	
7s, Convertible	....	....	....	....	....	
7s, Consolidated	....	....	....	....	....	
N. Y. Cent. & Hud. Riv.	143¾	144¼	144¼	143¾	144¼	144¼
6s, Sinking fund, 1883	....	....	....	....	105¼	105¼
6s, Sinking fund, 1887	....	....	....	....	....	
1st mortgage	....	....	....	....	137¼	....
1st mortgage, reg	....	....	....	....	....	
N. Y. Elevated	106¼	106¼	107	....	107	107
1st mortgage	116	....	116	116	116	
N. York and Harlem	....	....	....	....	....	
Preferred	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
1st mortgage, reg	....	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3.
N. Y., Lake Erie & W.	43¼	44¼	44¼	43¾	44¼	44¾
Preferred	84¾	85¾	86¾	87	....	87
2d Consolidated	101¾	102¼	102¾	102¾	103¾	103¾
New 2d 5s fund	....	....	....	....	100	100
N. Y., N. Haven & Hart	....	....	184	....	....	184
North Missouri 1st M	....	....	....	....	....	123
Northern Pacific	38¼	39¾	40¼	40	41	41
Preferred	78¼	79¾	82¼	81¼	81¾	81¾
Ohio and Mississippi	38¼	39¼	39¼	37¾	38¼	38¾
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	50¾	51¼	53	51¾	53	52
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	....	90, x	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	59¼	59¼	59¾	59¾	63	65¼
Pitts., Ft. W. & Chi. gtd	139	139¾	....	140	....	....
1st mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	141¼	....	142¼
Quicksilver Mining Co	....	....	19	20	20	20
Preferred	71	71¼	71¼	....	72	72¼
St. Louis & San Fran.	49	49	51	....	50¼	50¼
Preferred	73¼	74¼	75¾	74¾	75	75¾
1st Preferred	107	107	....	....	108	109
St. L., Alton and T. H.	49	....	51¼	54	54	....
Preferred	92¼	....	....	....	95	97
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	113¼	....	....	....	....	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	126¼	126¾	127¼	126¾	127¼	126¾
1st mortgage	118¼	118¼	118¼	118¼	118¼	118¾
Land Grant 7s	118¼	....	....	....	....	....
Sinking Fund 8s	....	130	....	....	....	....
United States Express	....	....	....	....	....	72
Wabash	....	....	....	....	....	....
1st mortgage	115	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	52¼	53¼	53¼	53	55¼	53¼
Preferred	90	91¼	90¼x	88¾	90	89¼
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	125	126	....	....	....
Western Pacific bonds	112	....	112¾	....	....	....
Western Union Tel	88¼	89	89¾	89¼	90	90¼
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending Aug. 3.

	Th. 28.	F. 29.	Sat. 30.	M 1.	Tu. 2.	W. 3.
Atch., Top. and San. Fe.	142¾	143¾	144¼	143x	142¾	143
1st mortgage	123¾	....	....	123¾	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	123¾	....	....	....	....	119¾
Boston and Albany	174¼	174	174	174¼	175	174¾
7s, reg	....	....	....	....	....	....
Boston and Lowell	112¾	....	....	....	....	158
Boston and Maine	....	159¼	....	....	....	....
Boston and Providence	....	....	....	....	167	167
Boston, Hart. & Erie 7s	78¼	78¼	79¼	....	79	78¾
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	157¾	160	160	161	....	160
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	26¼	26¾	28	29	28¼	28¾
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	50¾	50¼	50¼	50¾	50¼	50¾
New 4½ Bonds	....	....	....	....	....	....
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	79	77¾	78¼	78	....	....
7s	....	....	....	....	....	....
Northern, N. H.	....	....	....	....	....	111
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	50	....	....	....	....	....
Preferred	....	....	....	....	....	....
Old Colony	130	130¼	....	130	130¼	130
Ph., Wil. & Balt. ($50)	....	....	....	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val	....	....	....	....	....	120
7s	....	....	....	....	....	140x
Pullman Palace Car	....	....	....	....	....	....
Union Pacific	126¼	....	127¼	127	....	127¾
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	....	....	66¼	....	....	....
Cambridge (Horse)	....	....	....	125	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	220	220	....	220	215	219
Quincy	87	86	83	83	85	88

New York Stock Exchange.

Closing Prices for the week ending Aug. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	....	....	116¾	....	....	....
U. S. 4s, 1907, coup	116	116¼	116¾	....	116¼	....
U. S. 4½s, 1891, reg	....	....	....	....	....	114¾
U. S. 4½s, 1891, coup	....	....	114¼	114¾	....	....
U. S. 5s, 1881, reg	101¾	102	....	....	....	102¼
U. S. 5s, 1881, coup	....	....	....	....	....	....
U. S. 6s continued at 3½	....	102¼	102¼	102¾	102¾	102¾
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	....	....
Dt. of Col. 3-65s, coup	....	....	....	....	....	108

London Stock Exchange.

	—Closing Prices— July 22	July 15
Baltimore and Ohio (sterling)	116 —118	116 —118
Central of New Jersey $100 shares	100 —105	100 —105
Do. Cons. Mort. Oct. '79 coupon	120 —122	121 —123
Do. Adjustment bonds	109 —112	110 —114
Do. Income bonds	104 —106	104 —106
Det., Gd. Haven & Mil. Equip. bds.	118 —120	118 —120
Do. Con. M. 5 p.c. till '84 after 6 p.c.	112 —114	112 —174
Illinois Central $100 shares	142 —144	144 —146
Lehigh Valley Consol. mortgage	118 —122	118 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 —140	137 —140
Do. $100 shares	147¼—148¼	147 —150
Do. Mort. bonds (ex.)	121 —123	121 —123
N. Y., Lake Erie & West., $100 shs	44¼— 46	45¼— 46¾
Do. 6 p. c. pref. $100 shares	86 — 89	84 — 88
Do 1st Con. Mort. Bonds (Erie)	135 —137	135 —137
Mort. Funded Coupon bonds	132 —134	132 —134
Do. do. 2d do.	104 —106	105 —106
Do. 2d Consol. Mort. bonds	101 —103	101 —103
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	58 — 59	57¼— 58¼
Do. Prior Lien Bonds (sterling)	110 —112	110 —112
Pennsylvania, $50 shares	65¼— 66¼	66 — 67
Do. Con. Sink. Fund Mort.	120 —122	120 —122
Philadelphia & Reading $50 shares	29¼— 30¼	29¼— 30¼
General Consol. Mortgage	117 —119	117 —119
Do. Improvement Mortgage	106¼—106¾	106 —107
Do. Gen. Mort. '74, ex-deferd. cou.	96 — 97	95 — 96
Do. Scrip for the 6 def. ¼ coupons.	92 — 95	90 — 94
Pittsbg, Ft. W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	129 —131	130 —131
Do 1st pref. stock	101 —103	100 —102
Union Pacific Land Grant 1st mort.	118 —122	118 —122

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, Aug. 4, 1881.

Call loans were easily made during the day at 2@2½ per cent on United States bonds and 2½ @3 per cent on Stock Exchange collateral. Time loans were 3@5 per cent, the higher rate being for long time. Prime mercantile paper, 3@4½ per cent. The closing quotation for call loans was 3 per cent.

The posted rates for prime bankers' sterling were 4.83@4 85, The actual rates were 4.82 @4.82½, and 4.84@4.84½, with cable transfers 4.84½@4 85 and prime commercial bills 4 80¾ @4.81. The actual rates for continental exchange are as follows: francs 5.23⅛@5.20, marks 94@ ¼ and 94½@¾; and guilders 39¾@⅞ and 40 @⅛ respectively.

By referring to the public debt statement recently issued it will be seen that the total debt of the United States on the 31st of July was $2,067,398,979, less cash in the Treasury $236,878,190 25, leaving net $1,830,520,788 75, a decrease of $10,078,023 23 since 1st July. Of the bonded debt $439,708,050 bears 5 per cent interest, $250,000,000 bears 4½ per cent, $739 347,800 bears 4 per cent, $178,055,150 bears 3½ per cent, and $14,000,000 (Navy pension fund) bears 3 per cent. Upon $9,959,015 23 interest has ceased; $422,313,946 32 bears no interest, being in the form of United States currency, gold and silver certificates and certificates of deposit. Of the cash in the Treasury $154,827,274 89 is available, the remainder being offset by debt due and interest thereon, gold and silver certificates and certificates of deposit outstanding.

In the interest bearing debt there is a reduction of $18,500,000, that being the amount of 6 per cent bonds redeemed under the Windom plan of converting this class of bonds into bonds bearing 3½ per cent. This reduction represents the total amount of 6 per cent bonds redeemed since April 1. The low rate bonds make their appearance for the first time in the debt statement published herewith, the amount being a fraction over $178,000,000. The 5 per cent bonds that have been converted into lower rate bonds will appear in the debt statement for September, but those that are called for redemption, amounting to about $35,000,000, will not mature until Oct. 1, after which the 5 per cent bonds will entirely disappear from the monthly debt statement.

The United States Treasury holds bonds amounting to $361,873,000 to secure National bank circulation, which amounts to $356,263,968 in currency and $1,087,675 in gold notes. Of the bonds $228,925,550 are 3½s, $91,870,300 are 4s, $22,696,550 are 4½s, $4,753,600 are 5s, $63,000 are 6s, and $3,564,000 are currency 6s. At the time the funding into 3½s began the 6s and 5s amounted to $213,135,550.

The amount of United States currency outstanding at date is $362,532,079 65, of which $346,681,016 is in legal tenders, $15,474,583 65 in fractional currency, and the remainder in old demand and interest notes long since due.

The total coinage of the U. S. Mints during July, including $2,250,000 standard dollars, was valued at $3,896,200.

The payments made from the Treasury in July, exclusive of payment of interest and principal of the public debt, amounted to over $20,000,000.

The following circular was issued on the 30th ult. from the office of the St. Louis, Iron Mountain and Southern Railway Company:

"The St. Louis, Iron Mountain and Southern Railway Company have for a long time been considering the advantages to result from occupying the territory in Arkansas strictly tributary to the line of their road. This determination has been strengthened by numerous appeals to the company from towns and counties along the projected routes. It has finally been decided by the board, under the advice of the Executive Committee, to build under the authority contained in the Cairo and Fulton Railroad charter a line from Knobel, on the northern State line of Arkansas, southwardly through Crowley's Ridge via Forrest City, on the Memphis and Little Rock Railway, and thence to the southeast corner of Ashley County, on the State line of Louisiana, about two hundred and fifty miles, with a branch eastward to Kennett. This route sweeps the entire range of eastern counties in the growing State of Arkansas.

"The St. Louis, Iron Mountain and Southern Railway Company has contracted for the building of the above line with the Hudson River Contracting Company, and is to pay for the construction of said line in bonds and stock, as provided in said contract, and has also entered into an arrangement with the contracting company whereby the stockholders of the Missouri Pacific Railway Company will be entitled to subscribe for the stock of the contracting company, as hereinafter set forth, thus enabling the subscribers to participate in the profits of the construction under the said contract.

"Nearly all of the shares of the St. Louis, Iron Mountain and Southern Railway have been exchanged for those of the Missouri Pacific Railway Company, and the shareholders of the last-named company, under the arrangement above referred to, will be entitled to subscribe for the stock of the contracting company upon the following terms:

"Each holder of the stock of the Missouri Pacific Railway Company who is a stockholder of record on the 8th day of August, 1881, will be entitled to subscribe for one share in said contracting company for every ten then held by him in the Missouri Pacific Railway Company. Such right to subscribe will expire on the 15th of August, 1881. Any amount not subscribed on or before that day may be disposed of in such manner as may be deemed best. Enough stock in the contracting company has, however, been reserved until the 25th of August, 1881, to enable any holder of shares in the St. Louis, Iron Mountain and Southern Railway Company, who has not already exchanged the same for Missouri Pacific shares, to make such exchange, and thereupon to avail himself of the privilege of making the subscription herein offered.

"An instalment of 10 per cent will be payable on August 15, when transferable receipts will be issued. The residue of the subscription will be payable in instalments not exceeding 10 per cent monthly, as the work progresses.

"If any subscriber or his assignee fails to pay any instalment within ten days after the publication of the call therefor, then such subscriber or his assignee shall, at the option of the contracting company, forfeit all the payments made and all right to any further participation in his subscription.

"The books of the Missouri Pacific Railway Company will be closed for the purpose of this subscription on the eighth day of August, 1881, and reopened August 15."

The closing quotations on Thursday were: Adams Express, 136@138; American Express, 83½@85; American District Telegraph, 47½@50; Chicago, Burlington and Quincy, 161½@162; Canada Southern, 66@67; Chicago and Northwestern, 126¼@126⅝; do. pref., 138½@139; Central Pacific, 93¼@93⅜; Chicago, Milwaukee and St. Paul, 114¾@114⅞; do. pref., 132@133; Cleveland, Columbus, Cincinnati and Indianapolis, 93½@94; Columbus, Chicago and Indiana Central, 22½@22¾; Delaware and Hudson Canal, 110@110⅛; Delaware, Lackawanna and Western, 123⅞@124; Hannibal and St. Joseph, 93@94; do. pref., 114½@115½; Lake Erie and Western, 56½@57¾; Lake Shore and Michigan Southern, 124⅜@124½; Metropolitan Elevated, 83½@84; Manhattan Elevated, 16⅞@17; Michigan Central, 99½@99¾; New York Elevated, 107@108½; New York, Lake Erie and Western, 43⅝@43¾; do. pref., —@86; New York Central and Hudson River, 143¾@143⅞; Ohio and Mississippi 38@38⅛; Ohio Central, 28@28¾; Pacific Mail, 52½@52¾; Panama, —@261; Texas and Pacific, 58⅜@58¾; Union Pacific, 126⅜@126⅝; United States Express, 68@70; Wells Fargo Express, 126@130; Western Union Telegraph, 89¼@89⅜; Wabash, St. Louis and Pacific, 52½@52⅝; do. pref., 89@90¼.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, 136½; Atchison, Colorado and Pacific 1st, 104; Central Iowa 1st, 115½; Chicago, Burlington and Quincy 8s, 106; Chesapeake and Ohio 1st pref., 42; do. 2d pref., 31¾; do. cur. int., 61½; do. 1st, Series B, 88; Chicago, St. Paul, Minneapolis and Omaha, 42⅜; do. pref., 104½; do. consol., 103¾; Chicago, Milwaukee and St. Paul 1st, La C. and Dav. div. 96½; do. C. and P. div., 108½; do. S. W. div., 107; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass. sup., 125; do. Inc., 80; Chicago, St. Louis and New Orleans, Tenn. Lien, 113; Cairo and Fulton 1st, 113; Denver and Rio Grande, 101⅜; do. 1st 118½; do. 1st, consol., 116¼; Denver, South Park and Pacific 1st, 109½; Delaware and Hudson 1st Penn. div., 128; East Tenn., Va. and Ga., 20; do. 1st, 117½; Galveston, Harrisburg and San Antonio 1st, 109; Houston and Texas Central 2d M. L., 131½; International and Gt. Northern 1st, 112; do. 2d inc. ass., 100½; Indiana, Bloom. and Western, 50¾; do. 1st, 95¼; de. 2d, 84; Kansas Pacific 6s, Denver div. ass., 113; do. 1st consol., 109; Lehigh and Wilkesbarre consol. ass., 112; Louisville, New Albany and Chicago, 98½; Long Island, 50; Lake Erie and Western, 58; do. inc., 76; Louisville and Nashville, Gen'l mort., 6s, 106; do. Cecilian Branch 1st, 111½; Manhattan Beach, 36; Marietta and Cincinnati 1st pref., 13½; do. 2d pref., 10½; Mobile and Ohio, 37¼; do. 1st deben., 100½; do. 2d deben., 71½; do. 1st, mort., 112½; Missouri, Kansas and Texas, 44⅞; do. consol, 107½; do. 6s, 93; do. 2d, 83; Missouri Pacific, 109½; Memphis and Charleston, 83; Milwaukee, Lake Shore and Western, 54¾; Metropolitan Elevated 2d, 90; Nashville, Chattanooga and St. Louis, 81; do. 6s, 118½; New York, Ontario and Western, 32⅜; Norfolk and Western, 26; do. pref, 61½; do. Gen'l mort., 107; Northern Pacific 1st, 101½; New Orleans Pacific 1st, 100; Ohio Southern 1st, 97; do. inc., 48; Ohio Central, 28¾; do. 1st, 100½; do. Inc., 56½; Oregon Railway and Nav., 164; do. 1st, 110; Peoria, Decatur and Evansville, 42¼; Quincy and Toledo 1st, 110; Rensselaer and Saratoga 1st, 137; Rochester and Pittsburg, 45¼; do Inc., 53; Rome, Watertown and Ogdensburg, 93; do. 1st consol., 100; Richmond and Allegheny, 57½; do. 1st, 107¼; St. Louis, Kansas City and Northern, Omaha div. 1st, 118¼; do. R. E. 7s, 1895, 113; St. Paul and Sioux City 1st, 118½; St. Paul and Duluth, 35; do. pref., 88; St. Paul, Minn. and Man., 104; do. 2d, 110; St. Louis and Iron Mt. 1st, pref., Inc., 99; do. 5s, 91; do. Cairo, Ark. and Texas 1st, 112; St. Louis and San Francisco 2d Class B, 97; South Pacific 1st, 108; Southern Pacific of Cal. 1st, 107¾; Syracuse, Binghamton and New York 1st, 124¾; Texas and Pacific, 59; do. Inc., L. G., 82; do. consol. 6s, 102; do. 1st, Rio Grande div., 96⅜; Toledo, Delphos and Burlington, 28; do. inc., 56; Wabash, St. Louis and Pacific Gen'l mort. 6s, 102; Arkansas 7s, (L. R. and Ft. Smith) 17; Louisiana 7s, consol., 70; North Carolina 6s, S. T. 3d class, 6½; do. 6s, non-fundable, 9½; do. consol. 4s, 105; Tennessee 6s, old, Virginia 6s, def., 39; Am. Dist. Tel., 48; Sutro Tunnel, 1⅜; Canton Co., 70; Colorado Coal and Iron, 56¼; do. bonds, 100; Cam. Coal, 43; Maryland Coal, 26; New Central Coal, 28½; Caribou Mining, 2¾; Central, 2⅛; Homestake, 16; Little Pittsburg, 2⅞; Ontario, 36; Standard, 23.

Boston.—Atlantic and Pacific 6s, 103⅜; do. 6s, Inc., 56; Atchison, Topeka and Santa Fe 5s, 103; Boston Water Power, 9½; Boston Land, 9⅜; Boston, Revere Beach and Lynn, 122; Burlington and Missouri River 6s, non-exempt, 106½; Connotton Valley, 28; do. 7s, 108; Chicago, Burlington and Quincy 4s, 95; Chicago and West Michigan, 93; Cincinnati, Sandusky and Cleve-

land 7s, 109 ; Flint and Pere Marquette, 36¾ ; do. pref., 104 ; Iowa Falls and Sioux City, 91¼ ; Kansas City, Fort Scott and Gulf, 99½ ; do. pref., 137½ ; do. 7s, 114 ; Kansas City, Lawrence and Southern 5s, 110 ; Little Rock and Ft. Smith, 83½ ; do. 7s, 116¾ ; Louisiana and Missouri River pref., 45 ; Mexican Central 7s, 93½ ; do. Block, old series, 114 ; do. new, 99¾ ; Massachusetts Central, 86 ; do. 1st, 100¾ ; Marquette, Houghton and Ontonagon, 73½ ; do. 6s, 100½ ; New Mexico and Southern Pacific 7s, 120 ; New York and New England 6s, 112¾ ; Portsmouth, Gt. Falls and Conway, 29¾ ; Rutland pref., 29¼ ; do. 5s, 85 ; Republican Valley deferred, 97½ ; Summit Branch, 20¾ ; Toledo, Delphos and Burlington, 15 ; Wisconsin Central, 27 ; Allouez Mining Co., 2 ; Brunswick Antimony, 12½ ; Catalpa, 1⅛ ; Crescent, 1 ; Duncan, 1 ; Douglas, 2⅞ ; Harshaw, 6 ; Napa consol. Quicksilver, 7¾ ; Osceola, 30 ; Pewabic, 12½ ; Silver Islet, 37½.

Philadelphia.—Buffalo, Pittsburg and Western pref., 24 ; Central Transp., 42 ; Chesapeake and Delaware Canal 6s, 90 ; Delaware R. R. 6s, 115 ; Easton and Amboy 5s, 107 ; Huntingdon and Broad Top consol. 5s, 93¾ ; Nesquehoning Valley, 58½ ; Philadelphia, Wilmington and Baltimore 4 per cent certif., 98½ ; Pennsylvania Co. 6s, 108¼ ; Philadelphia and Reading scrip, 76 ; Philadelphia, Germantown and Norristown, 110½. The latest quotations are : City 6s, 115@116⅛ ; do. free of tax, 127@132½ ; do. 4s, new, 102@112 ; Pennsylvania State 6s, 3d series, 101@101½ ; do. 5s, new. loan, 115¾@116¼ ; do. 4s, new, 111@— ; Philadelphia and Reading R. R., 31⅜@31½ ; do. consol, mort. 7s, coup. 126@127 ; do. reg., 126¼@127 ; do. mort. 6s, 122@125 ; do. 7s, 1893, 121@122 ; do. new conv., 66@— ; United New Jersey R. R. and Canal, 190⅜@191⅝ ; Buffalo, Pittsburg and Western, 22⅝@22¾ ; Pittsburg, Titusville and Buffalo 7s, 104¼@105 ; Camden and Amboy mort. 6s, 1889, 115½@116½ ; Pennsylvania R.R., 65¼@65⅜ ; do. gen'l mort., coupon, 124½@125 ; do. reg., 126@128 ; do. consol. mort. 6s, reg., 121¼@121¾ ; Little Schuylkill R. R., 55½@55¾ ; Morris Canal, 44¾@45¼ ; do. pref., 160@— ; Schuylkill Nav., 6½@— ; do. pref., 15½@15⅝ ; do. 6s, 1882, 90⅞@91⅛ ; do. 1872, 107½@108 ; Elmira and Williamsport pref., 55@60 ; do. 6s, 113@— ; do. 5s, 98@103 ; Lehigh Coal and Navigation, 44¾@45 ; do. 6s, 1884, 106½@107 ; do. R. R. loan, —@115 ; do. Gold Loan, 115¾@116¼ ; do. consol. 7s, 119¾@120¼ ; Northern Pacific, 40⅝@40¾ ; do. pref., 81⅝@82 ; North Pennsylvania, 60⅝@60⅞ ; do. 6s, 107½@— ; do. 7s, 122@124 ; do. Gen'l mort. 7s, reg., 121¼@121¾ ; Philadelphia and Erie, 23@23½ ; do. 7s, 118½@120½ ; do. 5s, 107½@108½ ; Minehill, 60¾@61¼ ; Catawissa, 20⅜@20⅞ ; do. pref., 57½@58½ ; do. new pref., 57½@58 ; do. 7s, 1900, 127@127½ ; Lehigh Valley 61⅜@61¾ ; do. 6s, coupon, 122@122½ ; do. reg., 122@123¼ ; do. 2d mort. 7s, 137¼@140 ; do. consol. mort., 122¾@123¼ ; Fifth and Sixth streets (horse), 136@137 ; Second and Third, 112½@116 ; Thirteenth and Fifteenth, 85½@86½ ; Spruce and Pine, 46¾@47¼ ; Green and Coates, 90@100 ; Chestnut and Walnut, 95@98 ; Hestonville, 22⅝@23 ; Germantown, 79¾@80¼ ; Union, 119@125 ; Lombard and South, 25¾@26 ; West Philadelphia, 112@115½ ; People's, 32¾@33¼ ; Continental, 103@108.

Baltimore.—Atlanta and Charlotte, 81 ; do. 1st, 109¼ ; do. Income, 92@— ; Atlantic Coal, 1.30 ; Baltimore and Ohio 1st pref., 125 ; do. 2d pref., 122 ; Charlotte, Columbia and Augusta, 60 ; Columbia and Greenville 1st, 104¼ ; do. 2d, 94¾ ; Richmond and Danville, 104 ; do. bonds, 1885, 104¾ ; Virginia Midland 1st pref., 70 ; do. 2d pref., 54 ; do. 1st mort, 113½ ; do. 2d, 111½ ; do. 4th, 55 ; do. 5s, 100¼ ; Virginia Peelers, 39 ; Virginia and Tennessee 2d, 111 ; Wilmington, Columbia and Augusta, 110½. The latest quotations are : Atlanta and Charlotte, 81@81½ ; do. 1st, 109@109½ ; Baltimore and Ohio, 198½@120 ; Baltimore City 6s, 1890, 118@118¼ ; do. 6s, 1902, 126¾@—do. 5s, 1900, 123@— ; do. 5s, 1916, 125@126 ; Charlotte, Columbia and Augusta, 60@— ; Central Ohio 1st, 113⅛@114¼ ; Columbia and Greenville 1st, 104½@105½ ; Marietta and Cincinnati 1st, 122¾@124 ; do. 2d 87¾@88 ; do. 3d, 49⅛@49¼ ; Northern Central, 54⅜@— ; do. 6s, 1885, 108@— ; do. 6s, 1900, 119@— ; do. 6s, 1900, gold, 115½@116½ ; Norfolk and Western pref., 61½@62 ; Norfolk Water 8s, 126@— ; Richmond and Allegheny, 55@— ; Richmond and Danville, 105@— ; do. bonds, 1885, 104¾@— ; Virginia Midland, 22@— ; do. 1st pref., 70@— ; do. 2d pref., 54@60 ; do. 5th mort., 100⅛@100¼ ; Virginia Consols. 80⅞@81 ; do. consol. coupons, 92@92¼ ; do. 10-40s, 52½@53½ ; Wilmington, Columbia and Augusta 6s, 110⅞@111 ; Western Maryland 6s, guar., Washington county, 110@—.

International Bridge Tolls.

Judge Wallace of the United States District Court, Syracuse, N. Y., has rendered a decision in the case of the Canada Southern Railway Company against the International Bridge Company. The litigation was for the purpose of deciding the rate of compensation to be paid by the plaintiff for the use of the bridge of the defendant. The plaintiff claimed that a law of Congress of 1870 gave the judge of the district power to decide the rate of tolls to be paid, which was denied by the bridge company, who claim that even if Congress conferred that power it was unconstitutional. Judge Wallace, in an elaborate opinion, holds that, assuming that Congress intended to confer on the Court authority to prescribe the compensation which the bridge company might charge, no doubt is entertained of the constitutionality of the act, but, in his opinion, Congress did not intend to confer such power. He dismisses the petition of the railway company with costs. The effect of this decision is to allow the bridge company to fix its own rates of toll. The accumulated tolls due from the Canada Southern amount to about $200,000.

The Long Island City and Flushing (formerly the Flushing and North Side) Railroad Company has leased its property and franchises to the Long Island Railroad Company for fifty years. The road extends from Long Island City, by way of Flushing, to Whitestone.

The North Atlantic City Railway has been leased to the Camden and Atlantic Railroad Company. The track of the former road is laid from Absecon Inlet to North Atlantic City, located on Brigantine Island about half way between Holdzkom's Beach and Brigantine Inlet.

Important Street Car Invention.

The Boston Journal says that a method has been patented by which street cars can branch off in any direction, or continue upon the main line, without the use of loose points, and without in any measure altering the speed of the cars, and then adds :

To do this steel-faced open points are used, and between them, and for a short distance between the rails, a narrow rail is laid, curved to the direction in which the cars are required to leave the main line. To the car is attached a small point's wheel, which the driver, when he has to leave the main line, drops into the groove of the center rail, and by these means the car is guided in its proper direction. The points are so arranged that it is never necessary to use the "points' wheel" unless the cars have to leave the main line. This will be found to be a great advantage over the present system on a route where four or five other routes branch off the main line, for instead of the cars having to stop each time the points are against them, they will have an open course from one end of the journey to the other. The inventor and patentee of this system is Mr. William Stirling, Jr., of Rusholme, Manchester, England.

The Fort Wayne, Muncie and Cincinnati Railway was sold at Fort Wayne, Indiana, on the 27th ult., by the United States Marshal for $1,000,000. Elijah Smith, receiver, and S. G. Ralston, of the Farmers' Loan and Trust Company, of New York, were the purchasers for holders of the first mortgage bonds.

The line of the Pennsylvania Railroad near New Brunswick, N. J., has been changed so as to avoid some short curves and make the line straight between that city and Trenton. This was done by a cut a mile and a half long extending from a point about two miles from New Brunswick to Adams Station.

The South Carolina Railroad was sold at Charleston, S. C., by auction on the 28th ult. to W. H. Brawley for the purchasing committee for $1,275,000 over and above the first mortgage debt of about $3,000,000.

The Texas and Pacific Railway Company accepted on the 28th ult. 50 miles more of track west of Carson, which makes the track accepted 100 miles west of Big Springs and 401 miles west of Dallas, and 622 miles west from Texarkana.

John C. Short and William P. Watson have filed a bill in one of the Chicago courts asking for an accounting and the appointment of a receiver for the New York, New England and Western Investment Company.

A mortgage of the Kentucky Central Railroad Company to George F. Bliss and Isaac T. Gales, of New York, for the sum of $6,600,000 has been filed for record in the County Clerk's office of Clark County, Kentucky.

The contract for the construction of the 30 miles of the West Shore Railroad extending from Newburg to Kingston, N. Y., has been awarded and the work commenced.

The first locomotive and car reached Delisle Bridge over the Canada Atlantic Railway on the 21st ult.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.	10,409,300	quarterly	Aug. '81 2
Atlanta and West Point.	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*	5,000,000	M. & S.	Sept. '80 3
Augusta and Savannah.	1,022,900	J. & D.	June '80 3½
Avon, Genesee & Mt. M.*	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.	14,216,800	M. & N	May '81 5
" " pref.	4,549,578	J. & J.	July '81 3
Washington Br.	1,650,000	A. & O.	Apl. '81 5
Berkshire*	600,000	quarterly	Apl. 81 1½
Boston and Albany	20,000,000	quarterly	June '81 2
Bos., Clin., F. & N. Bed.	1,247,600	— & —	
" " pref.	1,750,100	... .	Apl. '81 3
Agricultural Br. guar.	60,000	J. & D	June '76 3
Bost., Conc. & Mont.* pref	800,000	M. & N	May '81 3
Boston and Lowell	3,250,000	J. & J.	July 81 2
Boston and Maine	6,921,274	M. & N.	May 81 4
Boston and Providence	4,000,000	M. & N.	May 81 4
Attleborough Branch	131,700	J. & J.	July '81 3½
Bost., Revere B. & Lynn.	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*	950,000	J. & D	June '81 3
Burl. & Mo. Riv. in Neb.	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic	377,400	quarterly	Apl. '80 3
" " pref.	888,311	quarterly	Apl. '80 3½
Camden & Burl. Co.	381,925	J. & J.	July '81 3
Cape May and Millville*	447,000	J. & D.	June '80 3
Catawissa*	1,159,500	October	Oct. '80 $1½
" pref.	2,200,000	M. & N.	May '81 3½
" 2d pref.	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*	589,110	J. & J.	Jan. '80 4
Cedar Rapids & Mo. R.*	6,850,400	F.M.A.N	Aug. '81 1
" " pref	769,600	F. & A	Aug. 81 3½
Central of Georgia	7,500,000	J & D	June '81 4
Central of New Jersey	18,563,200	quarterly	Apl. 76 2½
Central Ohio*	2,425,000	J. & J.	July '81 3
" pref	400,000	J. & J	July '81 3
Central Pacific	54,275,500	F. & A.	Aug. 81 3
Chemung*	380,000	quarterly	July '81 1½
Cheshire, preferred	2,155,300	J. & J.	July '81 1½
Chicago and Alton	10,065,400	M. & S.	Sept. 81 4
" pref.	2,425,400	M. & S.	Sept '81 4
Chicago, Burl. & Quincy.	31,004,466	quarterly	June '81 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*	3,916,200	J. & J.	July '81 4
Chi., Mil. and St. Paul.	15,404,261	A. & O.	Apl. '81 3½
" pref.	12,279,483	A. & O.	Apl. '81 3½
Chicago & N. Western.	14,988,257	J. & D	June '81 3
" pref.	21,525,353	quarterly	June '81 1½
Chicago, R. I. & Pacific.	30,000,000	quarterly	Aug. '81 1½
Chicago & West Mich.	6,161,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton.	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref.	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg*	11,236,150	quarterly	June '81 1½
Columbus and Xenia*	1,786,200	M.J.S.D	June '81 2
Colum. & Hocking Val.	2,500,000	F. & A.	Aug '81 2½
Concord	1,500,000	M. & N.	May 81 5
Concord and Ports.*	350,000	J. & D.	June '81 3½
Conn. & Passump Riv.	3,175,700	F. & A.	Aug. '81 3
Connecticut River	2,100,000	J. & J.	July '81 4
Cumberland Valley	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.	241,900	A. & O.	Oct. '80 4
" 2d pref.	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk	600,000	quarterly	June 81 1½
Dayton & Michigan*	2,401,528	A. & O.	Oct. '80 1½
" pref.	1,211,250	quarterly	Jan. 81 2
Delaware*	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn.	28,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor.	1,825,600	F. & A.	Aug. '80 2½
" " pref.	2,503,381	F. & A.	Aug '81 3½
Dubuque & Sioux City*	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*	1,309,200	J. & J.	July 81 3
East Mahanoy*	392,950	J. & J.	July 81 3
East Tenn., Va. & Ga.	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.)	4,997,600	J. & J.	July '78 3
Eastern (N. H.)	492,500	J. & D.	June '81 2½
Eel River	3,000,000	quarterly	June '81 2½
Elmira, Jef. & Canand*	600,000	Sept.	Sept. '80 5
Elmira & Williamsport*	500,000	M. & N.	May '81 1½
" " pref.	500,000	J. & J.	July '81 3½
Erie and Pittsburg*	1,080,250	quarterly	Sept. '80 1½
Fitchburg	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo.	600,000	.....	Oct. '71 1½
Georgia	4,200,000	J. and J	July '81 3½
Hannibal & St. Jo. pref.	5,188,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster*	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref.	1,180,000	quarterly	July '81 2
Illinois Central	20,000,000	M. & S	Sept. '81 3½
Iowa Falls & Sioux City*	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co.	7,620,000	quarterly	Aug. '81 1
Io. So. & Mo. Northern.	600,000	quarterly	May, '81 2
Jeffersonv., Mad. & Ind.	600,000	quarterly	May, '81 1½
Joliet and Chicago*	1,500,000	quarterly	June '80 1½
Kan. City, Top. & West.	2,250,000	quarterly	May, '80 1½
Kentucky Central	1,600,000	J. & D.	Dec. '80 1
" " pref.	600,000	J. & D	Dec. '80 3
Lake Shore & Mich. So.	49,466,600	quarterly	Aug. '81 2
" " (guar.)	533,500	F. & A.	Aug. 81 5
Lawrence*	450,000	quarterly	July '81 2
Lehigh Valley	27,232,566	quarterly	July '81 1½
" pref.	100,300	quarterly	July '81 1½
Little Miami*	5,871,450	quarterly	June '81 2
Little Schuylkill*	$2,448,100	J. & J.	July 81 2½
Louisville & Nashville.	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi.	3,000,000	J. & D.	Dec. '70 3
Lowell and Andover	500,000	J. & J.	July '80 3½
Lowell and Lawrence	200,000	A. & O.	Apl. '78 2½
Lykens Valley	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati	1,408,912	— & —	
" " 1st pref.	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	400,000	F. & A	Aug. '81 3
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated	6,500,000	quarterly	Apl. '81 2½
Michigan Central	18,738,204	quarterly	Aug. '81 1
Middlesex Central	2,136 shs	F & A.	Aug. '81 3
Mill Creek & Minehill*	323,375	J. & J.	July '81 5
M. Hill & Schuyl. Hav.*	3,856,450	J. & J.	July '81 3½
Missouri Pacific	2,416,000	quarterly	July 81 1½
Mobile & Montgomery	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.	282,350	J. & J.	July '81 6
Nashua and Lowell	800,000	M. & N.	May '81 3½
Nashua and Rochester	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis.	6,575,256	A. & O	Apl. '80 1½
Naugatuck	2,000,000	J. & J.	Jan. '81 5
Nesquehoning Valley*	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.*	1,800,000	quarterly	July '80 2½
N. Haven & Northamp.	605,000	quarterly	Oct. '74 3
New London Northern*	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R.	89,428,330	quarterly	July '81 2
New York and Harlem.	5,500,000	J. & J.	July 81 4
" " pref.	1,500,000	J. & J.	July '81 4
" City Line	....	annually	Apl. '81 3
New York & Long Br.*	2,000,000	.....	Oct. '79 2
New York Elevated	6,500,000	quarterly	Apl. '81 2½
N. Y., Lake Erie & West.	77,104,700	.....	
" " pref.	8,149,700	.....	
N. Y., N. H. & Hartf.	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.	3,000,000	quarterly	Aug. '81 2
Niag. Bridge & Canand*	1,600,000	J. & J.	July '80 3
North Carolina*	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref.	96,000	M. & N.	Nov. '77 4
North Pennsylvania	4,527,150	quarterly	May '81 1½
Northern Central	5,842,000	J. & J.	July '81 3
Northern N. Hampsh.	3,068,400	J. & D.	June '81 3
Northern New Jersey*	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	2,604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*	3,077,000	J. & J.	July '76 2
" " pref.	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	20,000,000	quarterly	
" pref.	4,030,000	J. & D.	Mar. '75 3½
Old Colony	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.	4,455,000	quarterly	May '81 2
Oswego and Syracuse*	482,400	F. & A.	Aug 80 4½
Panama	7,000,000	Aug. 1, 1	881, $24.26
Paterson and Hudson*	632,000	J & J.	July '81 4½
Paterson and Newark*	250,000	J. & J.	
Paterson and Ramapo*	248,000	J. & J.	July '81 4½
Pember. & Hightstown*	342,150	J. & J.	July 80 3
Pennsylvania	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*	6,004,300	J. & J.	
" " pref.	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn*	1,626,250	M.J.S.D.	June 81 3
Philadelphia & Reading	32,726,375	quarterly	Jan. '76 2½
" " pref.	1,551,800	quarterly	July '76 3½
Phila. and Trenton*	1,250,100	quarterly	July '81 2½
Phila., Wil. & Balt.	11,572,700	J. & J.	July '81 1½
Pittsb., Ft. W. & Chi.	19,714,285	quarterly	July '81 1½
" Special Imp.	5,504,300	quarterly	July '81 1½
Pittsfield & N. Adams	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm.	1,500,000	J. & J.	July '81 3
Profile and Franconia	.....	Annual.	Nov. '80 8
Providence & Worces.	2,000,000	J. & J.	July '81 3
Republican Valley	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga*	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass.	175,575	— & —	Jan. '81 3
Richmond & Petersb.	1,008,600	J. & J.	Jan. 81 3
Roch. & Genesee Val.*	655,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	2,998,900	J. & J.	July '75 3
Rutland preferred	4,163,700	F. & A.	Aug. '81 1½
St. L., Alt. & T. Haute.	2,300,000	— & —	
" " pref.	2,464,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell	2,433 shs	M. & S.	Sep. '78 80c
Schuylkill Valley*	576,050	J. & J.	July, '81 2½
Seaboard and Roanoke.	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.*	869,450	F. & A.	Aug. '80 3
Shore Line*	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref.	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*	438,300	J. & J.	July '79 3
South Western, (Ga.)*	2,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.*	448,700	J. & J.	July 79 3½
Summit Branch*	4,126,000	F. & A.	Feb. '76 3
Syr., Bingham. & N. Y.	2,004,000	J. & D.	Feb. '80 2
Terre Haute & Indiana	1,988,150	F. & A.	Aug. '81 4
Troy and Boston	1,609,000	F. & A.	Feb. '80 2
Union Pacific	36,746,000	quarterly	July '81 1½
United Cos. of N. J.	20,490,400	quarterly	July '81 2½
Utica, Chenango & S. V.	4,000,000	M. & N.	May '80 3
Utica and Black River	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	3,050,000	A. & O.	Apl. '81 3
Wat., St. L. & Pacific.	20,000,000	.....	.....
" pref.	20,000,000	quarterly	Aug. 81 1½
Ware River*	$750,000	J. & J.	July '81 3½
Warren (N. J.)	1,800,000	A. & O.	Apl. '80 3
Warwick Valley	225,000	J. & J.	July '80 3
Westchest. & Phil. pref.	821,300	J. & J.	July '80 2
West Jersey.	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.	1,456,200	J. & D.	Nov. '79 3
Winchester & Potomac*	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*	500,000	J. & J.	July '81 3
Worcester and Nashua.	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City	110,300	— & —	....
Baltimore City	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills.	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 3
Brooklyn City	2,000,000	F.M.A.N	Aug. '79 4
Bushwick (Brooklyn)	309,000	J. & J.	July '71 3½
Jambridge	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.	500,000	A. & O.	Oct. 80 5
Continental (Phila.)	180,000	J. & J.	July '81 6
D. Dock, E. Bdw. & Bat.	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark	200,000	— & —	 3
42nd St. & G. St. Ferry	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	600,000	A. & O	Apl. '80 4
Germantown (Ph.)	1,000,000	J. & J.	July '80 5
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	500,000	J. & J	July '79 6
Heston, Mantau & Fairm.	2,050,000	J. & J.	Jan. 75 1½
Highland	800,000	J. & J	July 81 4
Lomb. & South Sts. (Ph.)	105,000	A. & O	Oct. '79 2.4
Lynn and Boston	800,000	M. & N.	May '81 4
Malden and Melrose	200,000	— & —	.....
Metropolitan (Boston)	1,500,000	J. & J.	July '81 4
Middlesex (Boston)	550,000	M. & N.	May '81 3½
N. Y., Bay Ridge & Jam.	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)	797,320	— & —	.....
Orange and Newark	282,555	— & —	.....
People's (Phila.)	206,054	.....	July 79 2
Philadelphia City	475,000	J. & J.	July '81 5
Philadelphia and Darby	200,000	J & J.	July '77 2
Phila. and Grey's Ferry	284,775	J. & J.	Jan. '78 3
Pbg, Alleg. & Manchester	500,000	quarterly	Apl. '78 3
Ridge Avenue (Ph.)	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.)	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	750,000	M. & N.	Nov. '77 5
Somerville (Boston)	113,000	M. & N.	May '81 3
South Boston	600,000	J. & J.	July '81 4
Third Avenue (N. Y.)	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.)	1,000,000	J. & J.	July '81 4
23d street (N. Y.)	600,000	J. & J.	Jan. '79 4
Union (Boston)	374,300	J. & J.	July '81 4
Union (Phila.)	400,000	J. & J.	July '81 7
West Philadelphia	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware	1,983,563	J. & D.	June '75 2
Delaware Division	1,633,350	.....	Feb. '81 $1
Delaware and Hudson	20,000,000	.....	June '81 1½
Delaware and Raritan*	5,847,400	quarterly	July '81 2½
Lehigh Coal & Navigat.	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.	1,008,500	J. & J.	July '81 $2
Morris (consolidated)	1,026,000	F. & A.	Feb. '78 2
" (preferred)	1 175,000	F. & A.	Feb '75 5
Pennsylvania	4,337,950	— & —	.....
Schuyl. Nav. (common)*	1,908,207	annually	Au. '81 50c.
" (pref.)	2 888,977	annually	Aug. '81 $1
MISCELLANEOUS.			
Adams Express	12,000,000	quarterly	May '81 2
American Express	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co.	3,000,000	J. & D.	June '81 3
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug. '81 $5
Central Mining Co.	... .	F. & A.	Aug '81 3
Consolidation (Md.) Coal.	10,250,000	M. & S.	Jan. '81
George's Creek C. & I.	.....	J. & J.	July '81 3
Gold and Stock Tel.	2 500,000	quarterly	Oct. '79 1½
Maryland Coal.	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.	2,336,600	.....	.....
" pref.	5,698,400	.....	.....
Missouri Val. Land Co.	200,000	M. & S.	July '81 4
Mongona Coal Co.	305,200	quarterly	Mar. '80 2½
National Tube Works.	1,000,000	quarterly	July 81 3
Pacific Mail Steamsh. p.	20,000,000	M. J. S. D.	Sept. '69 3
Pennsylvania Coal	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car	5,990,200	F.M.A.N	Aug. '81 2
Quicksilver, common	5,708,700	.....	.....
preferred	4,291,300	.....	.....
Quincy Mining Co.	40,000 shs	F. & A.	Aug. '81 3
Quincy R. R. Bridge	1,750,000	J. & J	July '81 5
Sioux C. & L. F. L. & L. Co.	800,000	J. & J.	July '81 2
Spring Mountain Coal	1,250,000	J. & D.	June '81 3½
Topeka Equipment Co.	255,000	A. & O.	Apl. '81 5
United States Express	10,000,000	F.M.A.N	Aug. '81 1
Wells-Fargo & Co. Exp	5,000,000	J. & J.	July '81 4
West. Union Telegraph	9,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,653	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,581	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,398	738,749	900,675	871,041	1,135,000	1,037,958	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,751,000	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	.....	.....	.....	.....	.....	.....	.....
Cin., Ind , St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	188,256	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	372,190	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	584,230	548,284	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	188,120	195,329	.....	.....	.....	.....	.....	.....	.....
1881	359,706	439,475	325,209	267,082	226,399	227,323	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	906,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	857,733	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	667,300	.....	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	846,000	809,700	807,900	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	217,272	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	164,027	145,416	132,692	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,130	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	154,549	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,911,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,337
1881	386,157	382,657	452,906	467,173	465,588	487,287	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	143,835	214,755	299,880	368,276	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	234,307	245,372	327,678	334,947	311,470	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	350,585	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,038	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,503	175,864	173,148	.....	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,293	283,399	260,254	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,463	147,928	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490.195	451,560	408,241	349 053	353,454	442,000	515 555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	480,300	468,400	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,699	213,407	.....	.....	.....	.....	.....	.....	.....
1881	264,187	159,483	320,962	425,685	382,642	405,322	.....	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,528	.....	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	928,663	933.143	1,189,268	1,028,791	1,122,706	1,144,755	1,065,980	1,185,225	1,177,134	1,226,475	1,105,616	962,663	12,336,153
1881	811,617	816,922	1,119,591	1,023,482	1,144,661	1,308,992	.....	.....	.....	.....	.....	.....	.....

The extension of the New Brunswick Railway to the St. Lawrence is to be at once proceeded with. A large staff of engineers, surveyors, &c., are now employed prospecting.

NEW YORK, July 28, 1881.

THE 38TH SEMI-ANNUAL CASH DIVIDEND of the ILLINOIS CENTRAL RAILROAD COMPANY, being THREE AND A HALF (3½) PER CENT on its Capital Stock, will be paid by the undersigned September 1, 1881, to shareholders as registered at the close of business on the 13th August, after which and until the 5th day of September the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

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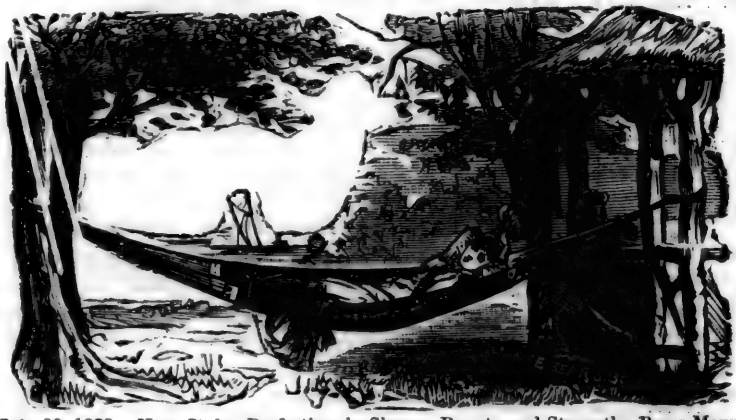
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15,000 Crank Shafts and 10,000 Gear Wheels of this steel now running prove its superiority over other Steel Castings.

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Through drawing-room car to Rochester, N. Y., connecting with through sleeping cars for Cincinnati, Cleveland, Toledo, *DETROIT AND CHICAGO.*

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Pullman Sleeping Car attached, running through to Cincinnati without change. (Only Line running Pullman Cars from Boston.) This car runs *via* Erie Railway, making direct connection for Louisville, St. Louis, Kansas City, New Orleans, and all points in Texas and New Mexico.

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THE ONLY LINE which runs a THROUGH SLEEPING-CAR from

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Through sleeping car for Buffalo, Toledo, Fort Wayne, Logansport, Lafayette, Danville, Tolono, Decatur and St. Louis, making direct connection with through Express Trains for Kansas, Colorado, Texas, and all points in the

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6.00 P. M. PACIFIC EXPRESS.

The only line running a through sleeping car *via* Buffalo and Detroit without change, arriving at Chicago at 8.00 A.M. second morning, making sure connections with through Express Trains for Iowa, Nebraska, Kansas, Colorado, the Pacific Coast, Wisconsin, Minnesota, and all points in the

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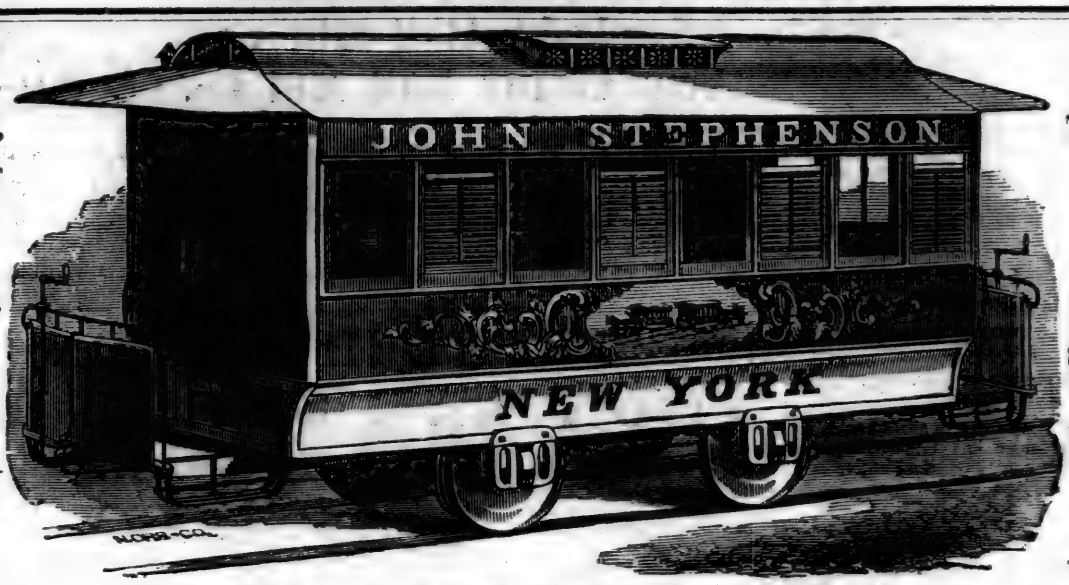
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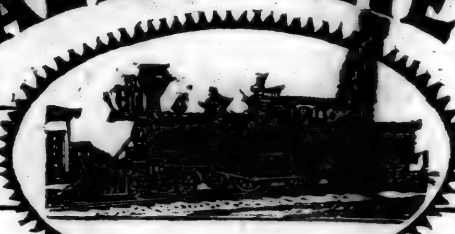
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Cincinnati Gold 6s, due, 1906.
Cincinnati Currency 6s, due, 1909.
Cincinnati Main Issue 7.30s, 1903.
Cin., Ind., St. L. & Chic. 1st 6, due, 1920.
Col. and Tol. R. R. 1st 7s, due, 1905.

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With BOODY, McLELLAN & CO., Bankers.

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Sandusky Rail Mill Co.
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C. H. ODELL, AGT.
104 John St., New York.

STEEL RAILS, IRON RAILS, BLOOMS.

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Prompt Delivery.
CONTRACTS TAKEN FOR ROLLING STEEL BLOOMS, AND RE-ROLLING OLD RAILS.
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Manufacturers of all Weights of Standard and Narrow-Gauge Rails by most Approved Process. Also Rail Fastenings, Steel and Bloom Boiler Plate, Tank Sheet and Bar Iron.

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Of all kinds made to order, for O[illegible]an, River, Aerial and Subterranean Lines.

The [illegible] covering of these Conductors unlike any other, resists effectually the destructive action of Hea and Me[illegible] nd the corrosive agents either in Earth, Air or Water.

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THE undersigned, agents or the manufacturers, are prepared to contract o deliver best quality **American or Welsh, Steel or Iron Rails,** and of any required weight and pattern. Also Spiegel and Ferro Manganese

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IRON & STEEL RAILS,

AT LONDON PRICES, F. O. B.

Also purchase all classes of Railroad Securities, and negotiate Loans for Railroad Companies.

WM. A. GUEST & CO.,
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EAMES VACUUM BRAKE CO.,

RAILWAY TRAIN BRAKES,

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THE EAMES VACUUM BRAKE is confidently offered as the most efficient, simple, durable and cheapest power Brake in the market. Can be seen in operation upon over seventy roads.

AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 33.] NEW YORK, AUGUST 13, 1881. [WHOLE No 2,364, VOL. LIV.

FIRST MENTION OF STEAM ON THE THAMES.

William Symington, employed by Lord Dundas, constructed the Charlotte Dundas, and to him the merit is due of having first used a "practical steam engine" to drive a vessel against wind and tide. The newspapers of 1801 announce that on the 1st of July "an experiment took place on the River Thames for the purpose of working a barge or any other heavy craft against the tide by means of a steam engine on a very simple construction. The moment the engine was set to work the barge was brought about, answering her helm quickly, and she made way against a strong current, at the rate of two and a half miles an hour."

HARDENING STEEL.

The effect of occluded gases in iron and steel is now being carefully studied by metallurgists in general, and a committee of the Institution of Mechanical Engineers recently raised the question in one of its reports as to whether the hardening and tempering of iron and steel might not be produced by the expulsion of occluded gases during the heating process and their subsequent exclusion by the sudden cooling and contraction. Professor Chandler Roberts has undertaken to answer this question, and by heating rods and spiral wires of steel in vacuo by means of the electric current, and suddenly quenching them in cool mercury, he demonstrates that steel will harden when there are no gases to absorb. The metal was, of course, robbed of its occluded gases by means of an air pump connected with the vacuum chamber, and the parts which were quenched in the mercury were found to be glass hard, while those which did not reach the cold fluid were found to be quite soft. Professor Roberts, therefore, concluded that gases do not play any part in the process of hardening and tempering. Professor Hughes, who has made numerous experiments on the subject, believes that the temper of steel is due to the chemical union of the iron with the carbon. At low temperatures this union takes place only in a slight degree, and hence in soft steel we have the carbon keeping aloof from the iron; but as the temperature is raised the combination is furthered, until, in the case of gray or glass hard steel, we have really a kind of diamond alloyed with iron. Sudden cooling is necessary to fix the combination, for in slow cooling the carbon separates from the iron. This theory is a very promising one, and is supported by a variety of facts; Mr. Stroh, for example, having observed that when an electric spark passes between two iron contact pieces and fuses them the fused part becomes diamond hard, and will scratch a file.—[Engineering.

HOW THE MISSISSIPPI LEVEES ARE BUILT.

A description of the method of building levees is given as follows by William L. Murfee, Sr., in Scribner's Magazine. The space which it is to occupy is first carefully cleaned off; trees, roots, stumps, logs, weeds, even grass and leaves are removed. Then in the middle of the space, extending longitudinally the whole length of the proposed work, is dug a ditch three feet wide and three feet deep, which is to be straightway filled up again. This is called a mock ditch, or as some people say, a "muck ditch," but why "muck," is one of the things that has not been found out. The object of this is twofold—to close out all root holes and to mortise the superstructure into natural earth, thus preventing any sliding under the pressure of the water. As the levee is built of loose earth, its mass coalesces with the loose earth with which the mock ditch was filled, and when the levee has been completed and settled it forms, with the contents of the mock ditch, a homogeneous mass anchored three feet all along the line in the solid ground.

The next process is to build the levee. The material is to be taken only from the outside, or side next to the river, and should not be cut nearer than twenty feet from the base of the levee; the earth is carried in wheelbarrows upon run plank. The dimensions of levees have varied from time to time, according to the amount of funds available for their construction. In any case the top of the levee should be three feet perpendicular above high water mark; the base line should be five, six, or seven feet, according to the ratio in force, for every foot of perpendicular height; the top should be level, and as broad as the levee is high. Thus, where high water mark is four feet above the level of the natural bank, the perpendicular height of the levee should be seven feet, the breadth at the top should be seven feet, and its thickness at the bottom 35 feet, 42 feet, or 49 feet, as the ratio of five to one, six to one, or seven to one might be in force. Taking for illustration, a seven foot levee constructed upon this last ratio, it will be observed that with the water standing four feet deep, there will be on a horizontal line 25 feet of solid earth between the bottom of the water outside and the air inside, and 49 feet between the bottom of the water without and the air at the natural surface of the earth within.

The last but indispensable step in the process of levee building is the "seep water" ditch, which is dug some thirty or forty feet from the inner margin of the levee and parallel with it. The function of this ditch is to receive and conduct away the seep water, or transpiration water, which oozes in considerable quantities through even the most compact of levees. If permitted to remain it would render the ground about the inner base of the levee intolerably muddy, and would operate as a great disadvantage in case of emergency. The seep water ditch must be connected with plantation ditches or otherwise put in communication with the swamp in the rear, so that the water can be carried away.

Finally, as a finishing touch to the new levee, it should be planted with Bermuda grass. If tufts of this grass be set two or three feet apart all over the surface of the levee, it will in a year or two cover it completely with a very dense sod, and by its interlacing roots add materially to its water-resisting capacity. When water stands for a long time against a levee, the current and the waves seriously abrade its surface, cutting in sometimes so deep that an inopportune wind storm would as-

suredly break it. A heavy coat of Bermuda sod is a very efficient preventive of this kind of disaster. I have seen at the end of a long period of high water, a piece of levee deeply indented all along the line, and in some places cut more than half through, while adjoining it was a strip of Bermuda covered levee, subject to the same exposure to wind, wave, and current, which had not apparently lost a pound of earth or a tuft of grass.

Canadian Pacific Railway.

At the annual meeting of the Board of Directors of the Canadian Pacific Railway Company, just closed at Winnipeg, Manitoba, the following business was transacted: first, the approval of the location to Moose Jaw Creek; second the continuation of the location of the survey to Fort Colgarry to be completed this season, and the line itself to be completed next season; third, the location, in conformity with the Winnipeg By law of the Winnipeg and Pembina Mountain branch, and provision for its immediate construction; fourth, the immediate location and construction of the Assiniboine branch from a point twenty miles east of Brandon north-westerly towards the Little Saskatchewan, Fort Ellice, Riding Mountain and Touchwood Hills; fifth, immediate location and construction of the Saskatchewan branch, from a point near the Great Forks of the Qu'Appelle extending in a north-westerly direction; sixth, immediate location and survey of the Souris Branch extending from Brandon south-westerly toward the Souris and Turtle mountain district to within twenty four miles of the international boundary, and then westward parallel to such boundary to the 104th parallel of longitude; seventh, the granting of leases for elevator and grain warehouses at nominal rents. Elevators are to be erected at all important points along the company's line for which grounds will be leased at nominal rates to the persons building them. The Land Commissioners are organizing a Land Department of the road. It will be open this month, and sales of land will begin. Actual settlement will be encouraged by selling at $2 50 per acre, with 50 per cent rebate on all lands brought under cultivation within three years. A higher price will be charged non-settlers to discourage speculators. The construction of freight and passenger stations, offices, workshops and stock and cattle yards within the city of Winnipeg, as soon as the city by-law shall have finally passed, was decided upon,

Philadelphia and Reading Companies.

President Bond's Report of the financial condition of the Philadelphia and Reading Railroad and Coal and Iron Companies, which was issued on the 10th inst. is published in full in the Philadelphia papers. It embodies a plan for the readjustment of the indebtedness of the two corporations, providing for an increase of the capital stock $18,000,000, and the creation of a general consolidated mortgage covering all the property of the Railroad and Coal and Iron Companies, and upon the interest of both companies in all other corporations and properties, whether owned or controlled by lease or otherwise. This mortgage is to be junior to the consolidated mortgage and to the improvement mortgage only; and will contain a provision by which additional bonds may be issued under the new mortgage, so that eventually it will become a first lien upon all the properties of both companies.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of July, were:

ENTERED FOR CONSUMPTION.

	1880	1881.
Manufactures of wool...	$2,118 542	$1,798,987
" cotton .	1,710,612	1,594,666
" silk	2,570,055	2,472,397
" flax	824,286	836,749
Miscel aneous dry goods.	489,881	466,620
Total	$7,713,376	$7,169,419

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$756,622	$619,842
" cotton..	432 239	239,538
" silk.....	379,707	267,122
" flax.....	312,989	300,593
Miscellaneous dry goods.	57,121	79,560
Total	$1,938,678	$1,506,655
Add entered for consump.	7,713,376	7,169,419
Thrown upon market...	$9,652,054	$8,676 074

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool ..	$1,491,640	$598,662
" cotton .	568,737	277,278
" silk	668,576	429,620
" flax	517,438	347,848
Miscellaneous dry goods	110,394	149,360
Total	$3,356,785	$1,802,763
Add entered for consump,	7,713,376	7,169,419
Total entered at the port.	$11,070,161	$8,972 182

The Imports of foreign dry goods at New York for seven months from January 1, were:

ENTERED FOR CONSUMPTION

	1880.	1881.
Manufactures of wool...	$11,645,781	$9,227,753
" cotton ..	14,556,382	13,120,313
" silk	17,588,783	15,255,565
" flax	9,004 508	6,915,630
Miscellaneous dry goods	5,098,071	4,605,796
Total	$57,843,475	$49,125,057

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$3,512,310	$4,511,747
" cotton ..	2,215,049	3,025,859
" silk	2,892,340	3,042 864
" flax	2 414,460	3,215,526
Miscellaneous dry goods.	1,083,954	1,487,448
Total withdrawn from warehouse	$12 118,113	$15,238,474
Add entered for consump.	57,843,475	49,125,057
Total thrown on the market	$69,961,588	$64,358,531

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	$5,981,616	$3,790,565
" cotton..	2 894,533	2,577,250
" silk	3 547,208	2,826,692
" flax....	3,927,839	2 500,310
Miscellaneous dry goods	1,276,871	1,569 562
Total entered warehouse	$17,577,067	$13,264,379
Add entered for consump	57,843,475	49,125,057
Total entered at port....	$75,420,542	$62,389,436

These figures represent only the foreign gold cost, freight and duty not included.

Chicago, St. Louis and New Orleans R. R.

J. C. Clarke, Vice President of the Chicago, St. Louis and New Orleans Railroad Company, in a recent interview, gave the following facts regarding the condition of the road:

"There is now a continuous steel track from New Orleans to Fulton, Ky., a distance of 506 miles. Only forty-four miles of iron rail now remain between Cairo and this point and steel rails will soon be substituted. In fact, the steel rails have already been purchased and are now being received. By October 1 there will be entire steel rail communication from New Orleans with Chicago, St. Louis and Dubuque, Ia. The grade of the road is now being reduced, the object being to haul larger tonnage at less expense. Ballasting is being prosecuted as speedily as possible. The section between New Orleans and Canton has already been gravelled. Five new iron bridges are being built and will be turned over by the contractors by October 1. One is being constructed over Mayfield Creek, Ky.; one over the Hatchie River, Tenn., one over Tallahatchie River, Miss.; one over Rhode's Creek, near Terry, Miss., and one over the Hurricane River, Miss. The total length of these bridges aggregates 1,400 feet. They are calculated to carry two tons per running foot."

Denver and Rio Grande Railway.

A dispatch dated Denver, Col., August 6, says that the opening of the Denver and Rio Grande Railway to Durango, 450 miles from that city, in Southwestern Colorado, was celebrated there on the day previous, and then adds:

This is the completion of one of the several extensions of that road now being constructed in this State. The extension just finished is 200 miles long, beginning at Alamosa, on the Rio Grande River, and terminating in the Animas Valley. In this valley there are immense coal deposits 100 miles wide. The valley is also the natural southern outlet for the rich mining district of San Juan County, which has been little developed, owing to the want of proper transportation facilities. Other extensions will tap San Juan County on the east and north, a region covering an area equal in extent to the State of Massachusetts, and intersected by various mountain regions and traversed by many rivers. At present 2,000 men are employed on these extensions, and about three miles of track are laid daily. In April, 1880, 337 miles of road were operated. On the 1st of this month 795 miles were in operation, showing that during the last 16 months 458 miles of road have been completed. These roads are being built in a mountainous country, and will tap a section of the State rich in mineral resources. Eight hundred and fifty miles more of roads are now under contract, and the construction is being pushed as far as the Utah border. The extension to Gunnison City will be completed on Monday next. The other extensions to the mining camps are being pressed forward to completion before the early snow. The increase in the number of miles of road operated, and the great development of the industries of the State, have caused a proportional increase in the railroad earnings. In 1880 the gross earnings for the seven months ended July 31 were $1,439,460 40, and for the same period in 1881 they were $3,104,042 87. The net earnings for the first six months in 1880 were $520,218 58, and for the first six months of this year $1,178,-889 65.

A large force of men are at work preparing to lay a double track on General Burt's railroad from North Adams to Mechanicsville, N. Y.

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New York, Saturday, August 13, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

AT the meeting of the Joint Executive Committee of the trunk lines and western connections, held in this city, Wednesday, it was agreed to restore the east bound freight rates to the regular tariff rates. Thirty-one roads were represented at the meeting, but it was noticeable and somewhat ominous perhaps that some of the roads, said to have been among the first and most prominent in cutting rates, sent no delegates.

A feature of the International Cotton Exposition, to be held at Atlanta, Ga., from the 5th to the 31st of December, will be the publication by The Tradesman of Chattanooga, Tenn., of general information concerning each State of the South for the guidance of those seeking settlement or investment there. Among other things it is planned to publish complete lists of persons engaged in industrial pursuits in the South, which being classified by States will furnish a directory of Southern industries. Such a work, if successfuliy carried out, as this seems likely to be, should prove of great value, in giving to settlers, capitalists and merchants throughout the country a better idea of the character of the resources of the South and most promising directions in which to work for their development.

THE conference to be held at Utica next week for considering transportation matters, can be made of value both to the railroads and the people, if it is kept clear of political features. Delegates from a large number of commercial and industrial interests are expected to be present, and the varied needs of many localities will be brought forward when if a candid, unprejudiced look over the entire field is taken, much new light will doubtless be thrown upon the railroad question too blindly discussed of late, which will be of service to the railroads as well as to the general public.

THERE is a strong probability that the early fall months will witness an unusual activity in the iron market, in fact the demand is already more active than is usually expected at this season of the year. In the bar iron market there has been considerable excitement among the Eastern dealers during the past week on account of the unusual summer demand and prices have advanced at least ten per cent. The gradual working up of surplus stocks caused by the great demand upon the mills consequent upon the rapid pushing of construction work which the past few months have witnessed, has occasioned the rise. The market is very strong and orders for future delivery at prices anywhere near those now ruling, in many cases are refused at the rolling mills, which are very generally full of orders. Reports from the West show the condition to be much the same there as in the East, with the Western mills even more crowded with orders than the Eastern. Dealers in manufactured iron are finding difficulty in getting orders placed for immediate delivery at any reasonable price, and some very high prices are reported to have been paid where immediate delivery was a necessity. Early in the week more activity and strength was reported as prevailing in the Boston iron market than had been experienced there in many years, one bar iron dealer saying that he had hardly known such a demand for the common sizes of iron during a business experience of eighteen years. With the great consumption of iron increasing and work upon railroad construction showing no probability of abatement the indications point to busy months ahead in the iron market, with heavy fall orders seeking placement early in September.

Some Features of the Passenger Rate Cutting.

It is a little singular that expectations of largely increasing the bulk of traffic should be allowed to have so much influence upon the question of passenger rate cutting. The increase amounts practically to an overdraft on future traffic in perhaps an average of cases. The people who are realizing the most from the cheap rates are included in three classes; those who have been intending to make the trip to the West or to the East at no distant day any way, but make it at an earlier time than they otherwise would on account of the low fares; those who are always inclined to take anything cheap; and the illustrious army of commercial travelers.

The first class is a much larger one than it might appear to be at first sight, for the general prosperity of the past year has given rise to many plans for interchange of visits between Western and Eastern relatives and friends. The interesting exhibitions that are to be held in various parts of the country this fall would have made it peculiarly a traveling season, and to it many of this visiting class had looked as the time for making their proposed trips. Every ticket sold to this class of travelers is a draft on future traffic made at a wild rate of discount. The size of this class is largely increased by those of the third class who are also changing their trips to utilize the low fares.

One of the strong points of a successful commercial traveler is his shrewdness in reducing expenses by handling railroad fares to the best possible advantage. It is a careful study with him, and the alliance between his fraternity and the ticket scalpers is the strongest obstacle the regular passenger agents have to encounter in their efforts to establish satisfactory rates. It will doubtless be found that a large number of commercial travelers have been hurried off on Western trips, or instructed to make the trip direct from New York to Chicago and St. Louis without stopping on the way, and to arrange their routes for stop-overs on their way back, on account of the rate cutting, while many business men not regular travelers are for the same reason now making their trips planned for September and October.

Of the second class, those who take the trip for no reason but to be consistent with their habit of buying a thing because the price is low, there is doubtless a large number being carried, but not so large as would be the case were not the summer an unusually active one in commercial and industrial enterprises which are keeping people generally occupied, while there are no special attractions of importance to draw them away from their work and homes. But it is upon this class chiefly that anything like a desirable return from the low rates can be expected in the way of a legitimate or healthy increase of traffic. It is a question just how the balance does stand concerning the disadvantages of drawing on future traffic in the first and third classes referred to, and the advantages of increasing the traffic in the other class, but it is not a condition over which much enthusiasm can be manifested by stockholders. It is thought that the roads drawing the largest traffic at the low rates will be benefitted by the advertising given them in this manner. Some benefit may reasonably be expected in this direction,

though it must be remembered that few lines can be seen to the best advantage in midsummer travel, and that the impressions of people who pass over the line in great crowds, for whom the officials find it difficult to provide their usual accommodations, are not of the most desirable kind for good advertising purposes.

Organization.

The La Salle and Clinton Railroad Company was permanently organized on the 27th ult., and the following officers elected: Alex. Campbell president, Daniel Evans secretary and William Reed treasurer, all of La Salle, Ills.

At a preliminary meeting of the incorporators and friends of the Quincy, Vandalia and Eastern Railroad Company, held in Jerseyville, Ill., J. S. Panefill of Chicago, was elected president, George W. Ware of Jerseyville, vice president, and S. H. Bowman of Jerseyville, treasurer.

The charter of the Huntsville, New Orleans and Western Texas Railroad, filed on the 2d inst. at Austin, Texas, provides for a line from Sabine Pass to a point on the International and Great Northern, a quarter of a degree south of the thirty-first parallel, a distance of 200 miles. The capital stock is $4,000,000.

Articles of incorporation of the Port Richmond and Bergen Point Ferry Company have been filed in the County Clerk's Office, Hudson County, N. J. The company's capital stock is $40,000, and its purpose is to operate a ferry between Port Richmond, Staten Island, and Bergen Point, N. J. Capt. A. N. Nickerson is president of the company.

Articles of incorporation of the Highland Junction Railroad Company were filed with the Secretary of State of New York on the 8th inst. Capital, $1,000,000. The road will be 10 miles long and will run from Matteawan, Duchess County, across the Hudson River at the Storm King Mountain on a suspension bridge to the Cornwall station on the New York, Lake Erie and Western Railroad.

The State Department at Harrisburg, Pa., has chartered the Monongahela East Shore Railroad Company, the line of which will run a distance of eighty miles from a point opposite McKeesport, Alleghany County, to the West Virginia State line. The capital stock is $800,000. The officers are: President, W. C. Quincy; directors, David Hostetter, James R. Bennett, Henry Hice and H. DePuy.

At the recent annual meeting of the stockholders of the Cleveland and Mahoning Valley Railroad Company, the following officers were re-elected: President, S. Burke; vice president, J. H. Devereux; treasurer, E. R. Perkins; secretary, E. E. Poppleton. E. R. Perkins was elected director in place of General H. S. Huidekoper, Postmaster of Philadelphia, and E. B. Hale in place of Henry E. Parsons. Charles Pease was re-elected. The balance of the board held over.

The following gentlemen have been elected directors of the Central Pacific Railroad Company for the ensuing year: Leland Stanford, C. P. Huntington, Charles Crocker, C. F. Crocker, F. H. Miller, Jr., W. V. Huntington, and E. W. Hopkins. The officers are: President, Leland Stanford; first vice-president, C. P. Huntington; second vice-president, Charles Crocker; secretary, E. H. Miller, Jr.; treasurer, E. W. Hopkins.

Articles of incorporation of the Joliet, Rockford and Northern Railroad Company were filed in the office of the Secretary of State of Illinois on the 5th inst. The capital stock is $1,500,000. It is proposed to construct this road from Joliet westward through Shendan, and thence north to Rockford. The incorporators are T. J. Potter, L. O. Goddard, and H. W. Weiss of Chicago; and E. P. Ripley, of Riverside, and J. L. Lathrop, of Winnetka.

The Buffalo, Baltimore and Ohio Railroad Company was incorporated on the 2d inst. by Henry C. Ranney, Noyes B. Prentice, James Wade, James D. Cleveland and Orlando Hall, of Cleveland. In Ohio the western terminus is at Chicago junction, in Huron county, and the eastern on the State line, in Mahoning county, passing through the counties of Huron, Richland, Ashland, Wayne, Stark, Summit, Portage and Mahoning, with a capital stock of $750,000.

Articles of incorporation of the Indiana State Telegraph Company have been filed with the Secretary of State. The line will extend from Kokomo to a point on the Illinois State line, at the intersection of the Toledo, Cincinnati and St. Louis railroad. The capital stock of the company is $25,000, owned by John M. Corse, of New York; Alfred A. Thomas, of Dayton, Ohio; Edward Corse of Chicago, and W. G. Murray, of Frankfort, Indiana.

The Chesapeake, Columbus and Chicago Railway Company has filed articles of incorporation in Columbus, Ohio, with a capital stock of $1,000,000. This line is designed to start from a point in Lawrence County, Ohio, opposite Huntington, W. Va., and pass through the counties of Lawrence, Scioto, Pike, Ross, Pickaway, Franklin, Madison, Union, Champaign, Logan, Shelby, Auglaize, Harden, Allen, Mercer and Van Wert, to a point on the State line between the towns of Wilshire and Dixon, in Van Wert County.

The charter of the Paris and Great Northern Railroad Company was filed in the Secretary of State's office at Austin, Texas, on the 28th ult. It has a capital stock of $300,000 and calls for the building of a standard gauge road thirty miles in length to connect at Red river with the St. Louis and San Francisco or any other road building through the Choctaw nation. The office of the company is at Paris, Texas, and the officers are: J. N. Adams, president; G. J. Wright, vice president; O. C. Connor, secretary, and S. E. Clemans, treasurer.

Special articles incorporating the Lake Superior and Dakota Railroad Company were filed with the Secretary of State of Minnesota on the 9th inst. The object is the construction of a railroad and telegraph line from Duluth to the boundary line between Minnesota and Wisconsin and to the Red River of the North above the eleventh parallel. The capital is $5,000,000. The directors are Springer Harbaugh, William Augulim, Frank Ives, Newton Grover, ex-Gov. Cushman, K. Davis, and Charles Lockhart.

Articles of incorporation were filed on the 5th inst. with the Secretary of State of Indiana of the St. Louis and Eastern Railroad Company. The capital stock is $2,000,000. It is proposed to construct a line from the point of connection with the Danville and St. Louis Railroad at the place where the latter road intersects the St Louis, Alton and Terre Haute Railroad; thence running south to East St. Louis. The incorporators are: C. C. Farland, W. H. A. Brown, F. G. Tibbetts, and Robert Wallace, of Chicago; Malcolm Peters, of Philadelphia, and H. W. Beckwith, of Danville.

The reorganization was completed at Memphis, Tenn., on the 3d inst. of the Holly Springs Railway and its connecting lines, forming a continuous line from Memphis to the sea-board at Brunswick, Ga. A new Board of Directors was elected as follows: Frederick Wolffs, Jesse Seligman, Otto Plock, Edward R. Bacon, and Charles E. Lewis, of New York, and J. M. Billips, E. O. Sykes, and W. S. Featherstone, of Mississippi. Mr. Wolffe was elected president, and M. Calm of New York, secretary and treasurer. The work upon the unconstructed portions of the road will be commenced at once.

The New York, Chicago and St. Louis Railway Company filed articles of incorporation with the Secretary of State of Illinois on the 5th inst. Capital stock $4,000,000. It is proposed to construct a line of road from a point in Vermillion County, running thence through the counties of Champaign, Edgar, Douglas, Coles, Moultrie, Sheloy, Christian, Montgomery, Fayette, Bond, Macoupin, Madison and St. Clair to East St. Louis. Incorporators and first board of directors—Malcolm Peters, of Philadelphia; W. H. A. Brown, Samuel H. Austin, Jacob M. Duncan and Frank Bierce, of Chicago, and George B. Easton, of Louisville, Ky.

A dispatch from Portland, Oregon, says that articles of incorporation have been filed by L. L. Hawkes, George W. Phelps and George S. Brooks for a company to be known as the Oregon and China Mercantile Company. The capital stock is $40,000, divided into 400 shares. The object of the corporation is to hire, buy and charter vessels to run between Portland and any city in China, and to transport laborers and others to and from these places. Chinese goods are also to be bought and sold. The company is granted the right to hire and employ laborers to build railroads, cut timber and do any other work that may required. The charter is perpetual.

A charter for the Fort Scott and Carthage Railroad Company has been filed with the Secretary of State of Kansas. Capital stock, $650,000; place of business, the county of Crawford in Kansas, and the counties of Barton and Jasper in Missouri. Among the directors are Geo. H. Nettleton, Wallace Pratt, J. P. Ford, W. J. Ferry, O. E. Learned, Ira Harris, Chas. W. Blair and other prominent railroad men of Kansas and Missouri. Also a charter for the Beatrice and Great Bend Railroad. Capital stock, $4,000,000; place of business, Clifton, Washington County, Kan. Also the Fort Scott Construction Company for the purpose of building and equipping the Fort Scott, Topeka and Lincoln Railroad. Capital stock $25,000.

Articles of incorporation of the Brainard, St. Paul and Grand Forks Railroad and Telegraph Company and branch lines were filed in the office of the Secretary of State of Minnesota on the 9th inst. The incorporators are Charles A. Degraff and B. B. Eaton, of St. Paul, and Charles Kindred, Chauncey B. Sleeper, Frank B. Thompson, Newton McFarden, and B. F. Hartley, of Brainard, Minn. The capital is $5,000,000, in 50,000 shares of $100 each. The main line will run on the most direct route to Grand Forks, Dakota Territory. One branch will be constructed from Princeton, Mille Lacs County, to Pine City; a second from Princeton to the Iowa State line, and a third from Princeton to the Wisconsin State line at Taylor's Falls.

Interest and Dividends.

The regular guaranteed quarterly dividend at the rate of Seven per cent per annum of the Cleveland and Pittsburg Railroad Company will be paid Sept. 1 by the Farmers' Loan and Trust Company, No. 26 Exchange place.

The Quicksilver Mining Company will pay Aug. 17, a dividend on its preferred stock of 2½ per cent, of which 2½ per cent represents the pro rata division of net earnings on hand, and a dividend on its common stock of 2½ per cent, the pro rata division of such earnings.

The directors of the Mobile and Ohio Railroad Company have ordered the payment of interest at the rate of Seven per cent on the first preferred income and sinking fund debentures, payable at the New York agency, as follows: 3½ per cent on Sept. 1, 1881, and 3½ per cent on Feb. 1, 1882; also, Two per cent on the second debentures, payable as shall hereafter be advised.

Personal.

Col. F. W. Cumberland, manager of the Northern and Northwestern Railways or Canada, died at Toronto August 4.

W. Tomlin, general ticket agent of the Naugatuck Railroad, died in Bridgeport, Ct., Saturday, aged 58 years.

J. L. Kirk, assistant auditor of the Baltimore and Ohio Railway Company, has tendered his resignation to accept the position of chief auditor of the Pittsburgh and Western Railroad.

Levi P. Morton, the newly appointed United States Minister to France, was presented to M. Barthelemy St. Hilaire, French Minister of Foreign Affairs, on Wednesday of last week.

H. S. Morse, formerly general superintendent of the Indianapolis, Decatur and Springfield Railway, is now general superintendent of the New Orleans Pacific, with headquarters at New Orleans.

The directors of the Rutland Railroad Company have elected the following officers: John B. Page, president; J. H. Williams, clerk of the board; J. M. Haven, clerk and treasurer of the corporation.

It is said that the late Mark Hopkins of San Francisco, although worth $30,000,000 never had a bank account and that though he spent $1,750,000 in the construction of a house, his estate has not a single receipt for expenditures.

Col. Charles P. Lemar widely known in the Northwest as a prominent mining and railroad man, died at Shullsburg, Wis., Monday, at the age of sixty-one years. He built the Southern Minnesota Railroad, was a large contractor on the Illinois Central Road and had commanded several large Mississippi steamboats.

Wm. A. Baldwin has accepted the position of manager of the Pennsylvania Company's Northwestern lines west of Erie. Robert Neilson the present superintendent of the Elmira and Canandagua division of the Northern Central Railroad will succeed Mr. Baldwin as superintendent of the Philadelphia and Erie Railroad.

Gen. Horace Porter has been elected president of the New York, West Shore and Buffalo Railroad Company; Charles Paine has been elected general manager. General Porter has of late been vice president, and one of the active managers of the Pullman Palace Car Company, and Mr. Paine has been for a long time general superintendent of the Lake Shore and Michigan Southern Railway.

Manufacturing.

The South Pueblo Steel Works, the first steel works established in Colorado, are expected to start up at Pueblo this month, and to be turning out steel rails by next December. The works cost over $1,000,000. They have already contracted to furnish the Denver and Rio Grande Railway Company with 30,000 steel rails for their extensions. This will be abont the capacity of the works for the first year. The company owns several iron mines near Placer and South Arkansas to which side tracks will be extended by the railroad company.

The Gilliland Electric Manufacturing Company, of Indianapolis, which has made a wide reputation for the manufacture of electric apparatus, made a shipment to Antwerp, Belgium, last month including 1,000 telephone bells and fifteen switch boards, etc., which is said to be the largest shipment of telephone supplies ever made. Other shipments of similar size are to follow from time to time. The Cincinnati Commercial speaks of this manufactory of telephone supplies as being the largest of the kind in the world, and says: "The company is named after E. T. Gilliland, our western Edison, a Cincinnati boy in whose well and hard earned prosperity a host of old friends rejoice.

The new switch patented by Wm. Lorenz, chief engineer of the Philadelphia and Reading Railroad, and now in use on that road is so constructed as to avoid any possibility of throwing a train off the track. In the ordinary switch all the rails are of the same width, and when they are open there is an abrupt break. In the Lorenz patent the outer rail of the switch is full width but the inner rail of the track is much heavier. The switch is kept in place by a gum ball capable of yielding, and the rails are braced with iron rods. If the switch is wrongly set, the weight of the train closes the rails and the engine runs on the switch, but cannot be thrown off the track.

Railroad Earnings.

Central Pacific, month of July, $1,859,000, July, 1880, $1,840,067; first seven months 1881, $12,652,544; corresponding period 1880, $10,344,761.

Great Western of Canada, week ending July 29, $92,099, corresponding week last year, $93,278; aggregate increase Jan. 1 to July 29, over corresponding period last year, $190,116.

Flint and Pere Marquette, week unding July 31, $42,800 20, corresponding week last year, $36,703 75, aggregate increase from Jan. 1 to July 31, over corresponding period last year, $185,701 10.

Railroads in Mexico.

The Mexican "Diario Oficiel" publishes the following notes on railway progress in Mexico:

On the Mexican Central Railway the rails have been laid five miles beyond Tula and a large body of men are engaged in the work of grading toward San Juan del Rio. On the Tampico Division from 2,000 to 3,000 men are employed and are pushing work to connect with the San Luis extension. Several car-loads of materials have arrived from Tampico. Over the main line of the Central and on all its branches there are twenty-two divisions of engineers at work.

It is expected that the Toluca Division of the National will be inaugurated on the 16th of September prox.

The Government has received and approved five kilometres of the Tehuantepec Interocean Railway, and has given orders to pay the subsidy due for the same. The company are employing 1,500 men in the works of construction, and are pushing the enterprise as fast as circumstances will allow.

The grading on the Mexican Southern is expected to begin in about two months.

On the Sonora Railroad grading has been completed to a point fifteen miles north af Hermosillo.

A railroad concession has been granted to Romero Rubio, from Puebla to El Exiaco, a coal mine district, with a subvention of $6,000 per kilometre. It is stipulated that the road shall be finished within eight years.

The Intercolonial Railway receipts for the first six months of this year show an increas of $87,390. Those of the month of June were $147,097, as compared with $135,576 for June, 1880, showing an increase of $11,521. Of the June receipts, $74,008 were for freight, and $53,099 for passengers and mails.

Production of Iron and Steel.

According to the Report of Mr. James M. Swank, Secretary of the American Iron and Steel Association, the production of pig iron in 1880, in net tons, was 4,295,414; production of spiegeleisen in 1880, (included in pig iron,) net tons, 19,602; production of all rolled iron, (including nails and excluding rails,) net tons, 1,838,906; production of Bessemer and steel rails, net tons, 954,460; production of open hearth steel rails, net tons, 13,615; production of iron and all other rails, net tons, 493,762; total production of rails in 1880, net tons, 1,461,837; production of iron and steel street rails, (included in above,) net tons, 16,894; production of cut nails and spikes, included in all-rolled iron, kegs of 100 pounds, 5,370,512; production of crucible steel ingots, net tons, 72,424; production of open hearth steel ingots, net tons, 112,953; production of Bessemer steel ingots, net tons, 1,203,173; production of blister and patented steel, net tons, 8,465; production of all kinds of steel in 1880, net tons, 1,397,015; production of blooms from ore and pig iron, net tons, 74,589; imports of iron and steel in 1880, $80,483,365; exports of iron and steel in 1880, $12,969,995; imports of iron ore, gross tons, 493,408; imports of steel blooms, net tons, 65,000; production of Lake Superior iron ore, gross tons, 1,987,596; production of anthracite coal, gross tons, 28,437,242; production (estimated) of bituminous coal in 1880, gross tons, 43,000,000.

The quarterly report of the Kansas Board of Agriculture shows the acreage in that State in winter wheat to be 1,974,693, a decrease of 241,254 acres compared with last year. The estimated yield this year is 23,152,399 bushels, or an average of nearly twelve bushels per acre. The acreage in spring wheat is 208,197, a decrease of 20,318 acres; and the acreage in corn, 4,171,544, an increase of 617,158 acres. According to the Department of Agriculture the crop of wheat last year was 19,850,000 bushels, or an average of about ten bushels per acre. Thus it would appear that Kansas will give over 3,000,000 bushels more wheat than last year.

The following is a statement of the business of the New York canals from the opening of navigation to Aug. 1, 1881, as compared with the corresponding period in 1880: tons cleared, going west, 1880, 733,614; 1881, 608,540; loss in 1881, 125,074. Tons cleared, going east, 1880, 2,266,907; 1881, 1,588,866; loss in 1881, 678,041. Tolls collected, 1880, $534,693 56; 1881, $266,386 10; loss in 1881, $268,307 46. Miles traveled by boats cleered, 1880, 5,001,710; 1881, 2,977,190; loss in 1881, 2,024,520. The canals were opened for business on the 17th of May, 1881, and on the 15th of April, 1880.

The Central Railroad Extension of Long Island, being that portion of the line operated by the Long Island Railroad Company between Bethpage Junction and Babylon, was sold at the County Court-house, Long Island City, last week under a foreclosure decree, and purchased by B. S. Henning, vice-president of the Long Island Railroad Company.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala.& Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1866	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M.(guar. by D.& H.Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1869	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1966	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A.& N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,590	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1884	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	962,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1856-'90 (Balt.) skg fd.	2,834,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	2,882,986	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,088,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1870	1,200,000	7	Jan. & July.	Trenton, N. J.	1910	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	551,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	135,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'86	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1832	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	646,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	870,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb.(C., B.& Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch).	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M.& S.):						
1st Mort., gold (Coup. or Reg.).	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	6	" "	" "	1905	....
Camden & Amboy(U. Cos. of N.J.):						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'99	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C.& N.W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of L. I. (Flush., N.S.& C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1900	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,520,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'96	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '96	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.).	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 630 000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1991	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1906	....
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon.	918,000	6	" "	" "	1854	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,550	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bo.ds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,358,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	39?,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	8 8,47?	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Mi.n:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug	" "	1884	....
Chicago, Det. and Ja. G'd June.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,349	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1950	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000.	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.).....	1,785,300	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	2,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1883	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ...	6,140,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1882	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct	" "	1900	....
1st Mort. (Northwestern Union)	3 500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mortgage guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,255,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000.	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $3,000,000.	7,223,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1910	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.&Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1850, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,870,000	7	Feb.and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1882	....
1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	" "	1888	....
1s Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July	" "	82-'92	....
1st Mort.(Cin., Laf and Chi.)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.& I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort.(San., Day. & Cin.)....	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'76-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096 000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	842,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort.(Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July.	" "	1883	....
1st Mort.(Tol., Loganspt & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	200,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord,N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,816,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar	420,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
elaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,000	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 046,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1884	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1885	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & To. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division	580,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar.	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	258,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
1st Mort.(Bay C. & R.Dag. guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	600,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1903	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed.	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	34,000	7	" "	" "	1892	....
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	280,000	6-7	April & Oct.	New Haven.	'91-'98	....
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	....
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1898	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	680,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P)						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,600,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,090	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,948,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7				
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8				
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.	....	....
Mortgage on Branches	1,325,000	....	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,496,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct	Boston.	1907	....
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City,Top.&W.(A.,T.&S.Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,469,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	3 6,000	7*	March & Sept.	New York.	1896	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'93	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	....	.....	" "	....	....
1st Mort. (Lat., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1896	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600 000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000 000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000		Jan. & July.	Cincinnati.	1893	....
Street Connection Bonds	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd.	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1898	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb. & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:		&				
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	758 900		Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1883	....
Consol. Loan (Port. & Kennebec.)	1,186,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	.....	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,264,000	7	Jan. & July	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,500,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $900,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	$ 700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York	1895	....
1st Mort. (Northern Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb. & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam)	June. 455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) sky fund	2,310,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, sky fd gold	14,752,000	7	Feb. & Aug.	" "	04-'06	....
2d Mortgage, Income	7,571,558	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	958,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $39,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct.	" "	1889	....
1st Mort (St. L. and Lex)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	800,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before	New York	Sinking fund.	....
Second Preferred Debentures	1,850,000	7	Feby 1, out of net earnings preceding fiscal yr.	"		....
Third Preferred Debentures	600,000	7	non-acc.	"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.		'81-'91	....
New Mortgage for $6 800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (McM. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1913	....
1st Mort. (Tenn & Pacific R. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.)						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300,000	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	var.	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,000,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,900	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,600	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec	" "	1899	....
New London Northern:						
1st Mortgage	300 000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	512,000	5	Jan. & July	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1931	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000 000	6*	Jan. & July.	N. Y. & Phila	1920	....

AMERCAN RAILROAD BOND LIT

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.& H.C.):	$					
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F..	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	...
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £.....	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income.....	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000 ...	10,500,000	7	May & Nov.	New York.	1900	...
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage.....	4,852,000	7	" "	"	1883	—
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage...	182,800	7	Jan. & July.	"	1891	....
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold....	16,666,000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,236	7*	" "	" "	1920	....
New 2d Consol. Mort., gold....	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons....	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000 ..	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880...	8,000,000	6*	March & Sept.	New York.	1895	...
1st Mort., gold, Income, 1880...	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 18-0	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk&Petersb.—See AtlM&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	....
General Mortgage.....	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	230,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage.....	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage.....	1,525,000	7	.....	.....	1903	...
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3 000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	..
Northern Pacific:						
1st Mort., l. g., Mo. Div.....	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	" "	1919	....
Consol. Mort., l. g., gold, 1880...	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester(B.H.& E.):						
1st Mortgage.....	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds.....	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.....	600 000	6	Jan. & July.	"	1891	...
Consol Mort. for $3,500,000, 1880	2,371.000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880..	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling....	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,964,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880..	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100.000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds.....	1,692.000	7	" "	"	1894	....
Plain Bonds.....	390,500	7	Various.	"	1881	....
Plain Bonds.....	500,000	6	June & Dec.	"	1895	....
Plain Bonds.....	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034.000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold.....	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.....	350,000	7	May & Nov.	New York.	1915	...
Income Mortgage.....	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar...	338,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,991	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income.....	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880.....	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880.....	859,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.....	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage..... }	19,999,760	6	Jan. & July.	Phil. or Lond	19 0	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873....	28,301,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879...	5,000,000	6	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'9	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	0 ....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds.....	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881...	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.& P.):						
1st Mortgage guaranteed.....	300,000	8	Feb. & Aug.	New York.	1893	...
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880.....	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880..	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum...	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage.....	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar....	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments) ..	500 000	8	Jan. & July.	New York.	'79-'96	....
2d Mortgage.....	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300.000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)....	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling	5,000 000	6*	" "	Phil. or Lond.	1891	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000...	8,683,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880 ..	1,800 000	4-6	.....	Philadelphia	....	....
Loan of 1868, debenture.....	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1893	....
Mortg ge Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1838, stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg.....	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg.....	134,400	7	" "	"	1892	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999 000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £ coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible....	10,499 900	7	Jan. & July.	"	1893	....
Improvement Mo.t. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond	1897	....
General Mort. s g. sinking fund	19 686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1935	....
Income Mortgage of 1879.....	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832.760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad..	5-6,000	3-6	May & Nov.	Philadelphia.	1898	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	13,036,800	7	Various.	Lond or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg.	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0 0,000	6,641,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold	800 000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000	2 208,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort. (Portland Loan) sk'g f'd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equal lien)	300,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F.	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	320,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold	600,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, sk'g. fd.	505,000	6	Jan. & July	Richmond.	1880	....
Virginia State bonds, guar.	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,827	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	177,516	6-7	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelp a.	'81- 91	....
Richmond and Petersburg:						
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875	60,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Sk'g Fd.	422.500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage	1,500,000	6	Feb. and Aug	Boston.	1895	....
General Mortgage	1.5 0,000	5	May & Nov	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	4 6,000	8	May & Nov.	New York.	1902	....
St. Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific)	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,0 0,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St. Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage	360,000	7	Jan. & July.	" "	1896	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,998,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold	2,350,000	7*	" "	" "	1918	....
1st Mort (Clarinda Br.) gold	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000	418,306	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000	5,064,.32	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort.	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute.						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. (Dakota Ext.) for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B. & O.)	2,303,000	7	Jan. & July.	New York.	1902	....
1st Mortgage guaranteed						
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida)	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ")	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.	200,00.	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)	,600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina)	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage	1,628,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsid)	1,628,020	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,087,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds	85,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds	576,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1895	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1.000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage ..	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	261,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,000,000	1,000,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	2,1?7,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cancinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,249,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'e)	5 660,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa'e)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1903	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	836,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,898,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,95?,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	...	...
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	60,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	...
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	...
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	...
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	..
Consol. (Tol., Wab. & West.)	2,310,000	7	Feb. and Aug.	" "	1907	..
Funded coupons	2,242,450	4-7	" "	" "	1893	...
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	...
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,400,000	4	.....	" "	....	...
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	..
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb & Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1896	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	550,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	148,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6 *	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant go'd	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	6	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	6	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1886	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	3,500,000 6,48?,000	7 7	Jan. and July. " "	New York. " "	1884 1891	....
Bonds of 1874 coup. and reg	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	250,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg.						
1st Mortgage, extended	1,709,380	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1880	...
Boat and Car Loan	756,650	6	" "	"	1913	..
Boat and Car Loan	628,100	7	" "	"	1916	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susquch. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,393	7	March & Sept.	Londo	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,253,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	.....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	.....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	633,353	1,218,236	553,268	7	100	.....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,564,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	.....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,559	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,683	.....	32,247	.....	1,658,432	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	.....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,464,967	6	100	.....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	687,561	121,560	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	.....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlanta and West Point.....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	177,268	51,621	—	100	.....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence.Me., N.H.& Vt.	71,306,347	2,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,269,543	4,135,296	668,809	—	100	.....
Sept. 30, 1879	406.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	8,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	38,749	6	100	.....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,333	.....	428.0	1,312,118	130,466	338,002	1,686,320	644,006	—	100	.....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va	120,707	.....	1,250	87	131,700	.....	.....	414	4.0	.....	.....	.....	9,273	9,273	7	100	.....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch ¶ .....Maryland.	29,543,315	12,203,068	46,223,089	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	3,679,346	.....	.....	8,864,827	4,341,245	8	100	.....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	659,699	186,023	—	100	.....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,354,271	*	.....	.....	5,680,685	.....	2,668,090	.....	104.0	1,170,745	.....	.....	285,0 7	223,674	10	100	.....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	182,002	L.992,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	.....
Dec. 31, 1879	61.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	67.7	.....	.....	.....	159,581	71,195	6	50	.....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,571	4,979	—	100	.....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	.....
Dec. 31, 1879	21.4	—	8.2	4-8.5	6	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	d ficit.	—	50	.....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	.....	.....	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	.....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York	24,516,781	3,145,400	13,992	10,657	1,004,000	475,000	18,814	5,835	59 0	332,602	180 430	[2 years]	350,884	81,491	—	100	.....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	748	Boston and Lowell.....Mass	5,247,682	441,334	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5 440,729	5,993,297	8,310,639	7,741,119	2,492,618	8	100	.....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,112.574	731,181	3,250,000	2,396,400	406,082	680,789	83.3	1,225,383	2,876,581	1,068,280	1,399,316	378,446	2	500	.....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line....Conn.	4,454,338	*	1,077,999	444,062	6,921,274	3,500,000	89,778	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6	100	.....
Sept. 30, 1880	44.0	19.7	42.	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	.....	49,311	28,831	3,659,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	284,892	159,451	—	100	.....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	.....	665,043	220,757	4,000,000	800,000	607,266	391,311	67.7	552,282	3,574,104	669,468	1,323,926	422,179	8	100	.....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	35	30	17	595	Boston, Concord and Montreal .....N. H	2,850,000	*	1,451	48,903	871,002	554,300	217,442	L. 208,982	36 5	140,214	97,633	141,631	162,647	38,841	—	100	.....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	1,919,274	188,067	1,800,000	2,558,800	15,849	585,694	165.8	124,307	119,015	178,235	183,866	40,455	—	100	.....
Sept. 30, 1880	8 8	—	3.4	3-0	5	23	—	—	Boston, Revere Beach & Lynn.....Mass.	257,599	5.665	415,430	.....	.....	.....	1,633,957	45,060	39.0	632,307	49,800	....	13,197	d ficit.	—	100	.....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	486,684	94,219	158,303	26,558	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	.....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brightho: e.....Virginia	42,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,564	1,594	—	100	.....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and C ney Is.....N. Y.	110,600	*	.....	.....	110,500	.....	.....	.....	21.0	12,600	2,474	36,567	16,815	6,091	—	100	.....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	3	Brooklyn, Flath. and Coney Island . N.Y	739,503	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,309	337,569	nominal.	53 612	11,493	—	100	.....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	25	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	1,477,408	*	.....	.....	491,225	580,000	289,807	.....	7.5	120,060	875,960	7,328	203,051	102,924	—	100	.....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	336	Buffalo and Southwestern.....New York.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50.895	44,117	10,353	29,321	6,827	—	100	.....
Sept. 30, 1879	120.	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	.....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	6,734,454	*	443,919	22,632	2,004,350	3,548,500	1,401,765	248,391	120.5	617,728	207 239	1,063,256	954,683	380,355	—	100	.....
May 31, 1880	46.	—	2.7	5-0	3	2	1	56	Burlington and Northwestern.....Ia.	1,418,962	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	25,291	82,994	39,775	4,482	—	100	.....
June 30, 1879	142.	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	292,729	58,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	.....	.....	—	100	.....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	281,605	.....	.....	41,363	21,081	—	100	.....
June 30, 1880	146.5	—	54.2	5-0	24	7	7	611	Cairo and St Louis.....Ill.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	.....	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	.....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.	7,108,035	*	.....	.....	4,555,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	.....
Sept. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	186	California Pacific (C. P.).....California	18,965,058	395,014	In Receiver's hands. No returns.						157.0	291,275	68,969	199,232	266,648	.....	—	100	.....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	6	9	134	Camden and Atlantic.....New Jersey.	1,997,886	468,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	550,000	519,216	—	100	.....
June 30, 1879	248.0	11.0	8.7	5-6	13	9	6	206	Canada Central..... .....Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	40.0	.....	.....	.....	495,473	204,127	3 p	50	.....
Dec. 31, 1879	229 5	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... ...Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,241	280,507	159.0	295,682	107,682	65,850	270,439	82,196	—	100	.....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	.....	167.5	.....	.....	.....	2,995,386	547,275	—	100	.....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	18	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612.135	79,541	.....	2,339	589,119	.....	18	13,21*	242.0	468,426	.....	134,524	466,510	189,270	—	100	.....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	34.6	75,090	21,672	73,578	57,929	2,559	6	100	.....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	718.5	1,079,243	103,703	.....	3,190,490	1,537,935	—	100	.....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18568	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	190.6	467,641	167,242	235,952	715,563	160,545	—	100	.....
Dec. 31, 1879	893.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,031,029	8,030,469	10,234,033	1,464,793	54,276,500	83,192,285	306,605	16,882,538	1,213.1	7,203,591	6,942,507	1,875,343	17,168,163	6,945,300	—	100	.....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,284	755,506	—	100	.....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga	5,132,315	*	372,892	23,826	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,384	96,476	458,167	228,105	—	100	.....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,892	.....	57,142	26,037	648,763	500,000	990	.....	22.6	67,547	130,743	167,571	84,660	30,596	—	5C	.....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Ch raw and Darlington.....S. C	680.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	.....
Sept. 30, 1879	423.0	9.3	43.6	4-9	81	34	16	2,196	Chesapeake and Ohio .....Va. & W. Va.	54,238,716	*	584,267	183,248	23,762,136	22,523,215	5,716,662	457,197	432.3	2,060,844	166,369	686,527	1,891,542	384,210	—	100	.....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	41	Cheshire.....N. H. & Mass.	2,395,239	322,266	.....	305,141	2,153,300	806,300	27,396	35,480	64.9	574,267	184,282	501,457	602,750	164,598	3	100	.....
Dec. 31, 1879	243.5	145.7	193.5	4-8.5	187	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,507,993	579,373	840.4	3,609 638	843.429	2,634,177	5,755,677	2,706,166	6	100	.....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,343	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,660,088	146,219	749,340	1,020,794	389,445	—	100	..
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa.....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	104.0	.....	.....	.....	568,793	356,828	—	100	.....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	718	Chicago & West Michigan.....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	554,283	112,827	—	100	.....
May 31, 1880	1,627	—	67.1	4-8.5	425	192	100	12066	Chicago & Northwestern.Ill. Wis. & Mich.	75,965,795	*	8,318,765	2,811,606	36,513,610	37,688,000	11,448 446	5,989,060	1,627.6	12,769,566	3,964,798	5,674,635	17,349,349	4,080,168	6	100	.....
Jun. 30, 1879	156.0	6.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,227.440	*	.....	.....	4,112,500	2,961,000	153,910	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	.....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah .....Wisconsin.	211,342	*	.....	.....	13 400	28,000	109.942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	.....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,865	1,857.3	8,600,517	2,076,184	4,686,353	14,817,105	1,260,088	6	100	.....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,2 0 193	233,825	730,016	115 027	5,151,440	953,000	255,520	45,190	208.1	330,734	71,007	101,562	491,075	136,146	—	100	.....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Lines.	Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Sinking Fund Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec. 31, 1879	540.1	1,484 8	696 7	4-8.5	496	134	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,153	50 000.000	37,439,000	2,545,881	3,078,662	1,176.8	12,966,375	2,822,121	7,541,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26576	Lehigh Valley.....N.Y. & Pa	28,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	298.4	4,290,681	930,204	4,670,023	6,640,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....	.....	10.5	12,876	13,176	12,642	18,610	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,965,942	24,724	4 637,300	2,013,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	166.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶ .. .. Ark.	7,016,817	*	961,167	8,199	4,096.135	2,648,500	1,528,826	L. 293,278	165 2	233,829	84,516	.....	362,160	156,829	—	100	....
Dec. 31, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶ .....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	388,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,208	6,032	48 408	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.2	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville.Ill., T.,Ky. & Ala.	32,703,932	*	13,326,077	1,267,520	9,059,361	21,902,820	10,425,589	3,909,759	1,889.9	5,627,177	.....	.....	7,438,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,362	*	86,083	307,93	1,860,663	3,764,700	522,498	241,567	232.2	.....	395,673	463,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696 621	99,974	—	100	....
Jun. 30, 1879	3.5	—	0.2	4-8.5	2	1	—	8	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,303,886	*	.....	5,687	379,100	.....	946.104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,185	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50.288	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,076	115,082	3,963,300	8,721,018	34,223	328,309	354.9	917,358	553,364	593,107	1,608,477	638,597	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53.132	1,000,000	.....	21,964	108,192	26.1	.....	.....	.....	176,869	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	30	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	88,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 934	*	1,373,069	412,568	5,312,725	4,220,000	1,360,485	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,511	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,953	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,001	1,445,655	3,518,819	7,246,794	2,647,202	5½	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192.511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,550	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	19.5	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	189.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.5	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,691,421	*	68,738	24,888	6,000.000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	288	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2.147,500	2,365,000	41,240	.....	118.0	115,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	161.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,721,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,893	1,783,754	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 4 9	*	294,871	53,815	1,278,941	1,135,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio....Ala., Miss., Tenn. & Ky.	20,459,244	*	796,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,980	335,552	2,284,616	824 966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose..... .. ..Pa.	332,141	37,909	.....	.....	206,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	349,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,505	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	338,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	546,963	829,031	435,285	148,911	7	100	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	—	294,871	53,815	1,305,800	700,000	8,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. &Ky.	14,360,900	*	178,593	976,180	6,848 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	613	Naugatuck .....Connecticut.	1,902,484	224,086	68,526	150,138	2,000,000	.....	33,563	317,670	56.5	246,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G. .....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	62,637	22.6	76 196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick .....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,481	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	116,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9.428	33,224	887,350	1,164.500	249,154	.....	58.6	113,763	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan. .....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	13.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	13.0	47,318	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	435	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84 223	160,729	2,460,000	2,659,000	271,386	214,323	144.6	460,607	360,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	5	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,664	391,500	47,58	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern.....Conn. & Mass	2,760,372	246.720	100,000	126,528	1,500,000	1,499,500	99,006	158,108	121.0	517,283	365,008	469,500	591,347	188,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach. .....N. Y.	643,116	202,426	579,016	60,100	500,000	975,200	6,258	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 20, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,588	N. York & N. England..M., R. I. & Conn	7 087,935	1,616,306	322,785	666,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	694	459	167	—	New York Central & Hudson River.N.Y.	137,757,158	*	4,050,034	2,262,184	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,599	8,130,543	9,441,248	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	16,000,000	*	.....	.....	6,500,000	5,500,000	.....	.....	17.5	2,979,666	29,875,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western..N. Y. &Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,178,745	8,218,228	3,911,158	1,009.5	14,293,876	5,491,431	8,715 892	18,693,109	7,049,182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	1,545	N. Y., N. H. & Hartford..N.Y.C.& Mass.	12,889,584	2,154,455	788,623	2,1[illegible]402	15,500,000	.....	331,431	2,145,283	152.5	2,462,332	4,600,507	1,348,687	4,294,236	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Osw go Midland .....N. Y.	26,377,340	*	.....	.....	6,800.522	16,078 500	6,524,436	.....	344.0	410,479	213,161	216,100	523,592	34,401	—	100	....
Sept 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645,021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556 700	219,529	—	100	....
Sept. 30, 1879	192 0	—	8.1	5-0	14	13	6	189	Northeastern¶.....S. C.	2,148,131	*	53,610	21,289	985.350	1,058.000	60,744	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	56	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,894,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,436	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	—	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,705,179	1,580,879	7,920,866	4,107,949	1,216,007	—	100	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491.913	5,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	489,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,178	Northern Pacific...Minn.,Dak.,Wash.&c.	95,697,160	1,243,581	9,137,262	1,168,853	92,412,645	3,881,834	2,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	6,677,000	*	533,206	103,471	6,677,000	992,000	449,688	.....	122.0	362,895	103,982	245,696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,838	15,193	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	218	55	2,510	Old Colony.....Mass. & R. I.	10,893,336	1,191,319	1,938,028	529,433	7,158,800	5,787,000	686,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	169.1	—	13.7	4-8.5	14	11	4	259	Oregon and California .....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,728	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191 663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m os. ending May 31, '80			1,130,527	721,059	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,864	2,863,000	1,441,194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada	12,000,000	*	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,987	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225.915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,862	Pennsylvania Coal.....Pa	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶..... Pennsylvania.	69,975,140	*	81,173,558	12,834,952	68,570.200	60,267,756	14,621,161	5,224,538	1,017.6	16,110,667	5,048,645	13,684,042	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville..... ..Ill.	3,289,700	*	.....	.....	1,229,700	2,146,780	609,564	.....	83.0	199,997	71,283	137,208	215,415	9,186	—	100	....
Nov. 30, 1879	88.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,031,245	—	125,092	47,896	38,040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	443,223	.....	64.0	142,593	29,524	67,782	202,956	54,767	—	100	....

Nov. 30, 1879	102.9	228.6	713.4	4-8.5	478	428	76	20248	Philadelphia & Reading	Penn	30,513,089	9,355,442	67,857,546	16,637,139	34,278,175	77,924,761	11,650,279	—			826.0	16,302,755	7,908,648	12,325,666	13,106,352	4,119,011	—	50	....
Oct. 31, 1880	96.3	15.8	149.0	4-8.5	78	136	50	1,313	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,218,690	*	3,076,773	884,868	11,585,750	3,740,500	543,078	955,908	212.7	1,874,822	....	....	3,263,110	1,366,223	8	50	....
Dec. 31, 1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	425,427	93,108	472,075	....	767,790	192,428	....	....	9.1	49,200	148,893	71,488	141,245	19,604	—	50	....
Dec. 31, 1879	68.0	2.3	13 3	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	899,490	14,447	1,583,787	2,000,000	751,550	23,155	70.3	309,515	....	371,461	335,649	157,923	—	50	....
Dec. 31, 1879	192.3	8.1	198 9	4-9	105	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,834,910	1,679,297	1,439,976	8,487,200	12,497,000	2,128,367	—	1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,039	—	50	....
Dec. 31, 1879	468.4	—	2 9 3	4-9	278	155	59	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & L.	38,619,721	*	200,000	—	26,043,586	13,510,000	....	....	468.4	8,319,823	2,254,341	3,679,382	8,482,388	3,951,254	7	100	....
Dec. 31, 1879	95.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buf	N. Y. & Pa.	8,473,622	587,500	34,188	111,765	4,959,450	4,125,955	62,585	59,088	120.0	441,927	236,554	625,669	467,126	190,381	—	50	....
Dec. 31, 1879	24.0	—	1.3	4-9	—	—	—	—	Pitt'sb, Wheeling & Kentucky	W. Va.	613,367	—	13,301	8,394	399,600	200,000	30,460	—	24.0	61,106	68,123	121,808	77,599	83,349	—	100	....
Sept. 30, 1879	28.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	....	....	724,277	—	16,000	....	23.7	24,030	19,211	18,782	25,807	1,616	—	100	....
Sept. 30, 1879	94.0	—	10.0	4-8.5	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	292,838	52,915	87,556	1,052,186	2,649,000	186,731	114,969	94.0	190,603	82,514	120,879	271,494	102,046	—	100	....
Sept. 30, 1879	52.5	—	7.0	4-8.5	7	9	3	137	Portland and Rochester	Me. & N. H.	1,966,211	*	....	....	636,011	1,500,000	527,274	....	52.5	171,068	109,004	106,829	115,702	19,252	—	100	....
Dec. 31, 1879	112.0	—	4.0	5-0	11	9	3	198	Port Royal and Aug	S. C. & Ga.	2,529,331	*	46,032	40,143	750,000	1,750,000	36,879	78,646	112.0	[15 mo	nths.	115,269	220,177	84,742	—	100	....
Sept. 30, 1879	38 1	—	1.9	3-0	2	1	1	30	Potomac, Fred. and Pied.	Va.	969,447	*	....	....	1,468,000	125,000	5,000	....	38.5	37,160	6,675	23,025	23,177	6,715	—	100	....
Sept. 30, 1879	42.7	—	2.2	4-8.5	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,449,920	*	....	....	850,000	535,000	38,216	....	42.7	61,402	45,000	20,222	51,844	8,516	—	100	....
Sept. 30, 1879	22.8	—	2.3	4-8.5	5	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	—	37,220	37,220	517,150	500,000	10,000	46,796	22.8	54,889	76,861	35,564	79 988	39,302	—	100	....
Sept. 30, 1879	43.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester	R. I. & Mass.	2,926,383	102,407	....	....	2,000,000	1,242,000	568,519	261,970	65.8	710,486	1,849,912	787 521	1,069,644	337,666	5	100	....
Sept. 30, 1879	13.6	—	3.0	4-8.5	5	10	—	25	Providence, Warren and Bristol	N. J.	744,287	644,025	502,141	....	437,917	20,000	....	....	13.6	....	218,105	49,419	89,364	15,421	6½	100	....
Dec. 31, 1879	280.3	—	3.7	4-8.5	6	—	—	280	Pueblo, and Ark. Valley	Col.	6,809,000	*	2,036,947	110,260	6,084,200	2,691,000	178,490	107,518	280.3	[Included in Less		ees return s.]					100	....
Jun. 30, 1879	286.6	53 5	15.0	4-8.5	38	42	11	431	Que., Mon., Ottawa and Occid.	Ind.	10,506,000	*	....	....	....	....	7,811,245	....	340.0	480,763	179,787	87,463	341,098	69,280	—	100	....
July 31, 1879	97.6	—	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	1,252,293	132,676	1,500,000	820,000	22 416	542,563	97.6	[14 m os.		58,178	....	295,051	69,284	—	100	....
Sept. 30, 1879	22.5	2.3	2.5	4-8.5	7	7	5	113	Richmond and Petersburg	Va.	1,152,291	—	1,229,810	41,675	1,008,600	226,000	18,859	19,225	24.8	72,556	114,651	93,049	154,623	73 071	4	100	....
Sept. 30, 1879	80.0	—	7.2	4-8.5	13	14	10	121	Richmond, Fred'burg and Potomac	Va	2,509,718	67,563	439,309	101,009	1,530,500	847,784	77,176	595,697	80.0	167,987	119 675	68,005	314,840	152,864	—	100	....
Sept. 30, 1879	38 5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va	632,887	*	....	....	497,500	273,000	....	....	38.5	56,255	20,351	83,409	124,035	41,074	—	100	....
Sept. 30, 1879	107.6	—	10.7	4-8.5	11	10	5	246	Rochester and State Line	N. Y.	2,437,417	*	....	....	22,094	2,349,900	111,709	....	107.6	400,566	104,098	325,210	275,898	39,813	—	100	....
Jun. 30, 1879	91.0	—	4.5	4-8.5	5	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	....	....	1,500,000	150,000	24.366	....	91.0	219,205	95,936	206,737	365.892	102,028	5½	100	....
Sept. 30, 1879	141.1	48.5	54.9	4-8.5	52	50	25	1,175	Rome, Watertown and Ogdensburg	N. Y.	11,315,878	*	....	....	5,293,900	7,759,900	639,256	....	409.9	1,079,013	514,770	571,083	1,143,289	308,648	—	100	....
Sept. 30, 1879	22.0	—	3.3	4-8.5	4	4	2	144	St. Croix and Penobscot	Me	364,000	*	27,383	18,508	100,000	200,700	1,014	108,177	22.0	24,844	12,271	....	....	38,662	19.457	—	100	....
Mar. 31, 1880	10.5	—	0.5	4-8.5	2	5	3	10	St. Johns	Florida.	218,000	*	....	....	110,000	108,000	....	....	10.5	22,750	....	....	....	26,852	16.656	5	100	....
Jun. 30, 1879	52.5	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont	1,589,229	*	....	....	789,909	730.000	....	....	59.0	127,202	48,038	43,305	129,517	37,865	—	100	....
Dec. 31, 1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,693	171,988	22,063,420	6,786,087	804,117	325,032	392.4	1,108,388	94,355	474,310	1,672,438	948,494	—	100	....
Dec. 31, 1879	193.2	71.0	....	4-8.5	14	13	4	655	St. L., Alton & T. H	Ill. & Ind.	11,768,400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	168,179	264.0	....	....	....	1,501,453	498,731	—	100	....
Dec. 31, 1879	489.5	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,624,908	*	4,455,463	893,522	21,488,961	30,068,657	1,692,341	....	681.9	2,483,149	652,757	981,139	5,292.611	2,342 592	—	100	....
Dec. 31, 1879	41.5	18.7	2.5	4-9	4	1	—	94	St. Louis, Salem and Little Rock	Mo.	1,431.474	128,838	12,607	14,180	746,800	978,100	53,704	....	60.2	....	....	....	83,165	37,722	—	100	....
Dec. 31, 1879	158.3	—	29.6	4-8.5	32	14	10	792	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,330,209	*	1,550	2,069	3,928,016	4,499,000	227,546	....	158.3	1,142,765	204,730	900,294	1,317,287	362,897	—	100	....
Jun. 30, 1879	156.0	—	22.0	4-8.5	24	10	4	485	*St. Paul and Duluth*	Minn.	9,097,866	*	....	....	9,097,866	....	....	....	169.0	373,425	61,525	252,922	469,416	113,713	—	100	....
Jun. 30, 1880	207.1	395.4	37.9	4-8.5	65	69	*	1,498	St. Paul, Minn. and Man	Minn. & Iowa	31,686,882	*	570,990	1,582,102	15,000 000	16,324,900	1,522,707	992.367	656.0	....	....	....	2,923,108	1,632,595	—	100	....
Dec. 31, 1879	49.5	—	7.0	4-8.5	5	3	2	66	Sacramento and Placerville	Ca.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691	49.5	....	....	....	....	....	—	100	....
Jun. 30, 1879	60.0	—	2.0	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	....	....	2,321,080	2,137,000	418,297	31,467	60.0	42,621	11,200	11,000	53,244	11,557	—	100	....
Sept. 30, 1879	63.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N. Ala	Ga.	1,555,915	*	....	....	815,255	500,000	....	....	63.0	....	....	....	52 960	22,375	—	100	....
Sept. 30, 1879	80.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke	Va. & N. Carolina	2,140,813	*	....	....	1,299,600	215,004	100,500	1,218,427	80.0	269,388	32,450	226,337	477,365	179,124	7	100	....
Dec. 31, 1879	27.3	3.8	12.2	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,450	—	....	....	869,450	1,994,000	....	....	31.1	[Leased	to Northern Central.		Rental	$104,671.	12	50	....
Nov. 30, 1879	95.0	—	8.5	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046,631	147,940	26,000	....	200,000	1,105,000	159,375	....	46.0	....	27,851	288,465	150,283	54,916	—	100	....
Sept. 30, 1879	32.3	—	1.5	4-8.5	3	2	2	28	Shepaug	Conn.	268,524	*	....	6,625	299,700	400,000	....	....	32.5	38,394	10,956	20,528	54,175	18,605	—	100	....
Jun. 30, 1879	61.5	51.7	5.9	4-8.5	5	3	4	92	Sioux City and Dakota	Iowa & Dak.	3,246,381	*	....	....	2,400,000	900,000	....	....	118.2	780,853	23,784	74,684	277,338	75,619	—	100	....
Jun. 30, 1880	107.4	—	8.9	4-8.5	14	8	6	134	*Sioux City and Pacific*	Neb. & Iowa.	5,355.551	*	....	....	2,068,400	3,256,320	329,757	89,990	80.5	222,288	59,525	211,117	259,490	109,666	7pf	100	....
Sept. 30, 1879	25.0	—	1.0	4-8.5	2	1	1	12	Somerset	Maine	799,488	*	94,837	....	377,574	450,000	78,662	*	25.0	15,750	8,049	8,075	19,908	3,199	—	100	....
Sept. 30, 1879	183.0	6.3	26.0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	....	....	3,461,767	6,208,810	810 018	—	139.3	590,226	83,017	468,195	873,197	314,586	—	100	....
Aug. 31, 1879	141.0	196.6	21.5	5-0	36	28	9	392	Southwestern (C. of Ga.)	Ga.	4,291,300	*	....	....	3,892,300	399.000	....	....	310.5	471,550	....	....	751,576	307.624	7	100	....
Jun. 30, 1879	167.5	—	13.8	4-8.5	14	8	36	289	Southern Minnesota	Wis. & Minn.	6,468,914	*	69,682	102,594	1,784,200	4,739,900	103,621	113,519	167.5	251,455	52,028	148,394	534.426	262,004	—	100	....
Sept. 30, 1879	69.0	—	3.4	5-0	5	4	2	31	Spartanb. Union and Col	S. C.	1,540,882	*	....	....	751,298	548,370	125,000	—	69.0	....	7,632	....	75,619	20,834	—	100	....
Jun. 30, 1879	108.0	—	10.0	3 0	11	5	—	275	Springfield Southern	Ohio.	1,234,511	164,670	....	....	635,241	182,700	....	....	108.0	....	78,889	91,477	117,400	10,292	—	100	....
Dec. 31, 1879	24.0	—	1.0	4-8.5	1	2	1	—	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	....	1,000,000	400,000	41,678	....	24.0	32,790	8,154	—	63,088	16,070	—	100	....
Sept. 30, 1879	13.0	—	0.8	4-8.5	4	9	—	7	Staten Island	N. Y.	450,000	*	....	....	210,000	300,000	....	....	13.0	72,988	356,128	....	264.518	85,346	20	100	....
Dec. 31, 1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	....	....	1,638,600	236.500	....	....	24.0	104,230	....	....	128,166	22,091	—	100	....
Dec. 31, 1879	81.0	—	38.8	4-8.5	18	8	4	443	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	253,805	2,004,000	2,020,000	216,695	65,805	81.0	484,623	145,196	1,238,735	829,842	327,231	4½	100	....
Sept. 30, 1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	....	....	801,400	261,400	....	....	43.5	84,240	85,417	60,178	72,278	3,765	—	100	....
Oct. 31, 1879	79.7	34.1	39.6	4-8.5	44	22	17	1,465	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,600,000	793,627	1,262,660	113.8	1,018,962	232,586	1,287,601	1,092,374	404,371	8	50	....
May 31, 1880	179.7	264.1	42.7	4-8.5	52	21	12	92	Texas and Pacific	Texas.	27,418,108	*	2,439,858	338,408	7,902,500	21,220,533	618,866	454,435	443.8	1,545,829	194,788	525,093	2,589,222	1,046,704	—	100	....
Dec. 31, 1879	44.0	4.0	13.4	4-8.5	10	8	3	942	Tioga and Elmira State Line	Pa.	1,559,836	506,099	....	....	580,900	629,500	....	1,417,559	54.5	287,829	73,186	691,137	387,225	171,571	—	50	....
Jun. 30, 1879	79.0	—	11.7	3-0	12	15	3	273	Toronto and Nipissing	Ca.	1,600,000	*	....	....	193,350	1,276,915	290,382	....	106.5	194,303	89,613	84,894	172,155	45,551	—	50	....
Jun. 30, 1879	191.0	—	16.0	3-0	20	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,888	*	....	....	783,234	3,366,665	16,349	....	191.0	310,025	118,652	92,855	284,947	80,512	—	100	....
Sept. 30, 1879	34.7	—	16.7	4-8.5	18	15	7	461	Troy and Boston	New York	1,981,912	*	1,103,588	—	1,609,016	2,199,500	408,149	—	46.0	425,505	278,257	812,139	583,896	288,519	—	100	....
Sept. 30, 1879	74.0	—	5.3	4-8.5	7	8	2	114	Ulster and Delaware	New York	1,078,359	*	1,751,912	16,846	1,139,500	1,582,000	170,017	—	74.0	129,008	84,694	123,894	178,283	18,673	—	100	....
Dec. 31, 1879	1,087	5.0	20.0	4-8.5	178	121	41	3,115	*Union Pacific*	Nebr. Wy. & Utah.	114,493,812	....	....	....	36,762,300	77,731,512	....	....	1,042 4	7,001,569	....	....	992,886	18,201,077	7,725,574	—	100	....
Dec. 31, 1879	404.3	—	34.7	4-9	244	3.1	49	3,635	United New Jersey (Pa.)	N. Jer.	35.330,487	....	....	....	20,490,400	19,976,000	....	....	404.3	5,588,128	7,204,654	5,052,995	9,088,884	2,914,947	—	100	....
Apr. 30, 1880	36.5	—	1.8	4-8.5	6	7	5	29	Utah Central	Utah.	2,500,000	*	....	....	1,500,000	1,000,000	....	....	36.5	....	....	....	447,034	291,972	11	100	....
Dec. 31, 1879	105.0	—	7.5	4-8.5	6	5	3	91	Utah Southern	Utah.	3,450,000	*	....	....	1,500,000	1,950,000	....	....	105.0	....	....	....	327,558	17 042	—	100	....
Sept. 30, 1879	87.0	—	13.3	4-8.5	18	20	14	212	Utica and Black River	New York.	2,378,734	418,847	183,100	238,519	1,771,720	1,112,000	54,735	180,751	180.1	432,840	213.019	108,880	475,508	184,977	2	100	....
Sept. 30, 1879	71.0	—	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	....	....	2,000,000	....	207 337	....	98.0	174,364	100,026	88,003	156,951	def.4,106	—	100	....
Dec. 31, 1879	75.7	21.7	16.8	4-8.5	16	12	5	4	Utica, Chenango and Susq. Valley	N. Y.	4,148,103	*	....	....	4,000,000	....	148.103	....	97.4	406,078	217,658	325,600	52 ,756	def. 258	6	100	....
Feb. 28, 1879	140.0	2.0	10.0	5-0	17	10	4	91	Vicksburg and Meridian	Miss.	3,046,444	*	134,110	81,077	1,397,603	3,166,978	88,474	....	142.0	144,330	45,666	45,597	329,176	70,315	—	100	....
Dec. 31, 1879	62.2	1.5	37.0	4-8.5	24	10	4	369	Virginia and Truckee	Nevada.	3,715,350	712,279	....	....	6,000,000	1,000,000	....	....	53.7	458,810	....	396,854	1,388,261	552,752	5½	100	....
Dec. 31, 1879	40.8	1.4	2.5	4-8.5	2	2	1	33	Wabash, Chester and West	Ill.	488,212	*	....	....	250,000	200,000	26,273	—	42.3	....	15,103	38,782	39 424	def.3,996	—	100	....
Dec. 31, 1879	710.5	628.4	210.5	4-8.5	331	125	77	7,9-5	Wab., St. L. & Pacific	O., Ind. & Ill.	....	—	....	....	40,000,000	35,267,250	....	....	1,301.7	....	....	....	8,244,586	2,624,777	—	100	....
Sept. 30, 1879	33.4	—	5.0	4-8.5	21	2	3	16	Wallkill Valley	N. Y.	298,793	*	660,000	11,893	330,000	682,000	108,691	....	33.5	80,828	69,830	60,738	8 ,012	14,423	—	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	199,162	*	....	....	225.000	286,000	....	....	10.2	14,500	23,761	2,185	37,008	16,041	3½	100	....
Sept. 30, 1879	51.7	—	2.6	4-8.5	5	7	6	66	Washington and Ohio	Virginia	1,944,790	*	....	....	1,777,927	387.300	128,400	....	51.7	99.745	28.889	27,839	97,470	22,281	—	100	....
Sept. 30, 1879	238.5	121.0	18.0	4-8.5	31	39	14	522	Wash. City, Va. Mid. & Gt. So.	Va & N C.	10,160,949	*	....	....	4,265,297	8,095,942	1,815,004	....	399.5	875,137	131.911	514,018	954,738	347 682	—	80	....
Oct. 31, 1879	26.3	—	5.0	4-8.5	11	23	5	70	West Chester and Philadelphia	Pa.	1,647,105	163,012	349,717	143,209	821,300	1,100,000	53,146	228,598	26.3	256,190	738,127	96,439	364,452	128,535	7	50	....
Dec. 31, 1879	81.6	47.0	18.4	4-9	20	5	13	222	West Jersey	New Jersey.	2,396,749	459,297	1,082,971	158,450	1,399 750	2,523,000	102,845	9 ,372	128.4	471,745	659,662	162,467	644,151	248,885	2	100	....
Aug 31, 1879	116.0	51 9	8.3	5-0	16	13	8	260	Western of Alabama	Alabama.	3,275,012	*	177,000	43,052	....	2,553,000	722,011	220,082	167.0	322,840	....	....	579,493	254,968	—	100	....
Sept. 30, 1879	192.0	20.7	26.2	4-8.5	39	12	12	612	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,885	4,000,000	3,500,000	354,368	306.207	212.7	585,993	160,254	348,422	773,561	234,716	—	100	....
Sept. 30, 1880	163.8	17.0	13.0	4-8.5	28	22	11	370	Wilmington and Weldon	N.C.	3,340,224	*	12,900	164,752	1,466,200	1,619,100	49,792	383,784	180.5	464 494	....	....	603,175	188,925	3	100	....
Sept. 30 1880	189.0	—	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta	N. C. & S. C.	2,556,532	*	26,193	243,999	960,000	1,600,000	112,315	164,411	189.0	396,551	....	....	547,446	145,423	—	100	....
Dec. 31, 1879	249.9	70.0	17.9	4-8.5	25	18	6	627	Wisconsin Central	Wis.	10,823,023	*	....	....	11,435,500	8,168,000	....	191,091	455.7	708,741	167,085	325,078	881,091	383,952	—	100	....
Dec. 31 1879	109.0	—	11.5	4-8.5	5	4	2	548	Wisconsin Valley	Wis.	2,958,739	306.182	104,728	28,767	2,026,256	1,149,745	78,278	39,087	90.0	....	28,197	124,152	226,963	92,386	—	100	....
Sept. 30, 1880	46 1	—	31.0	4 8 5	19	22	8	367	Worcester and Nashua	N.H.& Mass.	2,121,932	390,686	....	2464,504	1,789,800	1,000,000	3,804	172.878	94.5	462.662	371,019	467,479	575,860	189,301	—	100	....
Jun. 30, 1879	65.0	—	2.0	5-0	8	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	....	....	1,000,000	....	....	....	23.5	22,765	3,972	16,147	4,446	1,369	—	100	....

Colorado has now 850 miles of railroad under contract, and has just been celebrating the opening of a 200-mile branch which completes a line 450 miles long, reaching from Denver to the Arkansas Valley, in the extreme southwestern portion of the State.

Statement of the Public Debt of the United States, August 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. loan, 1861-'81 continued at 3½ per cent...	$127,597,200 00	$372,188 50
6 per cent. loan 1863-'81, continued at 3½ per cent..	50,457,950 00	147,169 02
5 per cent. funded loan of 1881	439,708,050 00	5,496,350 62
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	738,698,950 00	2,462,313 17
4 per cent. refunding certif..	653,850 00	2,179 50
3 per cent. navy pension fund.	14,000,000 00	35,000 00
Aggregate of debt bearing interest	$1,621,111,000 00	$10,390,170 81
Interest due and unpaid		2,544,439 14

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 31
6 percent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
6 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent bonds, of 1858	8,000 00	
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	372,100 00	655 37
6 per cent. 5-20 bonds, called June, 1864	53,850 00	174 43
6 per cent. 5-20 bonds, called 1865	77,250 00	18,916 60
5 per cent. 10-40 bonds, called 1864	581,550 00	112,919 38
6 per cent. Consol. bonds, called, 1865	467,600 00	9,199 10
6 per cent. Consol. bonds, called, 1867	1,316,550 00	211,743 31
6 per cent. Consol. bonds, called, 1868	402,900 00	28,083 33
6 per cent. loan, Feb. 8 1861, matured Dec, 31 1880	25,000 00	1,524 00
5 per cent. funded loan, 1881 called	888,900 00	71,191 25
Oregon War Debt, March 2, 1861, matured July 1, 1881	166,750 00	6,387 43
6 per cent. loan of July 17, and Aug. 5 1861, matured June 30 1881	3,497,150 00	117,585 46
6 per cent loan of March 3, 1863, matured June 30, 1881,	1,219,200 00	62,736 55
1 10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 48
5 per cent. 1 year notes, 1863.	44,435 00	2,212 85
5 per cent. 2 year notes, 1863.	35,400 00	1,804 80
6 per cent. compound interest notes, 1863-64	229,750 00	46,839 13
7 3-10 per cent. 3 years' treasury notes, 1864-65	141,950 00	4,946 35
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 21
Aggregate of debt on which interest has ceased since maturity	$9,959,015 26	$773,660 96

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,485 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	10,740,000 00	
Coin certificates, 1863	5,749,320 00	
Silver certificates, 1878	51,938,980 00	
Unclaimed interest		6,741 51
Fractional currency, 1862, 1863 and 1864. $15,474,579 32		
Less amount estimated as lost or destroyed, act of June 21, 1879 8,875,934 00		
	7,098,645 32	
Aggregate of debt bearing no interest	$422,313,946 32	$6,746 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$178,055,150 00	
Bonds at 5 per cent	439,709,050 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,698,950 00	
Refunding certificates	653,850 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,621,111,000 00	$10,234,609 95
Debt on which interest has ceased since maturity	9,959,015 26	773,660 96
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,501 00	
Certificates of deposit	10,740,000 00	
Coin and Silver Certificates.	57,738,800 00	
Fractional currency	7,098,645 32	
	$422,313,946 32	
Unclaimed interest		6,746 51
	$2,053,385,961 58	$14,015,017 42
Total debt, principal and interest, to date, including interest due and unpaid	$2,067,393,979 00	

AMOUNT IN TREASURY.

Interest due and unpaid	$2,814,439 14
Debt on which interest has ceased	9,959,015 26
Interest thereon	773,660 96
Gold and silver certificates	57,738,800 00
U. S. Notes held for redemption of certificates of deposit	10,740,000 00
Cash balance available August 1, 1881	154,827,274 89
	$236,878,190 25
Debt, less amount in Treasury, Aug. 1, 1881.	$1,830,520,788 75
Debt, less amount in Treasury, July 1, 1881.	1,840,598,811 98
Decrease of debt during the month	$10,078,023 23
Decrease of debt since June 30, 1880	$10,078,023 23

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	8,141 60
Totals	$64,623,512 00	$323,117 56

Interest paid by United States, $51,467,272 02; interest repaid by transportation of mails, &c., $14,426,644 65; interest repaid by cash payments: 5 per cent net earnings, $658,198 87; balance of interest paid by United States, $36,385,428 50.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 30, 1881.

WILLIAM WINDOM,
Secretary of the Treasury.

The new section of the New York, Chicago and St. Louis Railway between Chicago and Buffalo, is reported to be progressing rapidly. Fifty miles of track are laid. It is also stated that the work is being pushed from Chicago to Fort Wayne. One hundred and fifty tons of steel rails are used daily, covering nearly two miles of track. Five thousand men are employed. The company recently purchased property in Cleveland to the amount of $1,800,000 for terminal facilities and depots, and work on the new buildings begins at once. The rails are imported from England. The estimated cost of the road is $15,000,000.

Regular trains are running on the Bradford, Eldred and Cuba (narrow gauge) Railway from Eldred as far as Ceres. Most of the passengers are bound for the new oil camp at Richburg. Bradford and Eldred are in Pennsylvania; Cuba, Ceres and Richburg, are in Allegany County, N. Y.

The St. Louis, Jerseyville and Springfield Railroad has been leased in perpetuity to the Wabash Railroad Company.

Philadelphia Stock Exchange.

Closing Prices for the week ending Aug. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.
Allegheny Val. 7 3-10s	125	....	....	....	....	....
7s, Income	....	....	55	....	....	54
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	116	....	116	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	21¼	....	....	....	....	....
Preferred	....	....	57¼	....	57	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	14¾	....	14¾	14¾	14¾	14¾
Preferred	23	....	24	24¼	24¼	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	45¾	44¾	44¾	....	44¾	45
6s, 1884	....	....	....	....	....	....
Gold Loan	116¼	....	116¼	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	61¾	61¾	62	61¾	62	61¾
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	127	127	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	....	....	....	....	....	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	61	....	....	....	....	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup.	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	54¾	....	....	....	....	....
6s	....	....	....	....	101¼	....
Northern Pacific	40¾	41¾	40¾	40¾	40¾	40¾
Preferred	81¾	81¾	80¾	80¾	79¾	80
Pennsylvania R. R.	65¾	64¾	64¾	64¾	64¾	64¾
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	101¾	....	102	....	....	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	33	32¾	32¾	32¾	32	32¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s. new convertible	....	....	....	....	....	....
Consol. mortgage 7s	126¾	....	....	....	....	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	96	96¾	96	95¾	95¾	96
Philadelphia and Erie	24	....	23¾	....	24	....
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	118	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.	22¾	22¾	22¾	22¾	22¾	22¾
7s	100¼	....	....	100	100	101
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	14¼	....	14¼	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	....	....	....	94¼
United Co. of N. Jersey	191	192	....	....	....	....
Hestonville, (Horse)	23	22¾	22¾	....	22¾	22¾
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Aug. 9.

	W.3	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.
Baltimore and Ohio	....	....	....	199	....	
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	48	....	....	....	....	....
1st mortgage	114	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	123¾	....	123¾	123¾	123¾	....
2d mortgage, 7s	90¾	90	90	90	88¾	89
3d mortgage, 8s	49¾	49¾	49¾	49¾	48¾	48¾
Northern Central ($50)	....	54¾	54	....	....	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	116
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	123¾	....	123¾	....	....	....
Virginia 6s, Consol	82¾	81¾	81¾	82	81¾	81
Consol. Coupons	92	....	92¼	....	92¼	92¼
10-40 bonds	53¾	53¾	53¾	53¾	54	54¼
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3 M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	107¾	....	107¾	....	....	107
City Passenger R. E.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
Adams Express	....	....	....	....	....	139
Albany and Susq.	....	....	....	129	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	85	85	....	85¼	....	85
Atlantic & Pacific Tel	....	....	....	....	....	....
Burl., C. R. & Nor.	....	....	....	....	....	....
1st mortgage 5s	....	....	....	....	....	....
Canada Southern	66	65¼	65¼	65	66	65¼
1st mortgage guar.	100¼	100¼	100¼	100¼	100¼	100¼
Central of N. Jersey	96¼	96¼	97	95¾	96¼	96¼
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	118	....	....	118	....	....
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	....	....	....	....	97	....
Adjustment	106¼	106	106¼	....	....	93¼
Central Pacific	93¼	93	93¼	92	93	93¼
6s, gold	....	....	....	116	116¼	116
1st M. (San Joaquin)	....	....	112¼	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	107¼	....
Land grant 6s	106¼	....	....	107¼	....	....
Chesapeake and Ohio	24¼	....	29	28¼	....	29
Chicago and Alton	141	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	161	160	160	....	....	159
7s Consol, 1903	....	....	....	....	131¼	....
Chic., Mil. and St. Paul	114¾	113¾	114	113	114¼	114
Preferred	135	133	....	....	....	....
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1s M. (I. and M. liv.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	125¼	....	....	125	125	....
Chic. & Northwestern	126¼	126¼	126¼	125	126¼	126
Preferred	....	....	....	139¾	138¼	....
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	....	....	....	....	....
Do. reg.	....	....	....	....	....	....
Chic., Rock Isl. & Pac	138	137¼	137	....	138	138
6s, 1917, c.	120	....	....	....	....	....
Clev., Col., C. and Ind.	93¼	92¾	....	90	91¾	89¼
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	22¾	22¾	23¼	22¼	23¼	22¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	110¼	109¾	110¼	109	109¾	109¾
Reg. 7s, 1891	....	....	118	....	....	....
Reg. 7s, 1884	....	....	....	....	108	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	124	12 3	123¾	123¼	124¼	124¼
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	109¼	109¾	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mort. 5s, ext.	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	....	....	....
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	....	....	112¾	....	....
Hannibal & St. Joseph	94	93	93	92¼	93¾	....
Preferred	115	114¾	113¾	112	113¾	115
8s, Convertible	....	....	....	....	114	....
Houston & Tex. Cent.	....	96	....	....	....	....
1st Mortgage	....	111¾	....	....	....	111¾
Illinois Central	137	136¾	135¾	135¼	137¾	137
Lake Shore & Mich So.	124¾	123¾	123¾	122¾	123¾	123¾
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con.	....	....	....	....	....	....
Long Dock bonds	....	126	....	....	....	126
Louisville & Nashville	103¾	103	103¾	102	101¾	....
7s Consolidated	123¾	123	....	....	....	123¾
Manhattan	16¾	17¼	17	17	16¾	16¼
Metropolitan Elevated.	84¾	81¾	81¼	80¾	80¾	79¼
1st Mortgage	100¾	100¾	100¾	100¾	....	....
Michigan Central	99¾	98¾	98¼	97¾	98	97¾
7s, 1902	130	....	....	....	....	....
M. S. and N. I. 1st, S. F.	112	....	....	....	....	....
Morris and Essex	125	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	123¾	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	125	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	143¾	143¾	143¾	142¼	143¾	143¾
6s, Sinking fund, 1883	....	....	105¾	105	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	138	138
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	107	106¾	....	105	....	107
1st mortgage	117	116¾	....	116¾	117	117
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
N. Y., Lake Erie & W.	43¾	43¼	43¼	43¼	43¾	43¼
Preferred	....	88	....	....	....	....
2d Consolidated	103¾	102¾	102¾	102¼	102¼	102¾
New 2d 5s fund.	....	....	99	....	....	....
N. Y., N. Haven & Hart	185	....	....	....	184	184
North Missouri 1st M.	....	128	....	....	128¾	....
Northern Pacific	40¾	40¼	40¼	40¼	40¼	41¾
Preferred	81¼	80¾	80¾	79¾	80¾	81¼
Ohio and Mississippi	37¾	37¾	37¾	37¼	....	38¼
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	123¼	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	52¾	52¾	52¾	51¼	52¾	52
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	109	....	....
2d mortgage	....	115	112	....	115	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	65¼	64¼	64¼	63¾	65¼	65¼
Pitts., Ft. W. & Chi. gtd	140	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	130¼	....
3d mortgage	....	....	....	....	129	....
Pullman Palace Car	....	....	....	141¼	142	....
Quicksilver Mining Co.	2¼	....	29¾	18	....	....
Preferred	72¾	....	62	....	62¼	....
St. Louis & San Fran.	50¾	50¼	50	....	50	50
Preferred	75¾	75¼	75¼	75	....	76
1st Preferred	109	....	108¾	....	107¾	108
St. L., Alton and T. H.	....	....	....	....	....	....
Preferred	97¼	....	....	....	95	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	108	....
St. L., Iron Mt. & S.	....	....	....	....	....	119¼
1st mortgage	118	....	....	....	....	....
2d mortgage	....	....	....	113¾	....	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	126¼	126¼	125¾	125¾	126¼	126
1st mortgage	118¾	118¼	118¼	....	118¼	....
Land Grant 7s	....	119	....	....	....	....
Sinking Fund 8s	120¼	....	....	....	....	....
United States Express	76¾	....	....	....	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	....	114	114	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	52¾	51¾	51¾	50¾	51¾	50¾
Preferred	89¼	88¾	89	88¾	89¼	88¾
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	....	139¼	132¾	136	137
Western Pacific bonds	....	....	113	....	....	113
Western Union Tel	89¾	89	89¼	88¾	89¼	87¾
7s, S. F. conv., 1900	....	....	121¼	....	....	....

Boston Stock Exchange.

Prices for the week ending Aug. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
Atch., Top. and San. Fe.	143¾	142¾	142¾	142	141¾	141¾
1st mortgage	124	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	174¾	....	174	....	174
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	150	157	....	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	....	78¼	....	....	....	76¾
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	161	161	....	159¾	....	160
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	....	28¼	....	27¼	....	27
Concord ($60)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	50¼	50	50	50	50	50¼
New 4½ Bonds	111¾	111¾	....	....	111¾	....
Fitchburg	152	....	....	152¼	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	98¼	....	....
N. Y. & New England	....	77	....	....	....	77
7s	....	....	....	....	....	....
Northern, N. H.	....	....	....	111¾	....	111
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ.	....	50¼	....	....	49¾	49
Preferred.	....	....	....	....	....	....
Old Colony	130	....	....	....	....	129
Ph., Wil. & Balt. ($50)	....	....	....	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	141	140	140	....	....	....
Union Pacific	....	126¾	126¾	....	126	126
8s	....	....	....	117¾	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	66
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Reels Mining Co.	220	219	220	....	219	220
Quincy	33¾	33¼	33¾	....	33¾	....

New York Stock Exchange.

Closing Prices for the week ending Aug. 10

	Th.4.	F.5.	Sat 6	M.8.	Tu.9.	W.10.
Federal Stocks:—						
U. S. 4s, 1907, reg.	116¼	116¾	116¾	116¾	116¾	....
U. S. 4s, 1907, coup.	....	116¾	116¾	116¾	....	116¾
U. S. 4½s, 1891, reg.	113¾	....	....	113¾	....	113¾
U. S. 4½s, 1891, coup.	114¾	....	114¼	....	....	114¼
U. S. 5s, 1881, reg.	102¼	....	....	....	....	102¾
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s continued at 3½	102¾	....	....	102¾	....	....
Dt. of Col. 3-65s, reg.	....	108	....	....	....	....
Dt. of Col. 3-65s, coup.	....	108	....	....	....	....

London Stock Exchange.

	—Closing Prices— July 22	July 29
Baltimore and Ohio (sterling)	116 — 118	116 — 118
Cairo and Viecennes common stock	56 — 57	52 — 54
Do. pref. 5 per cent.	93 — 95	92 — 94
Central of New Jersey $100 shares	100 — 105	95 — 100
Do. Cons. Mort. Oct. '89 coupon	120 — 122	120 —122
Do. Adjustment bonds	109 — 112	109 —112
Do. Income bonds	104 — 106	104 —106
Det., Gd. Haven & Mil. Equip. bds.	118 — 120	118 —120
Do. Con. M. 5 p.c. till '84 after 6 p.c	112 — 114	112 —114
Illinois Central $100 shares	142 — 144	137 —139
Lehigh Valley Consol. mortgage	118 — 122	116 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 — 140	137 — 40
Do. $100 shares	147 — 148	146 — 149
Do. Mort. bonds (ex.)	121 — 123	121 — 123
N. Y., Lake Erie & West., $100 shs.	44 — 45	44 — 45
Do. 6 p. c. pref. $100 shares	86 — 89	87 — 89
Do 1st Con. Mort. Bonds (Erie)	135 —137	135 — 137
Mort. Funded Coupon bonds	132 —134	132 —134
Do. do. 2d do.	104 —106	104 —106
Do. 2d Consol. Mort. bonds	101 —103	101 —103
Do Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	58 — 59	57¼ — 58¼
Do. Prior Lien Bonds (sterling)	110 —112	110 — 112
Pennsylvania, $50 shares	65¼ — 66¼	66 — 67
Do. Con. Sink. Fund Mort.	120 — 122	120 — 122
Philadelphia & Reading $50 shares.	29¼ — 30¼	30 — 31
General Consol. Mortgage	117 — 119	117 — 119
Do. Improvement Mortgage	105¼ — 106¼	105¼ — 106¼
Do. Gen. Mort. '74, ex-deferd. cou.	95 — 97	95 — 97
Do. Scrip for the 6 def. ¼ coupons.	92 — 95	92 — 95
Pittsbg, Ft W. & Chic. Equip bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	129 — 131	129 — 131
Do 1st pref. stock	101 — 103	101 — 103
Union Pacific Land Grant 1st mort.	118 — 122	118 — 122

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, Aug. 11, 1881.

Early in the day the money market was easy at 2½@3½ per cent for call loans; in the afternoon the quotation for call loans was 3@4 per cent; and at the close 2@2½ per cent. The highest rate paid by the stock brokers during the day was 4 per cent.

Sixty day's sterling bills were quoted at 4.82 @½, while demand drafts were 4.84¼@½, and 4.84¾@4.85. The actual rates for commercial sterling were 4.80½@¾. The posted rates for prime bankers' sterling were 4.83@4 85. The actual rates for continental exchange were as follows: francs 5.24⅜@5.23¾, and 5.21⅛; marks 94@⅛; and 94½@⅝; and guilders 39¾@40 respectively.

Numerous applications are being received at the office of the United States Treasurer at Washington for the August quarterly interest on the 5 per cent registered bonds which have not been continued. Under the terms of the one hundred and fourth call, which was issued on the 1st of July, notice was given that the 5 per cent registered bonds, issued under the acts of July 14, 1870, and Jan. 20 1871, outstanding and uncalled, would be paid at the United States Treasury on the 1st of October, with interest accrued thereon from May 1, 1881, and that the interest on said bonds would then cease. The circular also provided that holders of such bonds might present them for redemption at any time prior to Oct. 1, receiving accrued interest from May 1 to date of presentation. In consequence of this call the August interest is waived by the departmen

and the bonds with accrued interest will be paid at any time they are presented for redemption.

There is said to be in the United States Treasury no less than $10,782,675, being the principal and interest due and unpaid on bonds which have matured, and on which interest has ceased, and for which no claim has been made. Some of this money has been awaiting an applicant, or plicants, since the year 1837—more than 44 years.

The Liquidating Board of Memphis, Tenn., give notice that they are prepared to fund the debt of that city under the terms of the act of the State Legislature, approved 6th April, 1881. The bonds must be presented prior to 1st December, 1882.

The closing quotations on Thursday were: Adams Express, 141@— ; American Express, 84 @85 ; American District Telegraph, 47¼@47½ ; Chicago, Burlington and Quincy, 159@160 ; Canada Southern, 65⅛@66 ; Chicago and Northwestern, 125¾@125⅞ ; do. pref., 138@138¼ ; Chicago and Alton, 139@140 ; Central of New Jersey, 95¾@96 ; Chicago and Rock Island, 137@ 138½ ; Central Pacific, 93¼@93½ ; Chicago, Milwaukee and St. Paul, 114@114⅛ ; do. pref., 131½ @133 ; Cleveland, Columbus, Cincinnati and Indianapolis, 89⅛@89¾ ; Columbus, Chicago and Indiana Central, 22⅛@22½ ; Delaware and Hudson Canal, 109⅝@110 ; Delaware, Lackawanna and Western, 124¾@124⅞ ; Hannibal and St. Joseph, 93@94 ; do. pref., 114½@115 ; Illinois Central, 137@137½ ; Lake Erie and Western, 55 @55½ ; Lake Shore and Michigan Southern, 123¼@123⅜ ; Metropolitan Elevated, 80¼@80½ ; Manhattan Elevated, 13@13¼ ; Michigan Central, 97½@97¾ ; New York Elevated, 106@107 ; New York, Lake Erie and Western, 43½@43⅝ ; do. pref., 85⅞@86⅛ ; New York Central and Hudson River, 143¾@144 ; Ohio and Mississippi 37¾@37⅞ ; Ohio Central, 27@27½ ; Pacific Mail, 51¾@52 ; Panama, —@260 ; Texas and Pacific, 57⅛@57⅜ ; Union Pacific, 125⅝@125⅞ ; United States Express, 67@69 ; Wells Fargo Express, 134 @138 ; Western Union Telegraph, 89⅛@89¼ ; Wabash, St. Louis and Pacific, 50½@50¾ ; do. pref., 88⅜@88½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 8s, 135⅛ ; Boston and New York Air Line, 65 ; Cairo and Fulton 1st, 114¼ ; Chicago, St. Paul Minneapolis and Omaha, 41¼ ; do. pref., 104 ; do. consol., 103½ ; Chesapeake and Ohio 1st pref., 41 ; do. 1st, Series B, 87¾ ; do. cur. int., 60¾ ; Chicago, St. Louis and New Orleans, 81 ; Chicago, Milwaukee and St. Paul 1st, S. M. div., 105 : do. S. W. div., 109 ; do. La C. and Dav. div. 94¾ ; Col., Chi. and Ind. Cent. Inc., 77 ; Cleveland and Toledo S. F., 110½ ; Central Iowa 1st, 116 ; Cedar Falls and Minnesota 1st, 115 ; Denver and Rio Grande, 99⅛ ; do. 1st consol., 116 ; Delaware, Lackawanna and Western 7s, conv., 119¼ ; Dubuque and Sioux City 2d div., 110 ; East Tenn., Va. and Ga., 19¼ ; do. pref., 33 ; Galena and Chicago 1st, 100½ ; Galveston, Houston and Henderson 1st, 76 ; International and Gt. Northern 1st, 112 ; do. 2d inc. ass., 100 ; Indiana, Bloom. and Western, 48 ; do. 2d, 85 ; Keokuk and Des Moines 1st, 110 ; Kansas Pacific 1st consol., 109 ; do. Denver div. 6s, ass., 113⅛ ; Lehigh and Wilkesbarre consol. ass., 111 ; Louisville, New Albany and Chicago, 99⅛ ; do. 1st, 106 ; Long Island, 48⅜ ; Lake Erie and Western, 55¼ ; do. 1st, 109 ; do. Sandusky div. 1st, 108 ; Louisville and Nashville, 100¾ ; do. Gen'l mort., 6s, 106½ ; do. Cecilian Branch 112⅝ ; Metropolitan Elevated 2d, 88½ ; Minneapolis and St. Louis 1st, Iowa Ext.. 111½ ; Marietta and Cincinnati 1st pref., 13½ ; Missouri, Kansas and Texas, 44⅞ ; do. consol., 107½ ; do. 2d, 68½ ; Missouri Pacific, 108¼ ; Memphis and Charleston, 82 ; Milwaukee, Lake Shore and Western, 53½ ; Mobile and Ohio, 36 ; do. 1st deben., 101 ; do. 2d deben., 68½ ; do. new mort., 112½ ; Northern Pacific 1st, 101½ ; New Jersey Southern 6s, guar., 104 ; Nashville, Chattanooga and St. Louis, 89 ; do. 6s, 118⅞ ; New York, Ontario and Western, 32⅜ ; do. pref, 85 ; New York, Penn. and Ohio inc., 57 ; New York City and Nrrthern Gen'l mort., 94⅛ ; New Orleans Pacific 1st, 100 ; Nevada Central 1st, 102 ; Oregon Railway and Nav., 163 ; do. 1st, 110 ; Ohio Southern, 26¾ ; do. 1st, 96 ; do. inc., 55 ; Ohio Central, 27½ ; do. 1st, 100¾ ; do. Inc., 53 ; do. Terminal Trust, 101 ; Ohio and Mississippi 1st Springfield div., 118 ; Peoria, Decatur and Evansville, 39¾ ; Rochester and Pittsburg, 33½ ; do Inc., 49 ; Richmond and Allegheny, 54 ; do. 1st, 108 ; Rome, Watertown and Ogdensburg, 80 ; do. 1st consol., 98½ ; St. Paul and Sioux City 1st, 113½ ; St. Louis, Kansas City and Northern, Omaha div., 118½ ; St. Louis and San Francisco, Class A, 109 ; do. B, 97 ; St. Louis and Iron Mt. 5s, 93¼ ; do. 1st, pref., Inc., 99 ; Southern Pacific of Cal. 1st, 107¾ ; Scioto Valley 1st, 107¼ ; St. Louis, Jacksonville and Chicago 1st, 120 ; South Pacific 1st, 102 ; Texas and St. Louis 1st, 92½ ; Toledo, Delphos and Burlington, 26¾ ; Texas and Pacific, 57¼ ; do. Inc., L. G., 80½ ; do. consol. 6s, 102 ; do. Rio Grande div. 1st, 95 ; Toledo, Peoria and Western 1st, 118¾ ; Union Pacific col. trust 6s, 112 ; Wabash, St. Louis and Pacific Gen'l mort. 6s, 101¾ ; do. Havana div., 103 ; do. Chicago div., 93¾ ; Alabama, Class A, 76¾ ; Arkansas 7s, R. R, 14 ; Louisiana 7s, consol., 68¼ ; Missouri 9s, 1887, 111½ ; North Carolina 6s, Chatham R. R., 8 ; do. S. T. 3d class, 7⅝ ; do. 6s, old, 37 ; South Carolina 6s, nonfund., 12½ ; Tennessee 6s, old, 73 ; do. new, 73 ; Virginia 6s, def., 16 ; Am. Dist. Tel., 47½ ; Sutro Tunnel, 1⅜ ; Colorado Coal and Iron 54 ; Cam. Coal, 42¼ ; Consolidation Coal, 38 ; Canton Co., 68 ; New Central Coal, 28 ; Central Mining, 2⅛ ; Deadwood, 8 ; Homestake, 19 ; Standard, 21 ; Stormont, 2⅞.

Philadelphia.—Buffalo, Pittsburg and Western pref., 32 ; Central Transp., 41½ ; Huntingdon and Broad Top Mt. consol. 5s, 93¾ ; Nesquehoning Valley, 59 ; Pennsylvania Co. 6s, 108½ ; Philadelphia, Germantown and Norristown, 110½ ; Philadelphia, Wilmington and Baltimore 4 per cent certif., 98 ; Philadelphia and Reading scrip, 78 ; Pennsylvania Canal 6s, 100¼ ; Philadelphia and Trenton, 189 ; Texas and Pacific consol mort. 6s, 102½ ; West Jersey and Atlantic, 23½. The latest quotations are: City 6s, 115@116 ; do. free of tax, 127@132½ ; do. 4s, new, 101@ 112 ; Pennsylvania State 6s, 3d series, 101¾@ 102¼ ; do. 5s, new. loan, 116@— ; do. 4s, new. 111 @— ; Philadelphia and Reading R. R., 32⅝@ 32¾ ; do. consol, mort. 7s, coup. 126@127 ; do. reg., 126¼@127 ; do. mort. 6s, 122@125 ; do. 7s, 1893, 121@122 ; do. new conv., 66@— ; United New Jersey R. R. and Canal, 192@195 ; Buffalo, Pittsburg and Western, 22⅝@22¾ ; Pittsburg, Titusville and Buffalo 7s, 100¾@101¼ ; Camden and Amboy mort. 6s, 1889, 115½@116½ ; Pennsylvania R.R., 64⅞@65 ; do. gen'l mort., coupon, 124½@125 ; do. reg., 126@128 ; do. consol. mort. 6s, reg., 121¼@121¾ ; Little Schuylkill R. R., 55½@55¾ ; Morris Canal, 44¾@45¼ ; do. pref., 160@— ; Schuylkill Nav., 6½@— ; do. pref., 13½@14½ ; do. 6s, 1882, 94@95 ; do. 1872, 107½@108 ; Elmira and Williamsport pref., 55@ 60 ; do. 6s, 115@— ; do. 5s, 100@103 ; Lehigh Coal and Navigation, 44⅞@45 ; do. 6s, 1884, 106½@107 ; do. R. R. loan, —@118 ; do. Gold Loan, 116¼@116¾ ; do. consol. 7s, 119¾@120¼ ; Northern Pacific, 40½@40⅝ ; do. pref., 80¼@ 80½ ; North Pennsylvania, 60¾@— ; do. 6s, 108@— ; do. 7s, 122@124 ; do. Gen'l mort. 7s, reg., —@— ; Philadelphia and Erie, 24@— ; do. 7s, 118@119½ ; do. 5s, 107½@108½ ; Minehill, 60¾@61¼ ; Catawissa, 21⅜@21¾ ; do. pref., 57½@58½ ; do. new pref., 57½@58 ; do. 7s, 1900, 127@127½ ; Lehigh Valley 61½@62 ; do. 6s, coupon, 122@123½ ; do. reg., 127@— ; do. 2d mort. 7s, 137¼@140 ; do. consol. mort., 122¾@123¼ ; Fifth and Sixth streets (horse), 186@137 ; Second and Third, 112½@116 ; Thirteenth and Fifteenth, 85½@86½ ; Spruce and Pine, 45@50 ; Green and Coates, 90@100 ; Chestnut and Walnut, 95@98 ; Hestonville, 22⅝@23 ; Germantown, 79¾@80¼ ; Union, 119@125 ; Lombard and South 25@26 ; West Phildelphia, 110 @110 ; People's, 33¼@33½ ; Continental, 103@ 108.

Boston.—Atlantic and Pacific 6s, 103½ ; do. Inc., 6s, 55½ ; Atchison, Topeka and Santa Fe 5s, 99 ; Boston Water Power, 9 ; Boston Land, 9 ; Burlington and Missouri River in Nebraska 6s, non-exempt, 106½ ; Boston, Revere Beach and Lynn, 122 ; Connotton Valley, 28 ; do. 7s, 100 ; Chicago and West Michigan, 90 ; Chicago, Burlington and Quincy 4s, 95 ; Flint and Pere Marquette, 37 ; do. pref., 105¼ ; Iowa Falls and Sioux City, 90½ ; Kansas City, Lawrence and Southern 5s, 110 ; Kansas City, Fort Scott and Gulf, 101 ; do. 7s, 114 ; Little Rock and Ft. Smith, 84 ; do. 7s, 118 ; Marquette, Houghton and Ontonagon, 74½ ; Mexican Central 7s, 93½ ; do. Block, new, 100 ; do. old 114 ; Metropolitan (Horse) 7s, 107 ; Massachusetts Central, 36 ; do. pref., 120 ; do. 6s, 101 ; Ogdensburg and Lake Champlain 6s, consol. 103¼ ; Portsmouth, Gt. Falls and Conway 7s, 93 ; Rutland, 5⅜ ; do. pref., 29 ; do. 6s, 105½ ; Summit Branch, 20½ ; Toledo, Delphos and Burlington, 14 ; Wisconsin Central, 26⅜ ; do. 1st series, 79¾ ; Allouez Mining Co., 8⅝ ; Blue Hill, 8⅝ ; Brunswick Antimony, 12 ; Crescent, 1¼ ; Catalpa, 1⅜ ; Duncan, 90 ; Douglas, 2⅝ ; Empire, 42c. ; Franklin, 11½ ; Harshaw, 7½ ; Napa consol. Quicksilver, 7½ ; Osceola, 80 ; Pewabic, 13 ; Silver Islet, 27 ; Sullivan, 8¾.

Baltimore.—Atlantic Coal, 1 40 ; Atlanta and Charlotte, 81½ ; do. 1st, 110¾ ; Columbia and Greenville 1st, 105 ; do. 2d, 96 ; Cincinnati 7-30s, J. & J., 135 ; Charlotte, Columbia and

Augusta, 60 ; Consolidation Coal, 39½ ; Norfolk and Western pref., 61 ; Virginia Peelers, 44 ; do. Peeler coupons, 26 ; Virginia Midland 1st pref., 78 ; do. 2d mort, 111½ ; do. 4th, 57½ ; do. 5th, 100½ ; Wilmington, Columbia and Augusta, 100¼. The latest quotations are : Atlanta and Charlotte, 78@81½ ; Baltimore and Ohio, 198½@200 ; do. 6s, 1885, 111@— ; Baltimore City 6s, 1890, 118@— ; do. 6s, 1902, 129@— ; do. 5s, 1894, —@120½ ; do. 5s, 1916, 125@126 ; Marietta and Cincinnati 1st, 122⅝@123⅜ ; do. 2d, 85⅝@89 ; do. 3d, 48@48¾ ; Norfolk and Western pref., 61@62 ; Northern Central, 54¼@54½ ; do. 6s, 1900, gold, 116@116½ ; do. 5s, 1926, 101@101¼ ; Pittsburg and Connellsville 7s, 123½@123¾ ; Virginia Midland 1st pref., 72@73½ ; do. 2d pref., 58½@60 ; Virginia Consols, 81¼@81⅜ ; do. consol. coupons, 92½@92¼ ; do. 2d consols, 44⅜@45 ; do. 10-40 bonds, 54¼@54½ ; do. Peeler coupons, 25⅜@— ; do. Black scrip, 19@23.

Rights of Express Companies.

Judge Geo. W. McCrary, of the United States Circuit Court, Little Rock, Ark., has rendered a decision in the suit brought by the Southern Express Company to restrain the St. Louis, Iron Mountain and Southern Railroad Company from charging the complainants higher rates on express matter than it charges for similar express matter received from or delivered to itself or the Pacific Express Company, and also from discriminating against the plaintiff in favor of itself or any other express company or person in the matter of rates. A temporary injunction was granted, which the respondent prayed should be dissolved. By consent the case was submitted to Judge Mcrary. In his decision the Judge holds, first, that a railroad company is quasi public property and bound by the laws regulating the powers and duties of common carriers, persons, and property ; second, that it is the duty of such company, as a public servant, to receive and carry goods for all persons alike, without injurious discrimination as to rates or terms ; third, that the business of expressage has grown into a public necessity ; it is the means whereby articles of great value may be carried over long distances with certainty, safety and celerity, being placed in the hands of a special messenger who is to have the charge and care of them en route. Railroad companies must, in common with the public recognize the necessity for this mode of transportation, and must carry express packages and a messenger in charge thereof for all express companies that apply on the same terms, unless excused by the fact that so many apply it is impossible to accommodate all, a state of things not likely to occur ; if it be said that this is giving to express companies privileges not afforded to other shippers, the answer is, the nature of the express business makes special facilities for its transaction necessary, and the case is, therefore, properly exceptional ; fourth, it is not necessary now to determine whether a railroad company may, under its charter, engage in the express business and undertake to carry and deliver packages beyond its line. It is enough for the present to say that if it professes to engage in the business at all, it must do so upon terms of perfect equality with all other express companies, and the court will see that it does not take to itself any privileges it does not extend to complainant. The motion to dissolve the injunction is overruled.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 30, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad	208,069	4,828,191	4,228,146
Schuylkill Canal	25,681	280,397	230,838
Lehigh Valley	124,025	3,562,908	2,730,804
Del., Lack. & Western	94,854	2 309,334	1,886,978
Shamokin Valley	27,694	597,887	449,724
Central New Jersey	120,926	2,371,378	1,876,264
United R. R. of New Jersey	31,273	867,444	585,684
Pennsylvania Coal	31,047	710,266	554,619
Delaware and Hudson	94 090	1,954,837	1,632,155
Huntingdon & Broad Top Mt.	13,986	268,310	262,535
Penn. and New York	36,107	927,685	709.077
Clearfield, Pa.	49,211	1,376,522	854,187

The total tonnage of anthracite coal from all the regions for the week ending July 30, as reported by the several carrying companies, amounted to 671,606 tons, against 427,677 tons in the corresponding week last year, an increase of 243,929 tons. The total amount of anthracite mined for the year is 15,071,604 tons, against 12,015,631 tons for the same period last year, an increase of 3,055,973 tons. The quantity of bituminous coal sent to market for the week amounted to 102,614 tons, against 90,643 tons in corresponding week last year, an increase of 11,971 tons. The total amount of bituminous mined for the year is 2,792,475 tons, against 2,372,587 tons for the corresponding period last year an increase of 419,888 tons. The total tonnage of all kinds of coal for the week is 774,220 tons, against 518 320 tons in corresponding week last year, an increase of 255,900 tons, and the total tonnage for the coal year is 17,864,079 tons, against 14,388,218 tons to same date last year, an increase of 8 475,861 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending July 30 was 202 784 tons, of which 149,777 tons were coal and 54,307 tons coke. The total tonnage for the year thus far has been 5,116,070 tons, of which 3,700,046 tons were coal and 1,416,024 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended July 30 were 51,280 tons, and for the year to that date 1,138,612 tons, a decrease of 48,770 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows : Baltimore and Ohio Railroad—week 23,553 tons ; year, 758,715 tons ; decrease as compared with 1880, 5,851 tons ; Chesapeake and Ohio Canal—week, 19,946 tons ; year, 236,441 tons ; decrease as compared with last year, 55,738 tons. Pennsylvania Railroad—week, 7,493 tons ; year, 143,085 tons ; increase compared with 1880, 12,448 tons. The coal was brought from the mines as follows : Cumberland and Pennsylvania Railroad—week, 42,481 tons ; year, 1,050 771 tons. Baltimore and Ohio Railroad—week, 1,265 tons ; year, 36,909 tons. George's Creek and Cumberland Railroad—week, 7,427 tons ; year, 48,115 tons. The Reading Railroad tonnage for last week ending August 6, was 164,500 tons, of which 52,700 tons were sent to and 53,500 tons shipped from Port Richmond, and 7,400 tons sent to and 10,900 tons shipped from Elizabethport.—[Phila. Ledger, Aug. 8.

The Baltimore and Cumberland Valley Railroad was completed from Waynesboro, on the Western Maryland Railroad, to Chambersburg, Penn., on the 4th inst., the last spike being driven a short distance from Chambersburg at 4.50 p. m. on that day. The track layers are now pushing on to Shippensburg 11½ miles further, and 33 miles from the junction with the Western Maryland Railroad at Edgemont. As soon as the track has been put in perfect alignment and surface, which will probably not occupy more than another week, the road will be formally opened to Chambersburg. The work on depots, sidings, turntables, etc., is keeping pace, and will be in readiness upon the opening day.

Illinois Central Railroad.

During the month of July, 1881, the traffic on the lines operated by this company was : (estimated)

In Illinois	$548,936 00
In Iowa (leased lines)	168,158 00
Total	$717,094 00

The traffic for the same month in 1880, on the same mileage : (actual)

In Illinois	$587,732 40
In Iowa (leased lines)	136,362 58
Total	$724,094 98

During July, 1881, the land sales were 1,030.34 acres for $5,709 69, and the cash collected on land contracts was $7,759 87.

L. A. Catlin, Secretary.

Great Western Railway of Canada.

The gross receipts, working expenses and net earnings of the Great Western Railway of Canada for the month of June, 1881, excluding leased lines, were :

	1881.	1880.
Gross receipts	£68,200	£74,000
Working expenses, including transfers to reserve funds	53,500	53,500
Net	£14,700	£20,500

—showing a decrease in both gross and net receipts of £5,800.

The aggregate for five months from February 1, 1881, was :

	1881.	1880.
Gross receipts	£394,200	£364,200
Working expenses	282,600	251,400
Net	£111,600	£112,800

—showing an increase in gross receipts of £30,000, with an increase in working expenses of £31,200, making the decrease in net receipts, £1,200.

According to the official report, just issued, the total acreage of wheat in Minnesota for 1880 was 2,960,073 acres, and for 1881 2,960,678 acres, showing an increase of only 605 acres. The crop for 1880 is reported to be 39,371,799 bushels, which gives an average yield per acre for the State of 13.30 bushels. The average yield per acre for the State of the other principal cereals was for 1880 : oats, 33.49 bushels ; corn, 31.07 ; barley, 23 21. The increase in acreage for 1881 is : oats, 8.06 per cent ; corn, 12.62 per cent, and barley, 71.24 per cent.

The New York and Brighton Beach Railroad was sold at auction on the 4th inst. by the Sheriff of Kings County to satisfy two judgments against it. It was bought by Titus B. Eldridge, one of the judgment creditors, for $8,500. The sale is subject to a mortgage of $250,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 2
Augusta and Savannah..100	1,022,900	J. & D.	June'80 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,599,578	J. & J.	July '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D.	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July '81 2
Boston and Maine.....100	6,921,274	M. & N.	May '81 4
Boston and Providence.100	4,000,000	M. & N.	May '81 4
Attleborough Branch.100	131,700	J. & J.	July '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'81 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	877,400	quarterly	Apl.'80 3½
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J & J.	July '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*.....50	1,169,500	October	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref.....50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug. '81 1½
" " pref.100	769,600	F. & A	Aug. 81 3½
Central of Georgia.....100	7,500,000	J & D	June '81 4
Central of New Jersey.100	18,563,200	quarterly	Apl. '74 2½
Central Ohio*.....50	2,425,000	J. & J.	July '81 3
" pref.....50	400,000	J. & J	July '81 3
Central Pacific.....100	54,276,500	F. & A.	3
Chemung*.....100	380,000	quarterly	July '81 1½
Cheshire, preferred 100	2,165,300	J. & J.	July '81 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. '81 4
" pref...100	2,425,400	M. & S.	Sept '81 4
Chicago,Burl. & Quincy.100	31,004,456	quarterly	June'81 2
Chi., Clin., Dub.&Minn.....	6,156,000	J. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J	July '81 4
Chi , Mil. and St. Paul..100	15,401,261	A. & O.	Apl. '81 3½
" " pref.....100	12 279,483	A. & O.	A. '81 3½
Chicago & N. Western..100	14,988,267	J. & D	June'81 5
" " pref.100	21,625,853	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	0.0.0 000	quarterly	Aug.'81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Sept.'81 1½
Columbus and Xenia*... 50	1,736,200	M.J.S.D	June'81 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug'81 20s
Concord.....50	1,560,000	M. & N.	May '81 5
Concord and Ports.*.....100	350,000	J. & D.	June'81 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Aug.'81 3
Connecticut River.....100	2,100,000	J. & J.	July '81 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref..50	241,900	A. & O.	Oct. '80 4
" 2d pref...50	248,000	A. & O.	Oct. '80 4
Danbury and Norwalk..50	600,000	quarterly	June 81 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*.....2	1,330,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80 2½
" " pref.100	2,503,385	F. & A.	Aug '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*.....50	1,309,200	J. & J.	July '81 3
East Mahanoy*.....50	392,950	J. & J.	July 81 3
East Tenn., Va. & Ga...100	5,000,000	A. & O.	Apl. '81 3
Easton (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,600	J. & D.	June'81 2½
Eel River.....100	3,000,000	quarterly	June'81 2½
Elmira, Jef. & Canand*.00	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '81 1½
" " pref. 50	500,000	J. & J.	July '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia.....100	4,200,000	J. and J.	July '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster* 50	1,182,600	J. & J.	Jan. '81 3½
Housatonic, pref.....100	1,130,000	quarterly	July '81 2
Illinois Central.....100	20,000,000	M. & S	Sept.'81 3½
Iowa Falls & Sioux City*100	4,0.5.000	quarterly	June '81 1
Iowa Railroad Land Co 100	7,600,000	quarterly	Aug. '81 1
Ia. So. & Mo. Northern. 25	000.000	quarterly	May,'81 2
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May,'81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May,'80 1½
Kentucky Central.....100	502,300	J. & D.	Dec. '80 1
" pref.100	502 300	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	49,466,600	quarterly	Aug. '81 2
" " (guar.)100	533,500	F. & A.	Aug. 81 5
Lawrence*.....50	450,000	quarterly	July '81 2
Lehigh Valley 50	27,232,588	quarterly	July '81 1½
" pref. 50	106,800	quarterly	July '81 1½
Little Miami *.....50	5,871,450	quarterly	June '81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*.....50	$2,440,100	J. & J.	July '81 3½
Louisville & Nashville...100	18,150,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence 100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati.... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '81 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738.204	quarterly	Aug. '81 1
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'81 3
Mill Creek & Minehill* 50	323.375	J. & J.	July '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '81 3½
Missouri Pacific.....100	2,416,000	quarterly	July 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*.....50	15,000,000	J. & J	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '81 6
Nashua and Lowell.....100	800.000	M. & N.	May '81 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1.529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6.575,256	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N.Castle & Beaver Val.* 50	1,500,000	quarterly	July '80 2½
N. Haven & Northamp...100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref...100	8,143,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y.,Provid. & Boston.100	3.000,000	quarterly	Aug.'81 2
Nia. Bridge & Canand*100	1,600,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania.....50	4,527,150	quarterly	May '81 1½
Northern Central 50	5.642,000	J. & J.	July '81 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'81 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	Jn y '81 3
Oregon Railway & Nav.100	4,455,0.0	quarterly	Aug. '1 2
Oswego and Syracuse*.100	482,400	F. & A.	Aug 80 4½
Panama.....100	7 000,000	Aug. 1, 1	881, $24.26
Paterson and Hudson*.100	632,000	J & J.	July '81 4½
Paterson and Newark*.100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626.250	M.J.S.D.	June 81 2
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '78 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '81 1½
" Special Imp.100	5,504,300	quarterly	July '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '81 3
Profile and Franconia....100	.....	Annual.	Nov.'80 8
Providence & Worces..100	2,000,000	J. & J.	July '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000.000	J. & J.	Jan. '81 4
Rhode Island & Mass..100	175,575	— & —	Jan. 81 3
Richmond & Petersb....100	1,008,000	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Aug. '81 1½
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2.46.,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,438 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '81 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*.....50	4,126,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	July '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	July '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River..100	1,606,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3.050.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	Aug. 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '81 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley 100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,456,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	July '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)...100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 ½
Bushwick (Brooklyn)...100	309.000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180.000	J. & J.	July '81 6
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	July 81 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	800 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '74 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '79 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	600,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750.000	M. & N.	Nov.'77 5
Somerville (Boston) 100	118.000	M. & N.	May '81 3
South Boston 50	100,000	J. & J.	July '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000.000	J. & J.	July '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	July '81 4
Union (Phila.) 50	400,000	J. & J.	July '81 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,583	J. & D.	June'75 2
Delaware Division..... 50	1.633,350	.....	Feb. '81 $1
Delaware and Hudson....100	20,000.000	.....	June'81 1½
Delaware and Raritan*.100	5,847,400	quarterly	July '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '81 $2
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	Au.'81 50c.
" " (pref.). 50	2.888,977	annually	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	3.000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'81 $5
Central Mining Co.....100	.....	F. & A.	Aug '81 3
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81
George's Creek C. & I...100	.....	J. & J.	July '81 3
Gold and Stock Tel.....100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,336,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	July '81 4
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1.000.000	quarterly	July 81 3
Pacific Mail Steamsh.p.100	20,000,000	M.J.S.D.	Sept.'69 5
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	5,990,200	F.M.A.N	Aug.'81 2
Quicksilver, common ...100	5,708.700	.....	Aug.'81 2½
preferred ...100	4,291,300	.....	Aug.'81 9½
Quincy Mining Co..... 25	40,000 shs	F. & A.	Aug. '81 3
Quincy R. R. Bridge....100	1,760,000	J. & J	July '81 5
Sioux C. & I.F. L.& L. Co.100	500,000	J. & J.	July '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	Aug.'81 1
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '81 4
West. Union Telegraph.100	80,000,0 0	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,653	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,855,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,569,000	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	236,995	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	188,256	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	380,134	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	372,190	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	584,230	548,284	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	198,110	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	188,120	195,329	227,679	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,082	226,399	227,323	237,666	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	85,733	106,953	103,438	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	96,586	83,764	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	667,300	772,537	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	846,000	809,700	807,900	820,000	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	130,740	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	162,027	145,416	132,693	131,009	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,130	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	154,549	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,836	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,691	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	241,277	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	299,880	368,276	404,180	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	234,307	245,372	327,678	334,947	311,470	331,024	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,323	343,742	350,585	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,061	1,179,140	1,147,767	1,305,414	1,197,162	1,409,038	1,308,668	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,641	197,470	174,502	175,864	173,148	213,955	.....	.....	.....	.....	.....	.....
1881	212.435	178,234	262,050	265,298	283,399	260,254	252,333	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,923	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,933	490 195	451,560	408,241	349 053	393,454	442,555	543,555	661,400	678,200	626,725	655,100	6,258,469
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,599	243,407	272,089	.....	.....	.....	.....	.....	.....
1881	264,187	159,482	320,962	425,685	382,642	405,322	387,488	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,528	2,143,000	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	2,526,000	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	978,629	892,024	946,773	953,468	1,066,742	1,185,225	1,177,134	1,526,475	1,105,616	962,663	12,336,152
1881	811,617	816,922	1,119,591	1,023,482	1,144,660	1,308,993	1,131,751	.....	.....	.....	.....	.....	.....

The engineer corps of the Connotton Valley Railroad have reached Adamsville, Ohio, 10 miles north of Zanesville.

NEW YORK, July 28, 1881.

THE 38TH SEMI-ANNUAL CASH DIVIDEND of the ILLINOIS CENTRAL RAILROAD COMPANY, being THREE AND A HALF (3½) PER CENT on its Capital Stock, will be paid by the undersigned September 1, 1881, to shareholders as registered at the close of business on the 13th August, after which and until the 5th day of September the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

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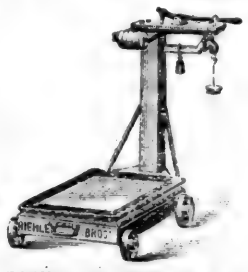
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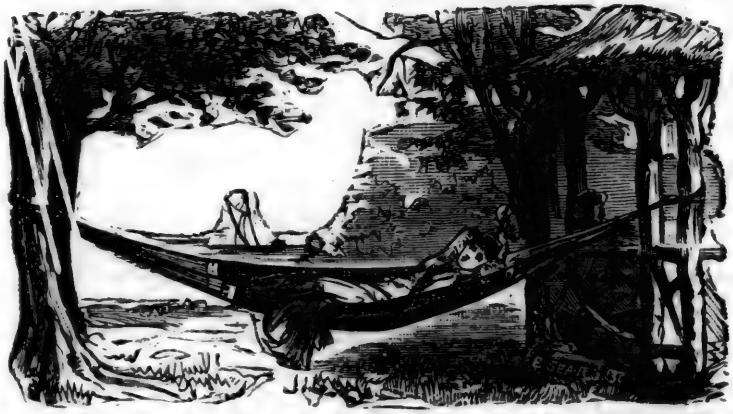
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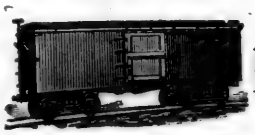


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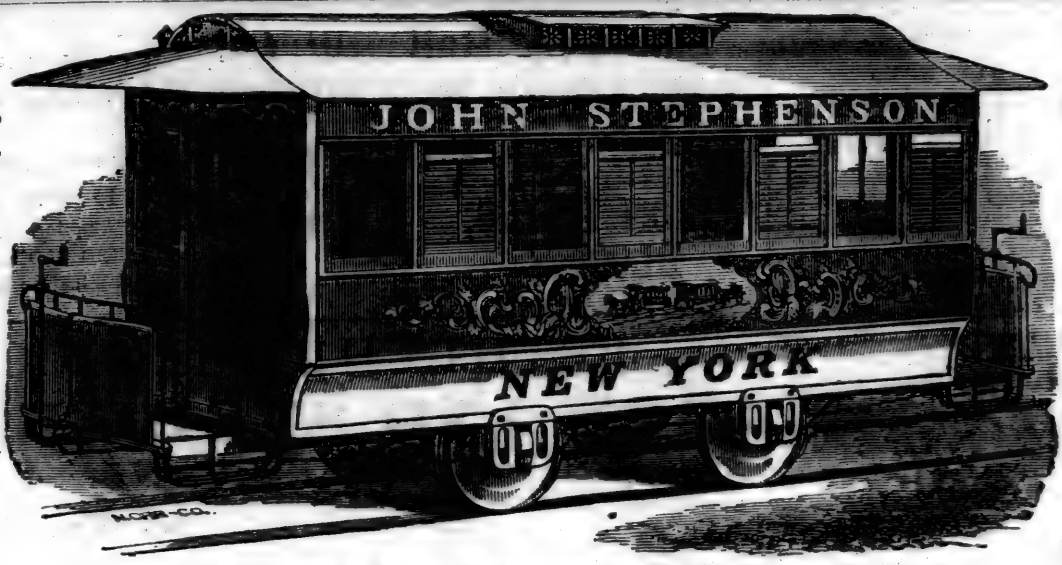
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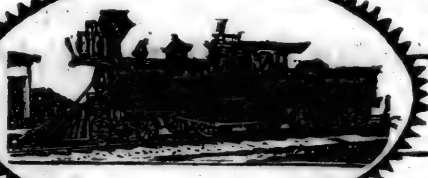


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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 34.] NEW YORK, AUGUST 20, 1881. [WHOLE No 2,365 VOL. LIV.

HOW RELIGION IS INTRODUCING RAILROADS INTO JAPAN.

In speaking of the project of building a railroad between Tsuruga and Kanazawa, the building of which is soon to be commenced, the Yokahama Weekly Mail, of Japan, says: The five provinces of Kaga, Noto, Yetchiu, Yechizen, and Yechigo have been for centuries known as the chief domiciles of Buddhist devotees in Japan. In feudal times, indeed, it was often found necessary to impose some legal restraint upon the fanatical generosity of the people, who were forever seeking opportunities to carry their money and goods to the treasuries of the great shrines. It was then that the feudal chiefs instituted a species of protection very much less irrational than that which seeks nowadays to make streams of useless metal debouch upon some favored country, until, as an eminent writer says, its inhabitants perish, like Midas, amid heaps of gold. The great feudatories drew a military cordon round their fiefs and gave the sentries orders to admit, without question, anybody carrying a parcel inward and to stop all who attempted to leave the Province similarly incumbered. This action must have seriously diminished the votive offerings at the shrines, but it gradually converted some of the fiefs into immense warehouses of valuables, and at the present moment the western midland districts contain the wealthiest and best furnished yeomen's dwellings in all the breadth of the land.

Quite recently we have had occasion to record instances of enthusiastic munificence displayed by the people of the central counties in the matter of rebuilding one of the great Monto shrines at Kiyoto. Now it is the priests of these very shrines, Nishi-hongwan and Higashi-hongwan, who propose to visit every house in Kashiu and Yechizen, selling shares in the new railway company. Crafty gentlemen these Monto shavelings! Given a railroad running from Kiyoto, along the banks of Lake Biwa, to Tsuruga, and another passing thence through the heart of Yechizen and Kaga, and we can fancy that the cloisters of Hongwan-ji would echo with the sounds of a good many multitudes of feet on saint-days. We know, at any rate, how it fares with "Daishisama" of Kawasaki on the 21st of every month.

But however this may be, it is to be hoped that the proposed railway will prove something more than a line in the clouds. Our malcontent contemporary, whose motto seems to be, "What good can come out of Japan?" points the shafts of his weighty wit at the notion of his improving harbors before the ships to call there exist. To be consistent he should be equally jocular at the expense of railroads constructed before the goods they are to carry have been manufactured. But the Yokohama public is lenient. It is still content to find some grain of method in any crop of madness, though at times, we fancy, it must be inclined to say, with Bassanio's permission:

"In print what plea so tainted and corrupt,
But being smothered in a sea of ink,
Obscures the show of evil."

The railway, meanwhile, will progress under holy auspices, and it may be that before the first train brings its freight of pilgrims to Saikiyo, we wapish journalists shall have learned the truth of the old adage: "Troppo disputare la verita facrrare."

UTILIZING ANTHRACITE COAL DUST.

In speaking of the manufacture of pressed fuel in large blocks from anthracite coal dust, which has been carried on at Rondout for some time under the auspices of the Delaware and Hudson Canal Company, The New York Tribune alludes to a machine recently perfected for converting the dust into egg shaped lumps and says:

The difficulty in treating anthracite dust for fuel is two-fold. First, there must be mingled with it some binding material which will hold it together in lumps while it burns, for if the lumps crumble before combustion is completed the grate will be clogged with the dust and the draft stopped. Second, the process of manufacture must be so cheap as to bring the coal dust fuel in competition with coal at the lowest rate coal is sold at. American inventors who have grappled with this double problem have had little aid from European experience.

Pressed fuel is largely used in Europe, but it is made from bituminous coal dust, which can easily be rendered adhesive; and besides, the price of fuel is so much greater there than here that the manufacturer of the artificial article has a larger margin to count upon between the cost of his product and that of coal. Mr. Loiseau first tried clay as a binding substance, and coated his egged-shaped lumps with limewater. The fuel thus prepared burned well, and was exhibited at the Centennial in a separate building near Machinery Hall, but a little experience showed that it would not stand the effect of water or atmospheric action long without crumbling, so the inventor had to begin anew. His present process uses a little bituminous coal dust mixed with the anthracite, and a little coal-tar pitch.

It is claimed that a perfect domestic fuel is produced by the new process, and that the machine now in operation at Port Richmond, Philadelphia, turns out thirteen tons an hour at a cost of manufacture so low that a profitable business can be made of transporting the dust from the mines and converting it into lumps. Doubtless this enterprise and the one at Rondout are but the beginnings of an important industry which will in time make use of the millions of tons of anthracite dust now cumbering the ground around the "crushers" at the entrances to the mines, and will thus open a new source of fuel supply.

HOW SCREWS ARE MADE.

The rough large wire in big coils, by drawing through a hole smaller than itself, is made the size needed. Then it goes into a machine that at one moment cuts it in proper length and makes a head on it, when it is put into sawdust and "rattled" and thus brightened. Then the head is shaped down smoothly to the proper size and the nick put in at the same time. After "rattling" again in sawdust, the thread is cut by another machine, and after another rattling, and thorough drying, the screws are assorted by hand (the fingers of those who do this move almost literally like lightning), grossed by weight and packed for shipping. That which rendered it possible for

machines to do all this is a little thing that looks like and opens and shuts like a goose's bill, which picks up a single screw at a time, carries it where needed, holds it till grasped by something else, and returns for another. This is a wonderful piece of automatic skill and usefulness, 93 gross per day being the regular work of one machine.

Pennsylvania Company.

The Pennsylvania Company, which controls the lines west of Pittsburg that belong to the Pennsylvania Railroad, is a corporation that has recently been brought into prominence by the declaration of a 4 per cent dividend on its capital. This dividend, amounting to $480,000 on the $12,000,000 capital, went into the treasury of the Pennsylvania Railroad, the parent company, which is the sole owner of the Pennsylvania Company stock. This company has recently made a report of its operations in 1880, which shows the following to be the gross and net earnings for the year of each of the railways which it controls:

	Gross Earnings.	Net. Earnings.
Pennsylvania Company:		
Proprietary Depart..	$672,405	$607,802
Union Line Bureau...	1,393,860	754,017
Pittsburg, Ft Wayne & Chicago.....	9,750,980	4,432,421
New Castle and Beaver Valley.....	325 783	201,539
Lawrence.....	185,333	81,001
Erie and Pittsburg.....	631,992	163,072
Cleveland and Pittsburg	2,973,088	1,549,286
Ashtabula and Pittsburg	282,643	91,475
Northwestern Ohio.....	237,803	9,810
Clev., Mt. Ver. & Delaw.	422,085	85,686
Masillon & Cleveland...	9,063	*7,003
Grand Rapids and Ind..	1,692,754	476,744
Cin. Rich. and Ft. Wayne	372,768	88,494
Allegan and Southeast..	8,014	655
Traverse City.....	28,847	5,747
Pitts., Cin. & St. Louis..	4,891,448	2,048,722
Chartiers.....	93,783	37,892
Pitts., Wheeling & Ky..	91,543	33,626
Cincin. & Musk. Valley.	364,703	44,821
Little Miami.....	1,568,544	543,186
Col., Chi. and Ind. Cent.	4,795,771	726,260
Jeff., Mad. & Indianap.	1,388 564	541,538
Shelby and Rush.....	40,556	15,172
Cambridge Extension..	36,759	7,980
Ind'anap. & Vincennes	339,420	60,505
St. L., Vandalia & T. H.	1,560,873	413,778
Indianap. and St. Louis.	592,683	173,300
St. L., Alton & Terre H.	1,416,886	436,112
E. St. L. & Carondelet.	131,709	29,401
Total.....	$35,738,173	$13,652,055

* Deficit.

After providing for all rentals, &c., the following profits are shown: Pennsylvania Company, Proprietary Department, $68,605; Union Line Bureau, $754,017; Pittsburg, Fort Wayne and Chicago Railroad, $1,589,543; New Castle and Beaver Valley Railroad, $71,226; Lawrence Railroad, $6,868; Cleveland and Pittsburg Railroad, $807,878; Pittsburg, Cincinnati and St. Louis Railroad, $993,798. The following losses are similarly shown: Cleveland, Mount Vernon and Delaware Railroad, $100,526; Masillon and Cleveland Railroad, $27,003; Vandalia line, $54,483; Indianapolis and St. Louis Railroad, $77,699, and St. Louis, Alton and Terre Haute Railroad, $18,887. There is a net profit on all the lines aggregated of $3,071,897. The year's balance sheet of the Pennsylvania Company shows that its revenue for 1880 was $3,401,439, its expenses, interest account and losses in operating leased roads $1,024,952, and the net income $2,376,487. After paying the dividend, a balance of $1,896,487 on the year's operations was carried to credit of profit and loss. The general account of this corporation shows assets of $28,954,140, of which the chief items are $15,921,611 securities held, $2,606,304 value of Union Line property, and $1,286,438 cash. To offset this it has $12,000,000 capital, $8,200,000 six per cent bonds, and various smaller items, aggregating the total above mentioned sum of $28,954,140, included in which is the balance to credit of profit and loss, $3,052,328, all made in the last two years.

Commerce of New York.

The foreign imports at New York for the month of July, were:

	1880.	1881.
Entered for consumpt'n.	$20,427,942	$19,572,873
Do. for warehousing ...	10,923,589	7,374,808
Free goods.....	8,924,494	8,531,972
Specie and bullion.....	552,272	649,820
Total entered at port...	$40,828,297	$36,129,473
Withdrawn fr. wareh'use	7,977,599	6,824,490

The foreign imports at New York for the seven months from January 1, were:

	1880.	1881.
Entered for consumpt'n	$143,999,637	$124,879,979
Do. for warehouseing..	77,461,050	54,818,779
Free goods	72,816,089	69,695,406
Specie and bullion....	5,167,832	30,384,755
Total entered at port.	$299,444,558	$279,278,919
Withdrawn fr. wareh'se	47,784,947	54,921,082

The duties received at New York for the seven months ending with July, were:

	1880.	1881.
January	$11,960,677 78	$10,572,559 15
February	12,251,602 24	11,217,766 87
March.....	14,469,557 65	13,122,964 08
April.....	11,901,071 43	11,678,760 93
May	9,752,773 54	11,055,935 39
June	10,699,840 52	10,993,452 70
July	13,860,894 37	12,079,573 95
Total.....	$84,898,917 53	$80,721,018 02

The exports from New York to foreign ports for the month of July, were:

	1880	1881.
Domestic produce.....	$38,584,961	$31,016,490
Foreign free goods....	211,950	359,051
Do. dutiable.....	382,316	344,962
Specie and bullion.....	459,111	1,047,467
Total exports.....	$39,639,338	$32,767,970
Do. exclusive of specie	39,180,227	31,720,503

The exports from New York to foreign ports for seven months from January 1, were:

	1880.	1881.
Domestic produce.....	$229,864,345	$208,592,134
Foreign free goods..	1,660,753	5,400,945
Do. dutiable	2,638,606	3,726,935
Specie and bullion...	5,179,982	7,400,249
Total exports	$239,343,686	$225,120,263
Do. exclusive of specie,	234,163,704	217,720,014

Southern Pacific Railroad.

Mr. Charles Crocker, President of the Southern Pacific Railroad Company, having been interviewed by a reporter of the San Francisco Bulletin, is represented to have said that the company were laying a mile of track every day beyond El Paso. They are grading from the other end of the road, and have the road graded for 125 miles and 60 miles of track laid westward from San Antonio. When this work is finished it will give the Southern Pacific a line through to within a few miles of Galveston, Tex, and 100 miles of New Orleans, where connection will probably be made with the Morgan road. Mr. Crocker thought that the plan of the consolidation of the Atchison and Topeka and the Texas and Pacific companies, recently telegraphed, was possible, but not probable. If the plan were really to be carried out the Southern Pacific and the Central Pacific are prepared for such a contingency, and expect to have, in that event, an Eastern connection a long time before the completion of such road into California. In answer to a question if he referred to the Palmer Narrow Gauge or to the Denver and Rio Grande Railroad, Mr. Crocker said:

"That would be a pretty good outlet and probably sufficient, but in case of such a continuation as that referred to we will have an outlet of our own. We now have an engineering party in the field surveying the line from Corinne through the South Pass by way of the Hams Fork coal fields, thence down the Sweetwater to the North Fork of the Platte, thence following down the Platte for about one hundred miles and crossing over to the head waters of the Niobrabra River, and thence to Yankton, Dak. We are assured that this is a fine country, and capable of immense agricultural development. The grades of such route would be much higher than those on the Union Pacific and fully as easy of construction. We expect to build a line through that country for about one-third of what the Union Pacific cost. At Yankton, of course, we would connect with the whole Eastern system of roads, all of which will be willing to unite with us and do business on the best terms. We would rather not build such a line, preferring to be in harmony with the Union Pacific people and do business as was intended by the act of Congress forming the two companies; but, at the same time, we propose to be on the defensive, in case of any antagonism, to protect our interests and those of our constituents. Mr. Huntington informs me that there is no difficulty in raising the capital to carry out this enterprise, and we intend to carry it out, providing the combination spoken of is perfected, and attempts to carry out its project as reported."

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of June, 1880 and 1881, were as follows:

	1880.	1881.
Gross earnings.....	$1,661,812 20	$1,794,982 39
Working expenses..	945,704 45	1,033,752 31
Net earnings...	$716,107 84	$731,230 08

—showing an increase in gross earnings of $133,170 10, with an increase in working expenses of $118,047 86, making the increase in net earnings $15,122 24.

From October 1, 1880, to June 30, 1881, the gross earnings, working expenses and net earnings were:

	1879-'80.	1880-'81.
Gross earnings....	$13,718,841 98	$15,421,430 50
Working expenses	8,643,282 45	9,893,516 98
Net earnings,	$5,075,559 53	$5,527,913 52

—showing an increase in gross earnings of $1,702,588 52, with an increase in working expenses of $1,250,234 53, making the increase in net earnings $452,353 99.

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New York, Saturday, August 20, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

MEXICO proposes to place a mercantile tax of five dollars per $1,000 upon her merchants and traders in addition to other taxes and duties. Her excessive liberality in granting subsidies and giving away land makes excessive taxation natural perhaps, but none the less to be regretted as a depressing influence upon her commercial interests. When the railroads are running and developing the country they will greatly increase the value of property and be most valuable agents in lifting the burden of taxation, though the burden may be a means of retarding the commercial growth of Mexico during this period intervening between railroad projection and railroad completion.

THE necessity of providing methods for the care of live stock in transit more consistent with humane and sanitary demands, has been urged both in this country and abroad until the subject has become one of international importance, of which the letters from Minister Thornton and Secretary Blaine published by the JOURNAL within the past few months are indications. The company just formed in this city for the humane and economical care of live stock in transit has an excellent basis, in the practical utility of its plan and in the experience and strength of those interested in it, and gives promise of successfully and profitably supplying the long needed want in this direction.

THE managers of the Atlanta International Cotton Exposition have made a wise arrangement concerning the care and supervision of exhibits, which will tend to largely increase the variety and number of the attractions of the great Fair. A department has been provided for the care and supervision of such goods as are sent unaccompanied by any one to take charge of them. The superintendency of these goods will be in the hands of experienced men, and the effect of such an announcement will be to induce many manufacturers and others to send exhibits who otherwise would not be represented, in cases where exhibitors were not inclined to be at the expense of sending a man to take charge of them. The arrangements for all the features of the display seem to be made with a liberality and wisdom that promise most gratifying results.

THE meeting of the American Bankers' Association at Niagara Falls last week will doubtless prove to have resulted in much good to our financial interests. Several valuable papers were read which aimed more at giving facts than at advancing theories, and were proportionately practical and well received, though some of the papers could not be said to have more than a local interest. Considerable was done toward obtaining more uniformity in the methods of banking throughout the country, and among the important measures adopted were those looking to the providing of means for giving all banks prompt information concerning the workings of frauds, defaulters, etc., and toward obtaining from the Secretary of the Treasury relief from the labor and inconvenience of the daily shipping of gold, through the adoption of a plan by which for deposits in any of the Sub-Treasuries of gold coin or bullion in sums of not less than $100, certificates would be issued, thus avoiding the expense and trouble in many cases of shipment.

THE fourth National Convention of Railroad Commissioners, in accordance with a circular issued by Gen. Harding, one of the railroad commissioners of Missouri and chairman of the national executive committee, will be held at Atlanta, Ga., Oct. 11th. The meeting will be one of more than usual importance on account of the general agitation of the railroad question during the past year, and also on account of the recent adoption of railroad commissions by several States and action on the matter pending in several others. Doubtless the present unsettled and unsatisfactory condition of freight and passenger rates will form the text for much expression of opinion and prove a subject which will receive no little consideration and study by the commissioners in their preparations for the convention. The tendency among the most radical element will be to take an undue advantage of the situation, and, unless the province and duties are wisely studied, to overstep the same in ways detrimental, perhaps, to the worthy position which some of the most experienced commissioners have given to their office by careful and unprejudiced study and work. The selection of Atlanta as the place for holding the convention this year seems particularly fitting and in keeping with the increasing interest in railroad and manufacturing enterprises being rapidly developed in that locality.

Personal.

Geo. H. Watrous, president of the New York, New Haven and Hartford Railroad Company is spending, the summer with his family at Bethlehem, N. H.

George W. Riggs, the Washington banker, who has been dangerously ill, was reported on Wednesday to be decidedly better.

P. S. Fustis has been appointed general passenger and ticket agent of the Burlington and Missouri River Railroad in Nebraska.

John Walter, proprietor of the London Times, and his wife and children, who are expected in this country within a few days, are to be the guests of Geo. W. Childs at Long Branch.

George Benedict, formerly a conductor of the Naugatuck Railroad, has been appointed general ticket agent of that road, succeeding W. M. Tomlin, recently deceased.

Gen. Grant has bought a large residence on Sixty-sixth street, between Fifth and Madison avenues overlooking Central Park, and in the vicinity of the new armory of the 7th Regiment. The price paid is said to have been $93,000.

E. E. Aldrich, superintendent of the Troy and Boston Railroad, with which road he had been connected for many years in different capacities, died in Troy, N. Y., on the 11th inst., of typhoid fever, aged 30 years.

The associates of S. W. Cummings in the passenger department of the Fitchburg Railroad, upon his recent retirement from the position of General Passenger and Ticket Agent, made him a present of Johnson's Encyclopædia.

Senator Brown, president of the Western and Atlantic Railroad, predicts that it would ruin the Georgia railroads if the commission were given control of the joint rates in the State and through freights from the outside, as is being urged in some directions.

John I. Blair, of Blairstown, N. J. prominent in railroad matters is said to have property valued at between $15,000,000 and $20,000,000 chiefly in the western railroads. He is about eighty years of age but as active as the average man at sixty.

Col. Joseph L. Stephens, an active railroad man and prominently associated with Jay Gould in the Missouri Pacific Railroad, died suddenly a few days since at Booneville, Mo. He had several times been one of the leading candidates for Governor of Missouri.

Edward R. Hamilton has been appointed chief engineer of the Clark Fork division of the Northern Pacific Railroad. He was formerly in the engineering department of the Troy and Greenfield road and of

late has been assistant to the chief engineer of the Chicago and Grand Trunk Railway.

F. W. Cumberland, late general manager of the Northern and Northwestern Railways, of Canada, recently deceased at Toronto, had been connected with the Northern Railway since 1859. It was said that his services were so highly appreciated as to make him the recipient of a commission on the net earnings of the company in addition to his salary.

Peter Cooper is stopping with friends this summer at Bridgehampton. L. I. The liberality of this venerable philanthropist, now over 90 years of age, does not decrease with his increasing years. He had expended up to Jan. 1, 1881, about $1,500,000 on Cooper Union and the educational facilities furnished at that grand exhibition, and it is said that he proposes to expend upon improvements during the summer between $50,000 and $60,000.

C. A. Goodnow, recently appointed superintendent of the New Haven and Northampton Railroad, now connecting with the Hoosac tunnel line, has for the past six years held a responsible position on the Troy and Greenfield Railroad, of late having had the control of the movement of all trains over the State road at North Adams, Mass. He organized the present system which regulates the movement of trains at the tunnel and was one of the first to recommend and use the system of block signals. The first train through the Hoosac Tunnel was brought through under his direction.

The following gentlemen were elected officers of the American Bankers' Association last week, the old officers being re-elected with the exception of these additions and changes: President, George S. Coe, of New York; first vice-president, L. J. Gage, of Chicago; vice-president for Ohio, Hon. Ben Eggleston, of Cincinnati; for Virginia, George P. Branch, of Richmond. Members of the Executive Council: Mr Henry, of Buffalo; W. P. Halliday, of Cairo, Ill.; J H. Lindenberger, of Louisville; J. D. Vermilyea, of New York; H. D. Lynch, of Indianapolis, and E. D. Randolph, of New York.

Ex-Gov. A. C. Hunt, of Colorado, extensively interested in railroad construction in Mexico and Texas, says: "In old Mexico we have a little army at work, numbering 19,000 men They are working from Mexico each way, and from Laredo also each way. I think our people are illy posted regarding the resources of Mexico. The mercantile world, especially of the States, seem to have very little conception of the resources of Mexico and what she has, so to speak, to swap away or exchange with us. They have almost every kind of tropical fruits precious woods, cochineal, coffee, etc., and in turn they will want our manufactures, machinery reapers, mowers, plows and various classes of agricultural and mining implements."

Organization.

A certificate of the reorganization of the State Line and Juniata Railroad, which had been sold under an order of the Court of Common Pleas of Philadelphia, has been filed at Harrisburg, the name of the new company to be the Susquehanna and Southwestern Railroad Company. Capital stock, $500,000. President, George W. McPherson, Philadelphia.

The Council Grove, Marion Centre and Hutchison Railroad Company filed its charter with the Secretary of State of Kansas on the 10th inst. Capital stock $300,000. The road is to run from Council Grove, Morris County, Kan., through Lincolnville and Marion Centre to Hutchinson, Reno County. The length of the road is estimated at 170 miles.

The Escanaba and St. Paul Railroad Company has been incorporated to build a line from Escanaba, Mich., across Wisconsin to St. Paul. The capital stock is $3,000,000. The incorporators are Walter Brown, Willis Hand, W. S. Button and William Houghton, all of Phillips, Price County, and C. E. Russell, of Neillsville, Wis.

Articles of incorporation of the Rochester and Southern Railroad Company were filed in the office of the Secretary of State of New York on the 11th inst. The road is to run from Rochester to Livonia, Livingston County, about thirty miles. The capital stock is $300,000. The officers and owners are principally residents of Rochester.

At a meeting of the stockholders of the Norfolk and Sewall's Point Railroad Company, held at Norfolk, Va., on the 10th inst., the following named officers were elected: M. Parks, president; directors, J. W. Boteler, Washington, D. C.; W. L. Scott, Erie, Pa.; H. N. Page, John L. Roper, Norfolk, Va.; M. Courtright, Erie, Pa.

The directors of the St. Johnsbury and Lake Champlain Railroad Company, recently elected, are: Horace Fairbanks and Franklin Fairbanks, of St Johnsbury; George W. Hende., of Morrisville; W. H. Rhawn, of Philadelphia; Thomas Coggshall, of Newport, R. I.; Bradley Barlow, of St. Albans; A. B. Jewett, of Swanton; H. D. Hyde, of Boston, and A. B. Harris, of New York.

The directors of the Southern Pacific Railroad Company, elected on the 10th inst., are: Charles Crocker, Charles F. Crocker, H. M. Newhall, Charles Mayne, W. V. Huntington, N. T. Smith and J. L. Willcutt. The directors subsequently elected the following officers: President, Charles Crocker; vice president, Charles F. Crocker; treasurer, N. T. Smith; secretary, S. L Willcutt.

Articles of incorporation of the Springfield and St. Louis Railroad Company were filed with the Secretary of State of Illinois on the 9th inst. Capital stock, $1,000,000. It is proposed to construct a line of railroad from Springfield to East St. Louis. The incorporators and first board of directors are E. B. McClure and D. T. McIntyre, of Mattoon, H. H. Beach and E. Southward, of Litchfield, and C. C. Brown and Geo. N. Black, of Springfield.

A charter has been issued from the State Department at Harrisburg, Penn., for the Germantown, Norristown and Phoenixville Railroad Company, the line of which will run from Thirteenth street and Ridge avenue, Philadelphia, to Pœnixville. The capital stock is $1,500,000, and among the directors are A. J. Cassatt, George B. Roberts, John Price Wetherill, John C. Sims and other Pennsylvania Railroad officials.

A charter has been issued to the Allegheny and Susquehanna Railroad Company, the line of which commences at a point on the Allegheny River, opposite the mouth of the Red Bank, in Armstrong county, Penn., and runs to Brookville, Jefferson county, a distance of fifty miles. The capital stock is $500,000. Among the stockholders are T. H. Fahnestock, of Pittsburg; Walston H. Brown, of New York, and W. C. Mobley, of Pittsburg.

The Iowa Eastern Railroad, a narrow gauge road extending from Beulah on the Chicago, Milwaukee and St. Paul Railway to within two miles of Elkader, has been merged into a new organization by the name of the McGregor and Des Moines Railroad Company, with the main office at McGregor. It is said that the new company propose at once to extend the Iowa Eastern track to Elkader and next year to push the extension to Des Moines. The following are the officers: William Larrabee, president; Frank Larrabee, vice president and treasurer; H. Meyer, secretary. Directors—Wm. Larrabee, Frank Larrabee, E. H. Williams, D. R. N. Williams and H. Meyer.

The Dawson, Broadford and Mount Pleasant Railroad Company has been incorporated in the State Department at Harrisburg, Penn. The road will run from Dawson, Fayette County, parallel with the Pittsburg and Connellsville and the Mount Pleasant and Broadford, to Porter's Gap; thence up the valley, running beside the line of the Southwest Railroad to Mount Pleasant. Distance, 12½ miles. The principal office of the company is in Pittsburg. The capital stock is $200,000, divided into 4,000 shares of $50.

The Green Bay, Stevens Point and Northern Railway is the title of a newly organized company that propose to construct a road from Plover to Stevens Point a distance of 5½ miles, with a capital of $75,000. The incorporators are John I. Blair, New Jersey; Samuel Sloan, P. R. Pine, of Blairstown; William E. Dodge, Benjamin J. Clarke, New York; W. C. Larned, Chicago; Timothy Case, W. G. Abrams, Green Bay. The company was organized in the interests of the Green Bay, Winona and St. Paul Railroad Co.

A company has been organized at Decatur, Ala., under a charter from the State of Alabama, with a capital stock of $2,000,000, with the title of Birmingham Coal, Coke and Iron Company. J. C. Neely, of Memphis, was elected president. The company recently purchased 50,000 acres of coal and iron land in the vicinity of Birmingham, Ala., and contemplate the erection of several large furnaces. They will also mine coal on a very large scale and propose to establish the largest coke works in the South.

Articles of consolidation of the Louisville, New Albany and Chicago Railway Company and the Chicago and Indianapolis Air Line Railway Company were filed in the office of the Secretary of State of Illinois on the 9th inst. The latter company has a railroad in process of construction from Indianapolis to a connection with a railroad at or near Glenwood, Cook County, and the consolidation forms a line of railroad connected from New Albany and Indianapolis to Chicago. The capital stock of the new corporation is to be $5,000,000. The board of directors is to be the present board of the first named company.

Articles of incorporation of the Lake Superior and Dakota Railway Company have been filed with the Secretary of State of Minnesota. The purpose is to construct in as nearly a direct line as possible a railroad from Duluth to a point on the Red River of the North north of the seventh standard parallel, with a branch line to the boundary between Wisconsin and Minnesota. The capital stock is fixed at $5,000,000, and the names of the incorporators are I. Harbaugh, C. K. Davis, J. A. Stewart and C. W. McIntyre, St. Paul; R. Fairweather, William Anglim and Frank Ives, Cookston, and M. Graves and Charles Lockwood, Pittsburg, Pa.

At a meeting of the grantees of the New Zeland Railroad, held in Plymouth, N. H, on the 13th inst., the following directors were chosen: J. Thomas Vose of Boston, Joseph A. Dodge of Plymouth, J. P. Pitman of Laconia, Samuel N. Bell of Manchester and Henry L. Tilton of Littleton. The line will commence on the White Mountain Railroad at a point about a mile below the Fabyans. Near the starting point it will cross the Ammonoosuc and will then follow the New Zeland River to its headwaters, a distance of about 12 miles. The line will be located in the towns of Carroll and Bethlehem. The directors estimate that it will cost from $150,000 to $200,000 to build the line and equip it for freight use, and the capital required can be had as fast as needed.

The Chesapeake, Ohio and Southwestern Railroad Company, which is to have a through line from New-

port News to Memphis, was organized on the 10th inst. at Paducah, Ky., with the following board of directors: C. P. Huntington, New York, president; John Echols, of Virginia, vice president; Ex Norton, Thomas C. Platt, John E. Devlin, Isaac E. Gates, New York; Henry D. McHenry, Kentucky; E. D. Standiford, Louisville; H. Cummins, Tennessee. Under the laws of Tennessee the consolidation of the road from Paducah to Elizabothtown cannot be consummated until sixty days' notice has been given. The board of directors will therefore meet at Rieves, Tenn., October 17, when all the legal requirements will be fulfilled and the two roads will become one.

The incorporators of the Yuma, Port Isabel and Guaymas Railroad Company, recently organized, are: Charles Crocker, George Crocker, Timothy Hopkins, W. P. Huntington, and Leland Stanford, who are also named as directors. The purposes of the company are stated to be the construction and maintenance of a first class broad gauge railroad, to run from a point on the northern boundary line of Mexico, south of Yuma, in Arizona, by way of Port Isabel, on the Gulf of California, to the city of Guaymas, in Mexico, with intermediate branches to such coal mines as may be hereafter decided upon by the directors, to further which end they propose receiving concessions from the Mexican Government. The estimated length of the road is 400 miles. The capital stock is $10,000,000, divided into 100,000 shares of $100 each.

The Humane Live Stock Express Company.

The plan devised by A. D. Tingley for feeding and watering cattle in transit without removing them from the car has att acted a great deal of attention during the past few months among railroad men and shippers, and arrangemen's have just been completed which are to place the device in operation upon some of the leading railroads at once, while ultimately its adoption must be very general on all important cattle carrying lines. Mr. Tingley's plan, as previously described by the JOURNAL at length, consists in brief of feeding and watering stations erected along both sides of the track sufficient in length to accommodate a long train of cars. The stations consist of simple mechanical arrangements by which the food and water is placed under the animal's head, the same feeder being used both for food and drink. The ordinary cattle car is used, the only alteration necessitated being the removal of one board on each side of the car, or so fixing it that a board could be swung on a hinge or opened or shut as desired. The stations are to be erected at a distance of about a ten or twelve hours' run, in this way affording a very simple and economical method for feeding and watering the cattle twice in every twenty-four hours. The plan is evidently destined to be a very popular one on account of its simplicity and the vast amount of saving in shrinkage that will be acquired by it at a very slight expense to the shippers, while by the economy of time and labor and the prevention of waste in feed, the railroad companies and the company which controls the new and humane method of caring for cattle in transit will receive a good profit from the working of the plan.

The Humane Live Stock Express Company was organized in this city this week, a number of prominent capitalists, railroad men, cattle dealers and others being interested in it. The trustees are Stephen B. Elkins, a well known railroad man, Elisha W. Andrews, president of the American District Telegraph Co., Wm. B Sipes, Augustus Ebert, Stephen W. Sears, A. D. Tingley and L. H. Roberts all of this city; T. E. Sickles, of Philadelphia, builder of the Union Pacific and Omaha bridge; Geodrich H. Bush, of Westfield, Mass.; Richard C. Kerens, a barge and steamboat owner, and Robert D. Hunter, the largest cattle shipper west of the Mississippi, of St. Louis; Thos. H. Sherman of Washington, and Herrick P. Frost, of New Haven, president of the Conn. Telphone Co. The officers are Wm. B Sipes, president, Elisha W. Andrews, vice president, Stephen B. Elkins, treasurer, Thos. H. Sherman, secretary, A. D. Tingley, general manager, and the following executive committee Wm. B. Sipes, Elisha W. Andrews, Herrick P. Frost, Stephen B. Elkins, and Stephen W. Sears. Arrangements have been made for establishing a line of stations between St. Louis and New York at once, work to be begun right away upon two stations on the Wabash line, one on the Erie line and one on the St. Louis, Iron Mountain and Southern.

Railroad Earnings.

St. Paul, Minneapolis and Manitoba, week ending Aug. 7, $101,092 ... responding week last year, $61,815 02; ... Aug. 1 $2,436,861 53, corresponding ... r $1,771,905 82.

Flint and ... Ma quette, week ending Aug. 7, $31,894 70, corresponding week last year $25,395 00; from Jan. 1 to Aug. 7 $1,074,200 75, corresponding period last year $881,999 95.

Great Western of Canada, week ending Aug. 5 $95,488, corresponding week last year $98,434; aggregate increase from Jan. 1 to July 30 over corresponding period last year $198,764.

Denver and Rio Grande, second week of August, $128,630; corresponding week last year $95,488. Miles operated this year 933, last year 510.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending August 6, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	166,259	4,994,451	4,344,197
Schuylkill Canal....	22,056	802,453	239,516
Lehigh Valley.....	118,319	3,681,228	2,820,634
Del., Lack. & Western	91,880	2 401,214	1,894,407
Shamokin Valley....	17,623	615,010	465,165
Central New Jersey.	71,730	2,447,756	1,945,641
United R. R. of New Jersey..	29,792	897,236	666,180
Pennsylvania Coal ..	31,532	741,799	574,760
Delaware and Hudson	60,569	1,015,406	1,675,566
Huntingdon & Broad Top Mt.....	11,813	300,124	272,362
Penn. and New York.	37,271	964,957	726,375
Clearfield, Pa.....	52,358	1,428,880	891,636

The total tonnage of anthracite coal from all the regions for the week ending August 6, as reported by the several carrying companies, amounted to 551,186 tons, against 400,852 tons in the corresponding week last year, an increase of 144,334 tons. The total amount of anthracite mined for the year is 15,640,779 tons, against 12,423,483 tons for the same period last year, an increase of 3,217,296 tons. The quantity of bituminous coal sent to market for the week amounted to 63,636 tons, against 47,195 tons in corresponding week last year, an increase of 16,441 tons. The total amount of bituminous mined for the year is 2,856,111 tons, against 2,419,782 tons for the corresponding period last year an increase of 436,329 tons. The total tonnage of all kinds of coal for the week is 614,822 tons, against 454,057 tons in corresponding week last year, an increase of 160,775 tons, and the total tonnage for the coal year is 18,496,890 tons, against 14,843,265 tons to same date last year, an increase of 3,653,625 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending August 6 was 188,328 tons, of which 135,074 tons were coal and 53,254 tons coke. The total tonnage for the year thus far has been 5,804,897 tons, of which 3,835,120 tons were coal and 1,469,278 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended August 6 were 50 517 tons, and for the year to that date 1,189,129 tons, a decrease of 35,068 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week 24,964 tons; year, 783,679 tons; decrease as compared with 1880, 166 tons; Chesapeake and Ohio Canal—week, 16,874 tons; year, 253,315 tons; decrease as compared with last year, 49,758 tons. Pennsylvania Railroad—week, 8,631 tons; year, 151,715 tons; increase compared with 1880, 14,447 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 40,869 tons; year, 1,091,131 tons. Baltimore and Ohio Railroad—week, 1,340 tons; year, 88,249 tons. George's Creek and Cumberland Railroad—week, 8,750 tons; year, 56,865 tons. The Reading Railroad tonnage for last week ending August 13, was 186,300 tons, of which 49,000 tons were sent to and 53,500 tons shipped from Port Richmond, and 15,000 tons sent to and 15,000 tons shipped from Elizabethport.—[Phila. Ledger, Aug. 15.

Anthracite Industry in Pennsylvania.

The Census Bureau at Washington has issued a preliminary statement containing statistics of the anthracite industry in Pennsylvania during the census year beginning June 1, 1879, and ending June 1, 1880, which shows that the number of working collieries has increased during the past ten years from 225 to 273, or 21⅓ per cent. The average horse power used has, however, increased from 216 to 375, or 73.6 per cent. The average number of hands has increased from 235 to 250, or only 6.4 per cent, while the average product per colliery has increased from 69,320 tons to 100,488 tons, a gain of 45 per cent. A comparison of the census returns of 1880 and 1870 shows that the output has increased from 15 596,257 tons to 27,433,329 tons, or 11,837,072 tons, a gain of 75.9 per cent, while the gross value has increased only 5.25 per cent. But the value of the product of 1870 was reckoned in paper dollars. The apparent fall of the average price per ton is from $2 49 to $1 47 or $1 02 about 41 per cent, considerably more than the change of standard would account for. The total capital, real and personal, invested is reported as aggregating $150,161,196. In 1870 the total amount invested was only $50,807,285, which shows an increase in favor of 1880 of 195 per cent.

Workmen are now engaged in changing the location of the Fitchburg Railroad between Baldwinville and Royalston by running to the south of the present location. They will save half a mile, and do away with four covered bridges over Miller's River. Between Baldwinville and Gardner the road bed for the second track is nearly ready for the rails. At the Templeton station the foundations for a new station are being laid.

The Chief of the Bureau of Statistics reports the total values of the exports of petroleum and petroleum products from the United States for the month of June, 1881, to have been 5,553,268, against $2,225,813 for the month of June, 1880; and for the twelve months ending June 30, 1881, $40,315,596, against $36,216,625 for the corresponding period of 1880.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1869	1,000,000	7	June & Dec.	Philadelphia.	1898	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,800	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F. M. A. & N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	...
Construction Notes	78,000	7	Jan. & July.	"	188[illegible]	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1900	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage pr ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	664,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-90	....
3d preferred bonds	452,500	6	" "	" "	'86-'0[illegible]	....
Virginia and Tennessee—						
Enlarged Mortgage	993,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	96[illegible],000	2	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,00[illegible]pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) stg fd.	2,833,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	2,882,966	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to estate of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R. R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	[illegible]ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	551,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	...
1st Mortgage	547,6[illegible]0	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1894	....
Equipment Notes	870,000	6	A[illegible]r. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	[illegible]	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6 & 7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,5[illegible]	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'92-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $3,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1892	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1896	....
Mort. bonds, "	2,884,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	...
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	...
Stock (common) Bonds	370,500	8	" "	" "	1899	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,005,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1913	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	"	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'83-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (78 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $[illegible],000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1898	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1873	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1[illegible]00	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	19[illegible]8	....
Consol. Mort. for $25,000,000	16,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
	$					
Central Pacific:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	...
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,030,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 630 000	6*	" "	" "	1890	...
Income bonds, Sinking Fund ..	3,285,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76–'80	...
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,365,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	1,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
3d Mort. (") "	185,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	663,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1876, Sinking Fund...	399,000	5	June & Dec	"	1896	....
Plain 7 per cent bonds	888,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)....	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,000,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7-3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1907	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division)...	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1910	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,660,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,986	7	.....	.....	.....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.)..	3,440,800	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River)..	580,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
	$					
Chic. and N. Western (continued):						
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ...	6,540,000	5-6	Apr. and Oct	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug	" "	1885	....
1st Mortgage (Chic. & Mil.)....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct	" "	1900	....
1st Mort. (Northwestern Union)	3 500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,019,000	7	Jan. & July.	New York.	1887	...
2d Mortgage guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1910	...
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $8,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,041,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80–'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	460,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6,	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1888	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.&Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '53	1,600,000	7	April & Oct.	" "	1885	....
1st. Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort.(Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1880	....
Cinc., Rich.& Ft. Wayne(G.R.& I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)....	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	405,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,894,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1908	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1900	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort.(Elyria and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'95-'99	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,645	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	...
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar	428,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
elaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,500,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,285,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division	580,000	7	" "	" "	1894	....
Dubuque and Dakota:						
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1893	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (61 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	254,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	6	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 732,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & Kalag. guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	300,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	800,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	600,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	600,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1893	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1903	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	...
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3[illegible],000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.)						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	.. ..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1855	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	.. ..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	.. ..
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1893	....
Sterling Bonds, £200,000	1,00[illegible],000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,600,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,6[illegible]9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1913	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1900	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	430,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	356,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1883	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	....
New Mortgage	1,500 000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Bos on.	....	....
Mortgage on Branches	1,325,000	...	.....	"	....	...
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	...
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	.. ..
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City,Top.&W.(A.,T.&S.Fe)						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.)gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD. 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	3[illegible],000	7*	March & Sept.	New York.	1896	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'93	....
Knoxville and Ohio.						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	...	.....	" "	....	....
1st Mort. (Laf., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1872 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	.. ..
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1890	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.)						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600 000	7	June & Dec	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000 000	6	June & Dec.	Philadelphia.	1898	...
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	...
Consol. Mort., gold, coup. & reg.	14,304 000	6*	June & Dec.	"	1923	...
Little Miami:						
1st Mortgage	1,492,000		Jan. & July.	Cincinnati.	1883	....
Street Connection Bonds	476,000		Various.	"	1893	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,050,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,127,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7			'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	761,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6				....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (U., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756,800		Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O.	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	" "	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,264,000	7	Jan. & July	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant.	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7			....	....
Income Bonds conv., non-cum.	2,000,000	3			....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*			1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,503,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	566,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	1,700,000	6	" "	" "	1950	....
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York	1895	....
1st Mort. (Northern Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	.....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,572,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	400,000	...	.....	.....	.....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct.	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...	.....	.....	.....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	.....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	.....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York "	Sinking fund.	....
Second Preferred Debentures	1,850,000	7				....
Third Preferred Debentures	600,000	7				....
Fourth Preferred Debentures	900,000	7				....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	.....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn	893,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn. & Pacific K. R)	800,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1908	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300,000	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	var.	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,000,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1110	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	912,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	6,000,000	6*	Jan. & July.	New York.	1931	....
2d Mortgage, debenture, 1880	3,000,000	8	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila	1920	....

AMERCAN RAILROAD BOND LIT

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	892,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,891,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,856 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,236	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peterab.—See AtlM&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,425,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	Marel & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1906	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100.000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	6	" "	"	1884	....
Plain Bonds	1,092.000	7	" "	"	1894	....
Plain Bonds	300,600	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1898	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	800,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.&W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'88	....
Consolidated Mortgage, guar.	838,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,99!	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	859,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage }	19,998,760	6	Jan. & July.	Phil. or Lond.	1910	....
General Mortgage, registered }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,261,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $1,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'9	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	0
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.&P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1883	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	859,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1918	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan. & July.	New York.	'70-'90	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6	.....	Philadelphia.	....	....
Loan of 1868, debanture	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1838, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1856, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499 900	7	Jan. & July.		1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond	1897	....
General Mort. s'g. sinking fund	19,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,831,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1893	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,833.760	6*	" "	Phil. or Lond.	1893	....
Bonds for Berks Co. Railroad	556,000	3-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1893	....
Do. Guar. Mort. for $30,000,000	13,036,500	7	Various.	Lond or Phil.	'93-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	7,0,000	6	April & Oct.	Philadelphia.	1877	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,00(	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0. 0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	8(0 000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgag.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage.....	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	360,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	...
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July	New York.	1899	....
Income bonds.....	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,00(	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'h.	1896	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.).	350,000	7	Jan. & July.	Philadelphia.	1893	...
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1880	....
Virginia State bonds, guar.....	100,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)..	600,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.....	177,316	6..	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July	Philadelp a.	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	60,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage.....	150,000	10	Jan. & July.	New York.	1930	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1893	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St. Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,500,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St. Louis, Hannibal and Keokak:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" " ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,945,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,998,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1883	....
2d Mortgage A for $500,000....	414,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,-32	6*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,800,000	7	May & Nov.	" "	1899	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	866,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	1,459,803	7*	" "	N.Y. & Lond	1908	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. (Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" " ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage.....	1,623,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)....	1,623,020	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'78-'88	...
1st Mortgage (L.) currency.....	1,061,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	183,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	6	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	261,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,*60,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1906	....
Income and Land Grant	3,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1860	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1860	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	6	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1906	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1880(" ")	866,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	2,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	....
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,180,600	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,503,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	626,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	.....	" "	.....	....
2d Pref. Income (do.)	1,000,000	....	.....	" "	.....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort. " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. " ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb.& Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1961	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	550,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1882	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	123,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1880	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant go'd	8,168,000	7*	Jan. and July.	B ston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	490,000	5	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,998,750	6	Jan. and July.	Philadelphia.	1885	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1894	....
reg. (3d series, Jan. 1, 1871	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,940	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg:						
1st Mortgage, extended	1,709,330	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1916	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susquch. Canal)	1,323,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,393	7	March & Sept.	Londo	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Gauge of Track. ft-in	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Property and Assets. Rolling Stock. $	Property and Assets. Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Liabilities. Bonds. $	Liabilities. Accounts. $	Liabilities. Surplus Income. $	Railroad Operated. M.	Operations. Transported. Trains Moved. M.	Transported. Passengers. Number.	Transported. Freight. Tons.	Earnings. Gross. $	Earnings. Net. $	Dividends. pc.	Value of Shares. Par. $	Value of Shares. Market. p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,263,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,760,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶ (D. & H.). New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	658,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley ¶ ..... Pennsylvania.	21,568,350	2,413,862	.....	.....	2,166,500	28,374,000	2,730,245	.....	259.5	1,314,406	786,550	2,336,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.). Ohio.	3,168,638	—	32,247	.....	1,656,432	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.8	4-8.5	121	64	27	2,869	*Atchison, Topeka and Santa Fe*..... Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L. ..... N. C. & Ga.	5,950,000	*	687,561	121,500	1,700,000	4,750,000	105,215	153,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	176	Atlanta and West Point ..... Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	6,996	39,719	80.7	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	155	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	2,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,229,842	4,135,296	1,688,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	38,749	6	100	....
Sept. 30, 1879	405.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio ¶ .. Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	130,466	358,002	1,686,326	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.) ..... Mass.	120,707	—	1,350	87	131,700	—	—	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ .... Md. & W. Va.	29,543,315	12,203,068	46,223,089	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	8,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch ¶ ..... Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	285,077	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch .. .... W. Virginia.	3,343,715	—	.....	.....	5,680,685	—	2,668,080	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Potomac ..... Maryland.	3,854,271	—	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,788	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	289	Baltimore and Ohio and Chicago. O., I. & Ill.	8,311,506	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	566,121	396,965	347,456	669,772	173,570	—	100	....
Sept. 30, 1879	9.6	—	0.5	3-0	2	3	1	6	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	9.0	.....	.....	.....	159,581	71,195	6½	50	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bath and Hammondsport ..... N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	6	2	—	87	Bell's Gap ..... Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bellefontaine and Snow Shoe ..... Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,366	40,966	d. ficit.	—	50	....
Sept. 30, 1880	201.8	98.4	503.5	4-8.5	248	187	48	5,055	Bennington and Rutland ..... Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	26.7	48.4	64.8	4-8.5	61	72	30	743	Boston and Albany .... Mass. & N. York	24,516,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	1,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Lowell ..... Mass.	5,247,682	441,334	1,112,574	781,181	3,250,000	2,396,400	406,082	680,789	85.3	1,225,353	2,876,581	1,088,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	60.0	—	4.6	4-8.5	9	11	5	140	Boston and Maine ..... Mass., N. H. & Me.	9,508,754	1,242,230	1,027,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,102	4,829,028	810,122	2,632,652	934,434	6	100	....
Sept. 30, 1880	44.0	19.7	42.4	4-8.5	49	100	15	67	Boston and New York Air Line ..... Conn.	4,454,338	*	49,311	28,831	3,559,027	732,500	13,647	187,300	58.6	133,585	88,776	58,674	284,892	159,451	—	100	....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston and Providence ..... Mass. & R. I.	4,612,774	—	666,043	220,751	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,464	1,823,926	422,179	8	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-3.5	39	38	17	593	Boston, Concord and Montreal ..... N. H	1,383,397	—	1,461	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	166.5	124,307	119,015	173,235	183,866	40,455	—	100	....
Sept. 30, 1880	8 8	—	3.4	3-0	5	23	—	—	Boston, Revere Beach & Lynn ..... Mass.	1,831,242	*	257,599	5,665	415,480	—	1,633,957	45,000	39.0	632,307	49,800	....	13,197	d. ficit.	—	100	....
Sept. 30, 1880	2.6	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley ..... Mass.	466,684	94,219	158,303	26,588	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	4	Brighthope ..... Virginia.	47,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,504	1,594	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	—	Brooklyn, Bath and Coney Is. ..... N. Y.	110,600	*	.....	.....	110,500	—	—	—	21.0	12,600	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	—	Brooklyn, Flatb. and Coney Island. N.Y	289,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,309	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	43.8	—	..	4-8.5	6	5	2	2	Buff., Chat. Lake & Pittsb. N. Y. & Pa.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	673,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	236	Buffalo and Southwestern .... New York.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	120.1	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila. N. Y. & Penn.	1,288,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille ..... Vermont	6,734,454	*	443,919	22,632	2,004,350	3,546,500	1,401,765	248,391	120.5	617,728	207-239	1,063,256	954,683	380,355	—	100	....
May 31, 1880	46.	—	2.7	3-0	3	2	1	56	Burlington and Northwestern ..... Ia.	1,413,662	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	24,291	32,994	39.775	4,482	—	100	....
June 30, 1879	142.2	—	4.8	4-8.5	6	5	3	103	Burlington and Southwestern. Mo. & Iowa.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	.....	.....	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,606	.....	.....	206,703	7,516	—	100	....
June 30, 1880	146.5	—	54.7	3-0	24	7	7	611	Cairo and St Louis ..... Ill.	12,677,206	*	1,227,691	111,303	5,500,000	6,850,000	165,921	1,700,280	424.6	911,305	253.107	764,183	1,410 260	469,702	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes ..... Illinois & Ind.	7,103,035	*	.....	.....	4,656,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	....
Dec. 31, 1879	61.2	84.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.) ..... California	18,965,058	395,014	In Receiver's hands. No returns.						157.0	291,276	68,959	199,232	366,648	.....	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic ..... New Jersey.	1,997,886	568,749	177,273	55,387	1,216,711	1,082,650	53,303	449,632	115.4	.....	.....	.....	550,000	519,216	—	100	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central ..... Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	67.0	296,511	.....	.....	496,478	202,127	3½p	50	....
Dec. 31, 1879	229.6	62.5	66.0	4-8.5	76	25	17	3,042	Canada Southern ..... Canada.	23,777,145	*	6,088,639	486,484	15,000,000	13,741,420	1,348,341	280,507	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading) ..... Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	467.5	.....	.....	.....	2,996,386	847,276	—	100	....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	18	5	325	Carolina Central ..... N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq. ..... New York.	612,135	79,541	.....	2,339	589,110	—	18	13,219	212.0	468,426	.....	134.524	466,519	189,270	—	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia ..... Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	34.6	75,090	21.672	73,578	57,929	2,559	6½	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa ..... Iowa.	9,663,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	713.5	1,079,243	103,703	.....	3,190,490	1,537,935	—	100	....
Dec. 31, 1879	78.4	56.9	188.9	4-8.5	253	220	22	18568	Central of New Jersey ..... New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,500	6,341,209	.....	190.6	467,641	157,242	285,795	715,563	160,545	—	100	....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific* ¶ ..... Cal. Nev. & Utah	135,021,629	8,030,469	10,234,033	1,461,793	54,275,500	85,192,288	306,605	15,382,538	1,213.1	7,203,591	6,842,307	875,343	17,153,163	6,945,300	—	100	....
Sept. 30, 1879	196.0	—	13.0	5-0	22	17	6	215	Central Vermont ..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,037	2,464,264	755,606	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Charlotte, Col. & Aug. N. C., S. C. & Ga.	5,132,315	*	372,892	23,526	2,578,000	2,700,971	44,941	105,122	195.0	366,525	62,384	91,476	458,167	228,105	—	100	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	2	Chartiers (P., C. & St. L.) ..... Penn.	1,084,893	—	57,142	26,037	645,763	500,000	990	.....	22.8	67,547	189,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	423.0	9.3	43.6	4-9	81	34	16	2,193	Cheraw and Darlington ..... S. C.	680,000	*	.....	.....	392.100	271,000	.....	.....	40.0	30,360	10,349	.....	52,566	26,531	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	41	Chesapeake and Ohio ..... Va. & W. Va.	54,238,716	*	634,287	183,248	23,762,136	22,526,215	5,716,662	457,197	432.3	2,060,344	166,389	686,527	1,891,542	384.210	—	100	....
Dec. 31, 1879	243.5	145.7	193.8	4-8.5	187	80	27	4,218	Cheshire ..... N. H. & Mass.	2,395,229	322,266	.....	305,141	2,153,300	806,500	27,396	35,480	64.9	574,287	134,282	501,487	602,750	164,598	3	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Alton ..... Illinois.	19,095,803	*	3,537,160	4,663,315	12,490,872	11,627,850	2,597,983	579,373	840.4	3,609,638	843.429	2,634,177	3,755,677	2,706,156	6	100	....
Jun. 30, 1880	80.0	24.0	10.2	4-8.5	15	6	5	200	Chicago and Iowa ..... Illinois.	4,136,348	*	202,408	172,924	333,064	3,714,329	259,349	204,956	152.0	1,600,088	146,215	749,340	1,020,794	389,445	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan. ..... Mich.	3,410,202	*	.....	.....	.....	1,750,000	.....	196,841	104.0	.....	.....	.....	583,793	356,828	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	18066	Chicago & Northwestern. Ill. Wis. & Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654.283	112,827	—	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah ..... Illinois.	73,866,795	*	8,318,765	2,811,506	36,513,610	37,685,000	11,448 446	5,988,060	1,627.9	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah ..... Wisconsin.	7,227,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11079	Chicago, Burlington & Quincy. Ill. & Ia.	211,842	*	.....	.....	13 400	28,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	58,112,329	16,596,547	3,722,845	1,834,371	31,004,466	27,270,225	16 596,547	4,492,845	1,867.3	8,600,517	2,070,194	4,688,353	14,817,105	1,260,088	3	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	6,240.193	233,825	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,075	186,146	—	100	....
										70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Sidings.	Track and	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in							$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1879	840.4	484.3	696.7	4-8.5	495	124	116	16533	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	70,740,479	14,378,669	4,807,829	2,477,153	50,000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	288	71	36	96376	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	980,204	4,670,023	6,640,364	3,548,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,046,241	*	1,965,942	84,724	4,637,300	2,015,000	34,946	359,661	195.5	1,219,194	335,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	166.2	—	4.1	4-8.5	10	6	2	289	*Little Rock and Ft. Smith* ¶.....Ark.	7,010,817	961,167	8,199	4,096,135	2,648,500	1,528,826	L. 298,278	165 2	233,829	54,516	.....	362,160	156,629	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶.....N. Y.	6,271,300	.....	.....	3,280,600	2,479,712	725,886	.....	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	388,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48,408	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.2	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville. Ill., T., Ky. & Ala.	32,703,922	*	13,326,077	1,267,520	9,059,361	23,902,820	10,425,589	3,909,759	1,859.9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	611	Louisville, Cincinnati and Lexington. Ky.	5,995,352	*	86,083	307,923	1,860,603	3,764,700	622,498	241,567	232.3	.....	395,673	463,853	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	496	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2,502	3,000,000	.....	57,356	.....	288.2	.....	169.236	415,998	696,621	99,974	—	100	....
Jun. 30, 1879	35.5	—	0.2	4-8.5	2	1	—	5	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,803,866	*	.....	3,937	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	6,135	.....	387,600	398,000	48,114	.....	.....	22.1	40,058	23,802	100,349	50,235	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,200	8,721,018	34,223	328,309	354.9	917,353	553,364	596,107	1,508,477	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	.....	40,124	53,132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	176,899	100,745	—	160	....
Dec. 31, 1879	68.1	25.4	19 6	4-8.5	30	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,050,376	20,667	83,600	4,565,627	4,186,200	122,569	94,247	85.6	203,841	66,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	893	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,378,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,485	.....	148,377	862,518	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,253	428,021	188,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,679,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	303.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5½	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17.782	14,950	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.4	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.8	4-8.5	18	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,585	6,000,000	1,110,000	107,731	.....	158.8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	286	Minneapolis and St. Louis.....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska...Mo. & Ia.	4,612,500	*	31,000	10,340	2,147,500	2,365,000	41,240	.....	118.0	115,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	676.0	332.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas...M. K. & Tex.	47,210,332	*	.....	.....	21,405,000	25,806,332	.....	.....	808.0	2,781,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,667	1,564,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,893	1,783,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,716 439	*	294,871	53,815	1,278,941	1,183,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.5	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	796,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	333,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	3	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,864	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,300	.....	.....	124,450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N. H. & Mass.	666,015	218,243	333,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	846,963	329,031	435,285	144,911	7	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.).....N. H.	2,009,581	—	.....	55	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.6	46.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St. L...T. Ala. & Ky.	14,360,900	*	178,593	976,150	6,843,900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	413	Naugatuck.....Connecticut.	1,903,484	234,066	63,525	150,138	2,030,000	.....	33,563	317,670	56.5	245,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	6,043	43	242,200	250,000	16,500	62,037	22.6	76,196	49,958	19,814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,566	161,315	36,408	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	.....	9,428	53,234	857,350	1,164,500	249,164	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	50	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	2	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,318	123,445	62,327	122,586	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	16	8	438	New Haven and Northamp. Conn. & Mass.	4,593,242	796,516	84 223	100,729	2,460,000	2,659,000	271,386	214,323	144.6	460,007	340,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	5-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157,664	391,500	47,538	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	16	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	100,000	136,623	1,500,000	1,499,500	99,006	158,108	121.0	517,223	365,098	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	18.0	3-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	600,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept 20, 1880	206.2	66 0	62.8	4-8.5	87	119	40	1,588	N. York & N. England..M., R. I. & Conn.	27,087,935	1,616,306	322,785	635,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River. N. Y.	137,757,158	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,589	1,018.3	16 961,509	8,130,543	9,441,243	25,747,568	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	16,000,000	.....	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,666	29,575,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	628	314	97	—	N. Y., Lake Erie & Western. N. Y. & Pa.	158,035,707	.....	1,587,502	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,393,876	5,491,451	5,715,692	18,693,109	7,049,182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	1,545	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,184,455	768,623	2,164,052	15,500,000	.....	331,481	2,145,283	152.5	2,462,332	4,600,507	1,348,687	4,294,224	1,694 986	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Oswego Midland.....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	6,524,436	....	344.0	410,479	213,161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	28	31	12	253	N. Y., Providence & Boston..Conn. & R. I.	2,645.022	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	258,176	5½	100	....
Sept. 30, 1879	228.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N. C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	228.1	474,347	103,172	184,514	556.700	219.529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	985,350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	185,364	—	50	....
Oct. 31, 1879	55.6	32.6	90.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,294,077	1,750,935	.....	.....	4,397,300	6,017,000	1,132,490	.....	88.2	685,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	.....	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,118,474	.....	321.6	2,705,179	1,580,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	580	Northern.....New Hampshire.	3,068,400	*	424,147	491,918	5,068,400	100	287,398	628,567	82.9	802,128	133,012	509,358	489,006	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn. Dak., Wash. &c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,280,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N. Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren.....Pa.	135,816	.....	.....	.....	150,000	.....	750	.....	10.4	46,324	151,838	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.5	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,029	539,433	7,133,800	5,737,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	199.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	.....	10,960,000	62,570	.....	199.1	270,960	105,133	54,723	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191.668	6,000,000	5,070,000	72,026	174,190	172.5	[Five m	os. ending	May 31, '80	1,188,627	721,059	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,686	*	84,976	112,804	2,853,000	1,441,194	48,288	83,240	165.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	.....	.....	.....	7,000,000	3,999,000	.....	.....	57.6	.....	28,729	161,744	2,156,867	1,120,987	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	72,040	36,000	.....	225,915	461,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania.....Pennsylvania.	59,975,140	*	81,178,568	12,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,119,667	5,048,645	13,684,041	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	33.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,229,700	*	.....	.....	1,289,700	2,146,780	509,564	.....	33.0	199,997	71,283	137,208	218,415	9,136	—	100	...
Nov. 30, 1879	38.6	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,943,345	———	125,092	47,896	38,040	1,924,600	593,143	———	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va. & N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	———	64.0	142,598	29,624	67,782	202,986	54,767	—	100	....

Nov. 30, 1879	102.9	228.6	713.4	4-8.5	478	428	76	20048	Philadelphia & Reading	Penn	30,513,089	2,355,442	67,357,546	16,627,139	34,278,175	77,924,761	11,650,379			826.0	10,302,755	7,908,648	12,325,566	13,106,382	4,119,011	—	50	....
Oct. 31, 1880	96.3	15.8	149.0	4-8.5	78	130	50	1,318	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,213,690	*	3,076,773	534,868	11,585,760	3,740,500	543,078	955,908		212.7	1,874,822			3,263,110	1,366,223	8	50	....
Dec. 31, 1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	425,427	93,108	472,075	.....	767,790	192,428	.....	.....		9.1	49,200	143,893	71,488	141,245	19,604	—	50	....
Dec. 31, 1879	68.0	2.3	13.3	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,155		70.3	309,515	.....	371,461	335,649	157,923	—	50	....
Dec. 31, 1879	192.3	3.1	198.9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	2,334,910	1,679,297	1,439,976	8,487,200	12,497,000	2,128,367			1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,039	—	50	....
Dec. 31, 1879	468.4	—	209.8	4-9	278	155	59	8,655	Pittsb., Ft. W. & Chicago	P., O., L. & I.	38,619,721	*	200,000	.....	26,043,586	13,510,000	.....	.....		468.4	8,319,823	2,254,341	3,679,382	8,462,388	3,951,264	7	100	....
Dec. 31, 1879	95.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buff	N. Y. & Pa.	3,473,622	587,500	34,188	111,765	4,959,450	4,125,955	62,585	59,088		120.0	441,927	226,554	625,669	467,126	190,331	—	50	....
Dec. 31, 1879	24.0	—	1.3	3-9	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	613,367	.....	13,301	3,394	399,600	200,000	30,460	.....		24.0	61,106	63,123	121,808	77,599	33,349	—	100	....
Sept. 30, 1879	23.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	.....	.....	724,277	.....	16,000	.....		23.7	24,030	19,211	13,782	25,807	1,616	—	100	....
Sept. 30, 1879	94.0	—	10.0	4-8.5	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	292,838	52,918	87,556	1,052,186	2,649,000	186,731	114,969		94.0	190,603	82,514	120,879	271,494	102,046	—	100	....
Sept. 30, 1879	52.5	—	7.0	4-8.5	7	9	3	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	686,011	1,600,000	527,274	.....		52.5	171,068	109,004	106,829	145,702	19,252	—	100	....
Dec. 31, 1879	112.0	—	4.0	5-0	11	9	3	193	Port Royal and Aug	S. C. & Ga.	2,529,381	*	46,032	40,143	750,000	1,750,000	36,879	78,646		112.0	[15 mo	nths.	115,269	220,177	84,742	—	100	....
Sept. 30, 1879	38.5	—	1.9	3-0	2	1	1	30	Potomac, Fred. and Pied.	Va.	969,447	*	.....	.....	1,468,000	125,000	5,000	.....		38.5	37,160	6,675	23,025	23,177	6,715	—	100	....
Sept. 30, 1879	42.7	—	2.2	4-8.5	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,449,920	*	.....	.....	850,000	535,000	38,216	.....		42.7	61,402	45,000	20,202	51,844	8,516	—	100	....
Sept. 30, 1879	22.8	—	2.3	4-8.5	5	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	.....	37,220	37,220	517,150	500,000	10,000	46,796		22.8	54,889	76,861	35,564	79,988	39,302	—	100	....
Sept. 30, 1879	48.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester	R. I. & Mass.	2,926,358	102,407	.....	.....	1,052,186	2,649,000	186,731	114,969		94.0	190,603	82,514	120,879	271,494	102,046	—	100	....
Sept. 30, 1879	13.6	—	3.0	4-8.5	5	10	—	28	Providence, Warren and Bristol	N. J.	744,297	644,025	.....	.....	686,011	1,600,000	527,274	.....		52.5	171,068	109,004	106,829	145,702	19,252	—	100	....
Dec. 31, 1879	230.8	—	3.7	4-8.5	6	—	—	260	Pueblo, and Ark. Valley	Col.	6,909,000	*	2,036,947	110,260	6,084,200	2,591,000	178,490	107,518		230.8	(Includ	ed in Less	ees return	s.)			100	....
Jan. 30, 1879	286.6	53.5	15.0	4-8.5	38	42	11	431	Que., Mon., Ottawa and Occid.	Ind.	10,500,000	*	.....	.....	.....	7,811,245	.....	.....		340.0	480,763	179,767	87,463	341,098	69,280	—	100	....
July 31, 1879	97.0	—	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	1,252,293	132,676	1,500,000	820,000	22,416	542,553		97.0	(14 mos.		58,178	.....	295,051	69,284	—	100	....
Sept. 30, 1879	22.5	2.8	2.5	4-8.5	7	7	5	118	Richmond and Petersburg	Va.	1,152,291	*	1,229,810	41,675	1,008,600	225,000	18,659	19,225		24.8	72,556	114,651	99,049	154,628	73,071	4	100	....
Sept. 30, 1879	80.0	—	7.2	4-8.5	13	14	10	121	Richmond, Fred'burg and Potomac	Va	2,509,718	67,563	439,309	101,009	1,530,500	847,774	77,176	595,597		80.0	167,937	119,575	68,005	314,840	152,864	—	100	....
Sept. 30, 1879	38.5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va	632,867	*	.....	.....	497,500	273,000	.....	.....		38.5	56,255	20,351	83,409	124,035	41,074	—	100	....
Sept. 30, 1879	107.6	—	10.7	4-8.5	11	10	5	246	Rochester and State Line	N. Y.	2,437,417	*	.....	.....	22,094	2,349,900	111,709	.....		107.6	400,565	104,098	325,210	275,898	39,813	—	100	....
Jun. 30, 1879	91.0	—	4.5	4-8.5	5	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	.....	.....	1,500,000	150,000	24,366	.....		91.0	219,205	95,936	206,787	365,892	102,028	5½	100	....
Sept. 30, 1879	141.1	48.6	54.9	4-8.5	52	50	25	1,175	Rome, Watertown and Ogdensburg	N. Y.	11,315,878	*	.....	.....	5,298,900	7,759,900	639,256	.....		403.9	1,079,013	514,770	571,083	1,143,289	308,648	—	100	....
Sept. 30, 1879	22.0	—	3.5	4-8.5	4	4	2	194	St. Croix and Penobscot	Me	364,000	*	.....	.....	.....	.....	.....	.....		60.2	.....	.....	.....	83,165	37,723	—	100	....
Mar. 31, 1880	10.5	—	0.5	4-8.5	2	3	3	16	St. Johns	Florida	218,000	*	27,383	18,508	100,000	200,700	1,014	108,177		22.0	24,844	12,271	.....	38,662	19,457	—	100	....
Jun. 30, 1879	52.5	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont	1,589,229	*	.....	.....	110,000	108,000	.....	.....		10.5	22,750	.....	.....	26,852	16,656	5	100	....
Dec. 31, 1879	327.2	65.2	38.6	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,693	171,988	22,068,420	6,786,087	804,117	335,032		392.4	1,103,388	94,355	471,310	1,672,438	948,494	—	100	....
Dec. 31, 1879	193.2	71.0	....	4-8.5	14	13	4	655	St. L., Alton & T. H	Ill. & Ind.	11,768,400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	158,179		264.0	.....	.....	.....	1,501,463	498,731	—	100	....
Dec. 31, 1879	469.5	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,694,908	*	4,455,463	893,522	21,468,961	30,068,657	1,092,841	.....		684.9	2,483,149	652,757	981,139	5,292,611	2,372,592	—	100	....
Dec. 31, 1879	41.5	18.7	2.5	4-9	4	1	—	94	St. Louis, Salem and Little Rock	Mo.	1,481,474	128,838	12,607	14,180	746,800	978,100	58,704	.....		60.2	.....	.....	.....	83,165	37,723	—	100	....
Dec. 31, 1879	158.3	—	29.8	4-8.5	32	14	10	702	St. Louis, Vandalia & T. H.	Ill. & Ind.	3,330,209	*	1,550	2,069	3,928,016	4,499,000	227,546	.....		169.0	373,425	61,525	252,922	469,416	113,713	—	100	....
Jun. 30 1879	156.0	—	22.0	4-8.5	24	10	4	485	*St. Paul and Duluth*	Minn.	9,097,866	.....	.....	.....	9,097,866	.....	.....	.....		168.3	1,142,765	204,780	900,294	1,317,287	362,897	—	100	....
Jun. 30, 1880	207.1	395.4	37.9	4-8.5	69	69	*	1,493	St. Paul, Minn. and Man	Minn. & Iowa	31,686,882	*	570,990	1,582,102	15,000 000	16,324,900	1,522,707	992,367		656.0	.....	.....	.....	2,933,108	1,632,595	—	100	....
Dec. 31, 1879	49.5	—	7.0	4-8.5	8	3	2	66	Sacramento and Placerville	Ca.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691		49.5	.....	20,004	33,120	149.253	58,163	—	100	....
Jan. 30, 1879	60.0	—	2.1	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	.....	.....	2,321,080	2,137,000	418,297	31,467		60.0	42,631	11,200	11,000	53,244	11,557	—	100	...
Sept. 30, 1879	63.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N. Ala	Ga.	1,555,945	*	.....	.....	815,255	500,000	.....	.....		63.0	.....	.....	.....	52 960	22,375	—	100	....
Sept. 30, 1879	86.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke	Va. & N. Carolina	2,140,813	*	.....	.....	1,299,600	215,004	100,500	1,218,427		80.0	269,388	32,450	226,337	477,365	179,124	7	100	....
Dec. 31, 1879	27.3	3.8	12.4	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,450	.....	.....	.....	569,450	1,994,000	.....	.....		31.1	[Leased	to Northe	rn Central	. Rental	$264,671.	12	50	....
Nov. 30, 1879	95.0	—	8.8	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046,631	147,940	25,000	.....	200,000	1,105,000	159,376	.....		46.0	.....	27,851	288,465	150,283	54,916	—	100	....
Sept. 30, 1879	32.3	—	1.5	4-8.5	3	2	2	28	Shepaug	Conn.	268,524	*	.....	5,625	299,700	400,000	.....	.....		32.5	38,394	10,956	20,528	54,175	18,605	—	100	....
Jun. 30, 1879	61.5	51.7	5.9	4-8.5	5	3	4	92	Sioux City and Dakota	Iowa & Dak.	3,246,381	*	.....	.....	2,400,000	900,000	.....	.....		113.2	780,858	23,734	74,684	277,338	75,619	—	100	....
Jun. 30, 1880	107.4	—	8.9	4-8.5	16	8	6	134	*Sioux City and Pacific*	Neb. & Iowa.	5,355,551	*	.....	.....	2,068,400	3,256,320	329,757	89,980		80.5	222,288	59,525	211,117	269,490	109,666	7pf	100	....
Sept. 30, 1879	25.0	—	1.0	4-8.5	2	1	1	12	Somerset	Maine	799,488	*	94,837	.....	377,574	450,000	78,662	*		25.0	15,750	8,049	8,075	19,908	3,199	—	100	....
Sept. 30, 1879	183.0	6.3	26.0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	.....	.....	3,461,767	6,208,810	810 018	.....		139.3	590,226	88,017	468,195	873,197	314,586	—	100	....
Aug. 31, 1879	144.0	166.5	21.5	5-0	36	28	9	392	Southwestern (C. of Ga.)	Ga.	4,291,300	*	.....	.....	3,892,300	399 000	.....	.....		310.5	471,550	.....	.....	751,576	307.624	7	100	....
Jun. 30, 1879	167.5	—	13.8	4-8.5	14	8	36	289	Southern Minnesota	Wis. & Minn.	6,468,934	*	69,682	102,594	1,784,200	4,739,900	103,621	113,519		167.5	251,455	52,028	148,294	534,426	262,004	—	100	....
Sept. 30, 1879	69.0	—	3.4	5-0	5	4	2	31	Spartanb., Union and Co	S. C.	1,540,882	*	.....	.....	751,296	548,370	125,000	.....		69.0	.....	7,632	.....	75,616	20,854	—	100	...
Jun. 30, 1879	108.0	—	10.0	3-0	11	5	—	275	Springfield Southern	Ohio.	1,284,511	154,670	.....	.....	635,241	182,700	.....	.....		108.0	.....	73,889	91,477	117,400	10,292	—	100	....
Dec. 31, 1879	24.0	—	1.0	4-8.5	1	2	1	—	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	.....	1,000,000	400,000	41,678	.....		24.0	32,790	8,154	.....	63,088	16,070	—	100	....
Sept. 30, 1879	18.0	—	0.3	4-8.5	4	9	—	7	Staten Island	N. Y.	480,000	*	.....	.....	210,000	300,000	.....	.....		13.0	72,986	356,128	.....	264,518	85,346	20	100	....
Dec. 31, 1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....		24.0	104,230	.....	.....	128,168	22,091	—	100	....
Dec. 31, 1879	61.0	—	38.5	4-8.5	15	8	4	443	Syracuse, Bing. and New York	N.Y.	4,089,029	*	13,662	253,808	2,004,000	2,020,000	216,695	65,606		81.0	484,623	145,196	1,238,735	829,842	327.231	4½	100	....
Sept. 30, 1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	.....	.....	801,400	261,400	.....	.....		43.5	84,240	35,417	50,178	72,278	3,768	—	100	....
Oct. 31, 1879	79.7	34.1	39.0	4-8.5	44	22	17	1,466	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,606,000	793,627	1,262,660		113.8	1,018,962	282,686	1,287,601	1,092,373	404,371	8	50	....
May 31, 1880	179.7	264.1	42.7	4-8.5	52	21	12	928	Texas and Pacific	Texas.	27,418,108	*	2,439,898	338,408	7,902,500	21,220,533	618,886	464,436		443.8	1,545,829	194,788	525,093	2,589,222	1,045,704	—	100	....
Dec. 31, 1879	44.0	4.0	13.4	4-8.5	16	8	3	912	Tioga and Elmira State Line	Pa.	1,539,836	506,099	.....	.....	580,900	629,500	.....	1,417,569		54.5	287,829	78,186	691,137	387,225	171,571	—	50	....
Jun. 30, 1879	79.0	—	11.7	3-6	12	15	3	278	Toronto and Nipissing	Ca.	1,600,000	*	.....	.....	198,350	1,276,915	290,382	.....		105.6	194,303	89,613	81,694	172,155	45,551	—	50	....
Jun. 30, 1879	191.0	—	16.0	3-6	26	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,888	*	.....	.....	783,234	3,365,665	16,349	.....		191.0	310,025	118,662	92,855	284,947	80,512	—	100	....
Sept. 30, 1879	34.7	—	16.7	4-8.5	15	15	7	451	Troy and Boston	New York.	1,981,912	*	1,103,588	———	1,609,016	2,199,500	408,149	———		46.0	425,505	278,257	812,139	593,896	288,519	—	100	....
Sept. 30, 1879	74.0	—	5.3	4-8.5	7	8	2	174	Ulster and Delaware	New York.	1,073,359	*	1,751,912	16,846	1,139,500	1,532,600	170,017	.....		74.0	129,008	84,694	123,894	178,283	18,673	—	100	....
Dec. 31, 1879	1,087	5.0	20.0	4-8.5	178	121	41	3,115	*Union Pacific*	Nebr. Wy. & Utah.	114,493,812	*	.....	.....	36,762,300	77,731,512	.....	.....		1,042.4	7,001,569	.....	.....	992,886	13,201,077	7,725,574	—	100	....
Dec. 31, 1879	404.3	—	34.7	4-9	242	3.1	49	3,655	United New Jersey (Pa.)	N. Jer.	35,330,487	*	.....	.....	20,490,400	19,976,000	.....	.....		404.3	5,538,129	7,204,654	5,052,995	9,088,884	2,914,947	—	100	....
Apr. 30, 1880	36.5	—	1.8	4-8.5	6	7	5	29	Utah Central	Utah.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....		36.5	.....	.....	.....	447,034	291,972	11	100	....
Dec. 31, 1879	106.0	—	7.5	4-8.5	6	8	3	91	Utah Southern	Utah.	3,450,000	*	.....	.....	1,500,000	1,950,000	.....	.....		106.0	.....	.....	.....	327,558	177,042	—	100	....
Sept. 30, 1879	87.0	—	13.3	4-8.5	18	20	14	212	Utica and Black River	New York.	2,378,739	418,847	183,100	238,519	1,771,720	1,112,000	54,735	180,751		180.1	432,840	213,019	108,880	475,508	184,977	2	100	....
Sept. 30, 1879	71.0	—	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	.....	.....	2,000,000	.....	207,337	.....		98.0	174,354	100,026	88,003	156,951	def. 4,106	—	100	....
Dec. 31, 1879	75.7	21.7	16.8	4-8.5	15	12	8	4	Utica, Chenango and Susq. Valley	N. Y.	4,148,103	*	.....	.....	4,000,000	.....	148,103	.....		97.4	406,078	217,658	325,600	521,756	def. 253	6	100	....
Feb. 28, 1879	140.0	2.0	10.0	5-0	17	10	1	91	Vicksburg and Meridian	Miss.	3,046,444	*	134,110	81,077	1,397,603	3,166,973	38,474	.....		142.0	144,330	45,666	45,597	329,176	70,315	—	100	....
Dec. 31, 1879	54.2	1.5	37.0	4-8.5	24	10	4	369	Virginia and Truckee	Nevada.	3,715,360	712,279	.....	.....	6,000,000	1,000,000	.....	.....		53.7	458,810	.....	395,854	1,388,261	552,752	5	100	....
Dec. 31, 1879	40.8	1.4	2.5	4-8.5	2	2	1	35	Wabash, Chester and West	Ill.	468,212	*	.....	.....	250,000	200,000	26,278	.....		42.3	———	15,103	38,782	89,424	def. 3,996	—	100	....
Dec. 31, 1879	710.5	628.4	210.5	4-8.5	331	125	77	7,925	Wab., St. L. & Pacific	O., Ind. & Ill.	.....	.....	.....	.....	40,000,000	36,267,250	.....	.....		1,201.7	.....	.....	.....	8,224,555	2,624,777	—	100	....
Sept. 30, 1879	33.4	—	5.0	4-8.5	21	2	3	16	Wallkill Valley	N. Y.	298,799	*	660,000	11,893	330,000	532,000	108,691	———		33.5	80,528	69,830	60,738	8 ,012	14,424	—	100	....
Sept 30, 1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	199,162	*	.....	.....	225,000	286,000	.....	.....		10.2	14,500	23,761	22,188	37,008	16,041	3½	100	....
Sept. 30, 1879	51.7	—	2.5	4-8.5	5	7	0	66	Washington and Ohio	Virginia.	1,944,790	*	.....	.....	1,777,927	387.300	128,400	.....		51.7	99,745	28,889	27,839	97,470	22,281	—	100	....
Sept. 30, 1879	238.5	121.0	18.0	4-8.5	31	39	14	622	Wash. City, Va. Mid. & Gt. So.	Va & N C.	10,160,949	*	.....	.....	4,265,297	8,095,947	1,815,004	.....		389.5	825,137	131,911	514,018	954,738	347 082	—	50	....
Oct. 31, 1879	26.3	—	5.0	4-8.5	11	28	5	70	West Chester and Philadelphia	Pa.	1,647,105	163,012	349,717	143,209	821,300	1,100,000	58,146	228,598		26.3	256,190	738,127	95,439	304,452	128,535	7	50	....
Dec. 31, 1879	81.5	47.0	18.5	4-9	20	50	13	222	West Jersey	New Jersey.	4,459,297	1,082,971	188,450	1,389 780	2,523,000	102,845	9),372	128.4	471,745	659,862	162,467	544,151	248,885	2	100	....
Aug. 31, 1879	116.0	51.0	8.5	5-0	16	18	8	260	Western of Alabama	Alabama.	3,275,012	*	177,000	43,082	2,553,000	722,011	220,082	167.0	322,840	.....	.....	579,493	254,968	—	100	....
Sept. 30, 1879	192.0	20.7	26.2	4-8.5	39	12	12	612	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,885	4,000,000	3,500,000	354,353	306.207		212.7	585,993	160,254	348,422	773,551	234,716	—	100	....
Sept. 30, 1880	168.6	17.0	13.0	4-8.5	28	22	11	370	Wilmington and Welden	N.C.	3,240,224	*	13.900	154.752	1,456,200	1,619,100	49,792	383.784		180.5	464,494	.....	.....	603,175	188,926	3	100	....
Sept. 30 1880	189.0	—	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta	N. C. & S. C.	2,566,532	*	26,195	248,999	950,000	1,600,000	112,315	164,411		189.0	396,551	.....	.....	547,446	145.423	—	100	....
Dec. 31, 1879	249.9	70.0	17.9	4-8.5	25	13	6	627	Wisconsin Central	Wis.	19 823,023	.....	.....	.....	11 485,500	8,168,000	.....	193,091		485.7	708,741	167,085	325,078	851,091	353,952	—	100	....
Dec. 31 1879	108.0	—	11.5	4-8.5	5	4	2	548	Wisconsin Valley	Wis.	2,853,739	306,132	104,728	28,767	2,026,256	1,149,745	78,278	39,087		90.0	.....	38,197	124,152	225,963	92,386	—	100	....
Sept. 30, 1880	46 1	—	$1.0	4-8.5	19	22	8	567	Worcester and Nashua	N.H. & Mass.	2,121,932	390,686	.....	1464,504	1,789,800	1,030,000	3,894	172.878		94.5	462,662	371,019	467,479	575,860	189,301	—	100	....
Jun. 30, 1879	49.0	—	2.0	5-0	8	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....		23.5	22,765	3,972	16,147	4,446	1,369	—	100	....

A concession has been granted to Romero Rubio and Maldonado S. Sarlot for a railroad from San Juan Bautista, Tabasco, to Minatitlac, with branches to Tlapa and Pichuacalco, points on the Southern Railroad, with a subvention of $5,000 per kilometre, the road to be finished within 12 years.

Statement of the Public Debt of the United States, August 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. loan, 1861-'81, continued at 3½ per cent...	$127,597,200 00	$372,168 50
6 per cent. loan 1863-'81, continued at 3½ per cent...	50,457,950 00	147,169 02
5 per cent. funded loan of 1881	432,708,050 00	5,403,350 62
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	738,693,950 00	2,462,313 17
4 per cent. refunding certif..	653,850 00	2,179 50
3 per cent. navy pension fund.	14,000,000 00	35,000 00
Aggregate of debt bearing interest	$1,621,111,000 00	$10,390,170 31
Interest due and unpaid		2,844,439 14

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 00
5 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent bonds, of 1858	8,000 00	
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	372,100 00	655 37
6 per cent. 5-20 bonds, called June, 1864	59,850 00	174 43
6 per cent. 5-20 bonds, called 1865	77,250 00	18,916 60
5 per cent. 10-40 bonds, called 1864	581,550 00	112,919 33
6 per cent. Consol. bonds, called. 1865	467,600 00	9,199 10
6 per cent. Consol. bonds, called, 1867	1,316,250 00	211,749 31
6 per cent. Consol. bonds, called, 1868	402,900 00	28,093 33
6 per cent. loan, Feb. 8 1861, matured Dec, 31, 1880	25,000 00	1,524 00
per cent. funded loan, 1881 called	888,900 00	71,191 25
Oregon War Debt, March 2, 1861, matured July 1, 1881	166,750 00	6,387 43
per cent loan of July 17, and Aug. 5. 1861, matured June 30, 1881	3,497,150 00	117,985 46
cent loan of March 3, 1863, matured June 30, 1881,	1,219,200 00	62,736 55
1-10 to 6 per cen'. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863.	44,450 00	2,212 85
5 per cent. 2 year notes, 1863.	35,450 00	1,904 80
6 per cent. compound interest notes, 1863-64	229,750 00	46,839 18
7 3-10 per cent. 3 years' treasury notes, 1864-65	141,850 00	4,946 35
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,900 00	244 19
3 per cent. certificates called.	5,000 00	394 21
Aggregate of debt on which interest has ceased since maturity	$9,959,015 26	$773,630 98

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,435 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	10,740,000 00	
Coin certificates, 1863	5,749,820 00	
Silver certificates, 1878	51,933,930 00	
Unclaimed interest		6,741 51
Fractional currency, 1862, 1863 and 1864. $16,474,579 32		
Less amount estimated as lost or destroyed, act of June 21, 1879	8,375,934 00	
	7,098,645 32	
Aggregate of debt bearing no interest	$422,313,916 32	$6,741 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$178,075,150 00	
Bonds at 5 per cent	439,708,050 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,693,950 00	
Refunding certificates	653,850 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,621,111,000 00	$13,234,609 95
Debt on which interest has ceased since maturity	9,959,015 26	773,630 98
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,501 00	
Certificates of deposit	10,740,000 00	
Coin and Silver Certificates.	57,733,800 00	
Fractional currency	7,098,645 32	
	$422,313,916 32	
Unclaimed interest		6,741 51
	$2,053,386,961 58	$14,015,017 42
Total debt, principal and interest, to date, including interest due and unpaid	$2,067,398,979 00	

AMOUNT IN TREASURY.

Interest due and unpaid	$2,844,439 14
Debt on which interest has ceased	9,959,015 26
Interest thereon	773,630 98
Gold and silver certificates	57,733,800 00
U S. Notes held for redemption of certificates of deposit	10,740,000 00
Cash balance available August 1, 1881	154,827,274 59
	$236,878,190 25
Debt, less amount in Treasury, Aug. 1, 1881.	$1,830,520,788 75
Debt, less amount in Treasury, July 1, 1881.	1,840,598,811 98
Decrease of debt during the month	$10,078,023 23
Decrease of debt since June 30, 1880	$10,078,023 23

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	8,141 60
Totals	$64,623,512 00	$323,117 56

Interest paid by United States, $51,467,372 02; interest repaid by transportation of mails, &c., $14,426,644 65; interest repaid by cash payments: 5 per cent net earnings, $555,198 87; balance of interest paid by United States, $36,385,428 50.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 30, 1881.

WILLIAM WINDOM,
Secretary of the Treasury.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, Aug. 16, 1881.

The market continues very firm with an active demand. Sales made this week are generally at an advance of from 50c. to $1 00 per ton over those booked last week. We quote as follows—

FOUNDRY.

	No.		Mos.
Hanging Rock Charcoal	1	26 00@27 00	4
Strong Neutral Coke	1	22 50@23 50	4
American Scotch	1	20 00@21 50	4

GREY FORGE.

Neutral Coke		20 00@21 50	4
Cold Short		19 00@20 00	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast		36 00@38 00	4
" Warm "		30 00@32 00	4
Lake Superior 1 and 2		32 00@33 00	4
Lake Superior 3 to 6		34 00@36 00	4
Southern Car Wheel		34 00@35 00	4

The ownership of the Sault Ste. Marie Canal has been transferred from the State of Michigan to the United States Government. The tax imposed upon vessels using it was last month removed.

Philadelphia Stock Exchange.

Closing Prices for the week ending Aug. 16.

	W. 10	Th. 11	F. 12	Sat. 13	M. 15	Tu. 16.
Allegheny Val. 7 3-10s	....	124	....	124	....	
7s, Income	....	....	....	....	....	55
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	27½	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	24	28½	....	....	23½	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	44½	44½	45	....	44½	44½
6s, 1884	....	106½	....	....	....	....
Gold Loan	....	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	119½	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	62	62	62	61½	61½	
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	....	....	....	....	....	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	122	....	....	....	....
Northern Central	54½	....	54½	54½	54	53½
6s	....	....	....	....	....	....
Northern Pacific	41½	41½	41½	41½	40½	38½
Preferred	81½	81½	81½	81½	80½	78½
Pennsylvania R. R.	65	64½	64½	64½	64½	63½
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	101½	....	....	....	....
do. 5s, new	....	118	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	32½	32	31½	31½	31½	30½
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s. new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	....	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	96½	96	96	96	96	95
Philadelphia and Erie	24½	24½	25	25½	25½	24
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	....	....	118	118	....	
Pittsb., Cin. & St L. 7s	122	122	....	....	....	122
Pittsb., Titusv. & Buff.	22½	22½	....	22½	22	21½
7s	100½	....	....	101	100	101
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	94½	94½	....	....	....	....
United Co. of N. Jersey	193	....	193	....	....	....
Hestonville, (Horse)	....	....	....	....	22½	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Greenand Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Aug. 16.

	W. 10	Th 11.	F. 12	Sat. 13	M. 15.	Tu. 16.
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	48½	....	....	....	....	....
1st mortgage	114	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	123	123½	123½	123½	123½	....
2d mortgage, 7s	89	89	....	89	88½	88½
3d mortgage, 8s	48½	51½	49	....	48½	47
Northern Central ($50)	....	....	....	54½	54	53½
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	116½	....	....	117	....	....
6s, 1904, gold	....	....	....	....	114½	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	123½	....	123½	
Virginia 6s, Consol	82½	82½	82½	81	80½	
Consol. Coupons	92½	92½	93	93	93	
10-40 bonds	54½	54½	54½	54½	54½	54½
Deferred Certificates	16	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	108	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 17.

	Th.11.	F.12	Sat.13	M.15.	Tu.16	W.17.
Adams Express	140	141½	....	135	....	
Albany and Susq.	141½	....	....	128	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
American Express	....	87	....	84	86	
Atlantic & Pacific Tel.	....	....	....	....	....	
Burl., C. R. & Nor.	....	....	....	....	....	
1st mortgage 5s	102½	....	102½	....	102½	
Canada Southern	65½	66½	66½	65½	63½	64
1st mortgage guar.	101½	100½	100½	100½	100	
Central of N. Jersey	95½	96½	97	95½	93	93½
1st mortgage 1890	....	....	....	....	....	
7s, consolidated, ass.	....	....	....	....	....	
7s, convertible, ass.	....	....	....	....	....	
7s, Income	....	99½	....	....	....	
Adjustment	....	....	....	....	....	
Central Pacific	93½	93	93½	92½	91	91
6s, gold	115½	....	....	....	....	115½
1st M. (San Joaquin)	....	....	....	....	....	
1st M. (Cal. and Or.)	....	....	....	....	....	
Land grant 6s	106½	....	....	107	107	....
Chesapeake and Ohio	29	28½	28	23	24½	
Chicago and Alton	139	140	140	....	134½	133½
Preferred	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
Sinking Fund	....	....	....	....	....	
Chic., Burl. & Quincy	158½	160½	159	157	155½	156½
7s Consol, 1903	....	132	....	....	....	
Chic., Mil. and St. Paul	114	114½	114½	114½	112½	112½
Preferred	133½	133½	122	....	....	
1st mortgage, 8s	....	....	....	136	136	....
2d mortgage, 7 3-10s	....	....	....	....	....	
7s, gold	....	....	....	....	....	
1st M. (La Crosse div.)	....	....	....	....	....	
1s M. (I. and M. div.)	....	....	....	....	....	
1st M. (I. and D. ext.)	....	....	....	....	....	
1st M. (H. & D. div.)	118	....	....	....	....	
1st M. (C. & M. div.	....	....	....	....	....	
Consolidated S. F.	125½	....	....	....	....	125
Chic. & Northwestern	125½	126	125½	125½	123½	123½
Preferred	....	....	....	....	138	137
1st mortgage	....	....	....	....	110	....
Sinking Fund 6s	110½	....	....	....	....	
Consolidated 7s	....	....	....	133	....	
Consol. Gold bonds	....	....	....	....	....	127
Do. reg	....	....	....	....	....	
Chic., Rock Isl. & Pac.	137½	138½	....	135½	134½	134½
6s, 1917, c.	....	....	....	....	....	
Clev., Col., C. and Ind.	89½	88½	90½	89½	88½	88½
1st mortgage	....	....	....	....	....	
Clev. & Pittsburg guar.	....	....	....	....	....	
7s, Consolidated	....	....	....	127½	....	129
4th mortgage	....	....	....	....	....	
Col., Chi., & Ind. Cent	22½	22½	22½	22	21½	21½
1st mortgage	....	....	....	130	132½	
2d mortgage	....	....	....	....	....	
Del. & Hudson Canal	109½	110½	110½	109½	108½	108½
Reg. 7s, 1891	....	....	....	....	....	119½
Reg 7s, 1884	....	108	....	107	....	
7s, 1894	....	....	....	....	....	
Del., Lack. & Western	124½	124½	124½	124	122½	122½
2d mortgage 7s	....	....	....	....	....	
7s, Consol. 1907	....	....	....	....	....	
Erie Railway	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mort. 5s, ext.	....	....	....	....	....	
3d mortgage	....	....	....	....	....	
4th mort. 5s, ext.	....	....	....	....	....	
5th mortgage	....	102½	....	....	....	
7s, Consol. gold	138½	....	....	....	....	
Great Western 1st mort.	....	....	....	....	....	
2d mortgage	112½	....	....	112½	....	
Hannibal & St. Joseph	94	94	95	....	91	94
Preferred	115	115	117	115	112½	113½
8s, Convertible	....	....	115	....	....	
Houston & Tex. Cent.	100	....	....	....	....	
1st Mortgage	112	111½	....	....	....	
Illinois Central	137	137½	133x	132	130½	130½
Lake Shore & Mich So.	123½	124½	123½	122½	122½	
Consol. 7s	130	....	....	....	....	
Consol, 7s, reg.	....	....	....	....	....	
2d Consolidated	....	....	....	....	....	
Leh. & W. B. 7s, Con	....	....	....	....	....	
Long Dock bonds	....	....	....	....	....	
Louisville & Nashville	101½	102½	102½	101½	99½	99½
7s Consolidated	123½	....	....	123½	....	123
Manhattan	17½	19½	19½	18	18	
Metropolitan Elevated	80½	81½	82½	81	80½	81½
1st Mortgage	100½	....	....	100½	100	100
Michigan Central	97½	97½	97½	96	93½	93½
7s, 1902	....	....	....	....	....	
M. S. and N. I. 1st, S. F.	112	....	....	125½	....	
Morris and Essex	126	126	....	123½	123½	
1st mortgage	141	....	....	....	....	
2d mortgage	120	....	....	....	....	
7s of 1871	....	....	....	....	....	
7s, Convertible	....	....	....	....	....	
7s, Consolidated	126	....	....	....	....	
N. Y. Cent. & Hud. Riv.	143½	144	144½	144½	142½	142½
6s, Sinking fund, 1883	....	....	....	....	....	
6s, Sinking fund, 1887	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
1st mortgage, reg.	....	....	....	136½	....	
N. Y. Elevated	107	....	....	106	106½	
1st mortgage	117	117	116½	....	116½	
N. York and Harlem	....	....	....	....	....	
Preferred	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
1st mortgage, reg.	136	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 17.

	Th.11.	F.12	Sat.13.	M.15.	Tu.16.	W.17.
N. Y., Lake Erie & W.	43½	43½	44½	43½	42½	43
Preferred	86	86	....	....	85	84
2d Consolidated	102½	102½	102½	102½	101½	100½
New 2d 5s fund	....	....	....	....	....	
N. Y., N. Haven & Hart	185	185	....	....	....	
North Missouri 1st M.	....	....	....	123½	....	....
Northern Pacific	42	41½	41½	40½	38½	39
Preferred	81½	81½	81½	80½	78½	78½
Ohio and Mississippi	37½	37½	....	38	37	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	122½	....	....
Consol. Sinking fund	....	....	....	....	121½	....
Pacific Mail S. S. Co.	51½	50½	51	50½	49	49
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	108½	....	....	108½
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	63½	64	63½	62½	60½	61½
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car.	141½	142½	142½	143½	142	142½
Quicksilver Mining Co.	16½	16½	....	16½	15½	....
Preferred	61	....	....	....	....	60
St. Louis & San Fran.	50	50	49½	49½	....	47½
Preferred	....	....	76	76½	75	74½
1st Preferred	109	....	....	....	....	107½
St. L., Alton and T. H.	....	....	....	....	45	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	117	....	....	113½	....	....
St. L., Iron Mt. & S.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	125½	126½	126	127½	123	123
1st mortgage	118½	118	118	118½	118	118
Land Grant 7s	....	117½	....	117½	....	....
Sinking Fund 8s	120	....	129	....	128½	....
United States Express	....	....	69	....	....	66½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	108
2d mortgage	....	....	....	111½	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	114	....
Wabash, St. L. & Pac.	50½	50½	51	49½	48½	47½
Preferred	88½	88½	89½	88	85½	85½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	137½	136½	....	....	....	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	89½	89	89	88½	86½	85½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending Aug. 10.

	Th.11.	F.12	Sat.13.	M.15.	Tu.16.	W.17.
Atch., Top. and San. Fe.	141	142	142½	141½	140½	140
1st mortgage	124	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	174	....	173	....	....
7s, reg.	....	....	114	....	....	....
Boston and Lowell	113½	....	114	....	....	158
Boston and Maine	....	....	156	156	....	156
Boston and Providence	....	....	....	....	....	166
Boston, Hart. & Erie 7s	....	70	....	77	76	76
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	117½	118	....	117	....	117½
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	....	....	159½	158	156	156½
7s	....	27	....	26	25½	25½
Cin., Sand. & Clev. ($50)	....	....	....	....	....	....
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	50	50	....	50	50	50
New 4½ Bonds	111½	....	111½	113	113½	....
Fitchburg	....	....	....	....	152	152
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	....	....	....	....	76	....
7s	120½	....	....	....	....	121
Northern, N. H.	....	111½	....	112	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ.	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Old Colony	129	....	....	....	....	128
Ph., Wil. & Balt. ($50)	....	....	....	....	128½	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	121	121	....	120½	....	....
Pullman Palace Car.	141	142	....	142½	142½	....
Union Pacific	126	126½	126½	.	124	....
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	....	....	20	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	65	65
Cambridge (Horse)	125	125	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	....	219	217	220	....	
Quincy	34	33½	33½	33½	33	

New York Stock Exchange.

Closing Prices for the week ending Aug. 16

Th.11. F.12. Sat.13 M.15. Tu.16. W.17.

FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	116½	....	....	116½	116½	116½
U. S. 4s, 1907, coup.	....	....	116½	116½	116½	....
U. S. 4½s, 1891, reg.	....	113½	....	....	113½	113
U. S. 4½s, 1891, coup.	....	114½	114½	....	....	114
U. S. 5s, 1881, reg.	....	....	102	....	....	101½
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s continued at 3½	102½	....	....	102½	102	102½
Dt. of Col. 3-65s, reg.	....	108	....	....	....	....
Dt. of Col. 3-65s, coup.	108½	108	....	....	....	....

London Stock Exchange.

	Closing Prices — July 22	July 20
Baltimore and Ohio (sterling)	116 — 118	116 — 118
Cairo and Viecennes common stock	55 — 57	52 — 54
Do. pref. 5 per cent	93 — 95	92 — 94
Central of New Jersey $100 shares	100 — 105	95 — 100
Do. Cons. Mort. Oct. '79 coupon	120 — 122	120 — 122
Do. Adjustment bonds	109 — 112	109 — 112
Do. Income bonds	104 — 106	104 — 106
Det., Gd. Haven & Mil. Equip. bds.	118 — 120	118 — 120
Do. Con. M. 5 p.c. till '84 after 6 p.c.	112 — 114	112 — 114
Illinois Central $100 shares	142 — 144	137 — 139
Lehigh Valley Consol. mortgage	118 — 122	116 — 122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 — 140	137 — 140
Do. $100 shares	147½ — 148½	148 — 149
Do. Mort. bonds (sterling)	121 — 123	121 — 123
N. Y., Lake Erie & West., $100 shs.	44½ — 45	44½ — 45
Do. 6 p. c. pref. $100 shares	86 — 89	87 — 89
Do. 1st Con. Mort. Bonds (Erie)	135 — 137	135 — 137
Mort. Funded Coupon bonds	132 — 134	132 — 134
Do. do. 2d do.	104 — 106	104 — 106
Do. 2d Consol. Mort. bonds	101 — 103	101 — 103
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	58 — 59	57½ — 58½
Do. Prior Lien Bonds (sterling)	110 — 112	110 — 112
Pennsylvania, $50 shares	65½ — 66½	66 — 67
Do. Con. Sink. Fund Mort.	120 — 122	120 — 122
Philadelphia & Reading $50 shares	29½ — 30½	30 — 31
General Consol. Mortgage	117 — 119	117 — 119
Do. Improvement Mortgage	106½ — 106½	106½ — 106½
Do. Gen. Mort. '74, ex-defend. con.	95 — 97	95 — 97
Do. Scrip for the 6 def. ¼ coupons	92 — 95	92 — 95
Pittsbg, Ft. W. & Chic. Equip bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	129 — 131	129 — 131
Do 1st pref. stock	101 — 103	101 — 103
Union Pacific Land Grant 1st mort.	118 — 122	118 — 122

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, Aug. 18, 1881.

The rates for call loans to the stock brokers this morning were 4 to 6 per cent, to United States bond dealers 3½@4 per cent. Time loans were 3½ to 6 per cent with few below 4 per cent on any collateral. Prime mercantile paper, 5@6 per cent. In the afternoon the quotation for call loans at the Stock Exchange was 6 per cent.

The posted rates for prime bankers' sterling were 4.82½@4.84½; the actual rates, 4.81@4.81¾ and 4.83@3¾, cables 4.83½@4.84, and prime commercial bills 4.79½@3¾. The actual rates for Continental exchange are as follows: francs 5.25@5.25⅛ and 5.21⅞@5.22½; marks, 93⅞@94½ and guilders 39 8 16@39 15 16.

The First Comptroller of the United States Treasury at Washington has rendered a decision affecting mutilated United States bonds which may be presented for redemption or for the purpose of receiving a reissue thereof. He holds that in the absence of clear proof of the destruction of a missing portion of a bond the United States government can only pay for that part of the bond produced a sum which would bear the same proportion to the whole amount of the bond as the part presented would bear to the size of the bond of which the fragments might be a part.

The stockholders of the Boston, Barre and Gardner Railroad Company have voted to issue bonds to the amount of $100,000 payable within fourteen years from date, for the purpose of providing for the payment of its floating indebtedness; said bonds to be in addition to the bonds

heretofore issued or authorized to be issued, to wit: bonds to the amount of $400,000 secured by a mortgage dated June 21, 1873, and bonds to the amount of $300,000 secured by a mortgage dated July 16, 1875, which bonds and mortgages were also confirmed and ratified.

The closing quotations on Thursday were: Adams Express, 133@135; American Express, 84⅜@84⅝; American District Telegraph, 47⅜@47⅝; Chicago, Burlington and Quincy, 154⅜@154⅝; Canada Southern, 63@63¼; Chicago and Northwestern, 122⅜@122⅝; do. pref., 136⅜@136⅝; Central of New Jersey, 90⅞@91⅛; Chicago and Rock Island, 133⅝@133⅞; Central Pacific, 89⅞@90; Chicago, Milwaukee and St. Paul, 111¼@111½; Cleveland, Columbus, Cincinnati and Indianapolis, 87⅝@87¾; Columbus, Chicago and Indiana Central, 21⅜@21⅝; Delaware and Hudson Canal, 107¼@107½; Delaware, Lackawanna and Western, 121@121¼; Hannibal and St. Joseph, 93⅜@93⅝; do. pref., 112⅝@112⅞; Illinois Central, 129⅜@129½; Lake Erie and Western, 52⅞@53⅛; Lake Shore and Michigan Southern, 121⅞@122⅛; Metropolitan Elevated, 80¾@81; Manhattan Elevated, 18⅜@18⅝; Michigan Central, 93@93¼; New York Elevated, 106⅛@107; New York, Lake Erie and Western, 42¼@42½; do. pref., 81⅞@82⅛; New York Central and Hudson River, 142⅛@142⅜; Ohio and Mississippi 36@36⅜; Ohio Central, 25⅛@25⅜; Pacific Mail, 47⅞@48⅛; Panama, —@260; Texas and Pacific, 50⅝@50⅞; Union Pacific, 122¼@122½; United States Express, 67@69; Wells Fargo Express, 125@133; Western Union Telegraph, 85½@85½; Wabash, St. Louis and Pacific, 47⅛@47⅜; do. pref., 83½@83¾.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 7s, ass., 136½; Atchison, Colorado and Pacific 1st, 102; Cairo and Fulton 1st, 112½; Chesapeake and Ohio 1st pref., 40¼; do. 2d pref., 28; do. cur. int., 58; do. 1st, Series B, 87; Chicago, St. Paul, Minneapolis and Omaha, 89¼; do. pref., 101; do. consol., 103; Chicago, St. Louis and New Orleans, 80; Col., Cbl. and Ind. Cent. Inc., 77; do. Trust Co. certif. ass., sup., 123½; Chicago, Milwaukee and St. Paul 1st, Chicago and Pacific div., 109; do. S. M. div., 106; do. S. W. div., 109; Chicago and Eastern Illinois Inc., 107¼; Denver, South Park and Pacific 1st, 108; Denver and Rio Grande, 89¾; do. 1st, 118; do. 1st consol., 112¼; East Tenn., Va. and Ga., 17; do pref., 81½; Galveston, Houston and Henderson 1st, 76; Georgia R. R. and B. Co., 175; Houston and Texas Central Gen'l mort., 104; Indiana, Bloom. and Western, 46; do. 1s, 95; International and Gt. Northern 1st, 111; do. 2d inc. ass., 100; Indianapolis, Decatur and Springfield 1st, 106½; Keokuk and Des Moines, 28; Kansas Pacific 1st consol., 108; do. 6s, Denver div. ass., 118; Long Island, 48½; Lake Erie and Western, 53¼; do. 1st, 109; do. inc., 76; do. Sandusky div. 1st, 103; Louisville, New Albany and Chicago, 92; do. 1st, 106; Louisville and Nashville Gen'l mort., 6s, 106; Lehigh and Wilkesbarre consol. ass., 112⅜; Manhattan Beach, 30; do. 7s, 106½; Marietta and Cincinnati 1st pref., 12⅛; do. 2d pref., 9; Mobile and Ohio, 35; do. 1st deben., 101; do. 2d deben., 67; do. 1st mort., 112; Missouri, Kansas and Texas, 40¾; do. consol. 7s, 107; do. 2d, 82; do. G. 6s, 90; Missouri Pacific, 104¼; do. 1st consol., 107⅛; Memphis and Charleston, 78¼; Milwaukee, Lake Shore and Western, 50; do. 1st, 106½; Metropolitan Elevated 2d, 90; Minneapolis and St. Louis 1st, Iowa Ext., 111; Nashville, Chattanooga and St. Louis, 86; New York, Ontario and Western, 30; New York, Penn. and Ohio inc., 57; Ohio Central, 25¼; do. 1st, 100; do. Inc., 50; Oregon Railway and Nav., 163; Peoria, Decatur and Evansville, 35½; do. inc., 81; Rensselaer and Saratoga, 140; Rochester and Pittsburg, 26¾; do. 1st, 102; Richmond and Allegheny, 51; do. 1st, 108; Rome, Watertown and Ogdensburg, 81; do. 1st consol., 97; St. Paul and Sioux City 1st, 113½; St. Paul and Duluth pref., 84; St. Paul, Minn. and Man., 101½; do. 1st, 112; St. Louis, Kansas City and Northern R. E. 7s, 1895, 116; do. Omaha div., 117⅞; Southern Pacific of Cal. 1st, 107¾; St. Louis and San Francisco 2d, Class B, 96¾; do. A, 109; St. Louis and Iron Mt. 1st, pref., Inc., 99; do. 5s, 93; do. Cairo, Ark. and Texas 1st, 112; Texas and Pacific, 52⅛; do. Inc., L. G., 79⅛; do. Rio Grande div. 6s, 92¾; Toledo, Delphos and Burlington, 28¾; do. 1st, 96; do. inc., 57; Toledo and Wabash Equip., 50; Wabash, St. Louis and Pacific Gen'l mort. 6s, 101; do. Chicago div., 93½; Winona and St. Peter 2d, 124¼; Louisiana 7s, consol., 67½; South Carolina 4s, consol., 88½; do. 6s, non-fund., 11¼; Tennessee 6s, old, 71½; do. new, 71½; Sutro Tunnel, 1½; Colorado Coal and Iron, 48¼; Cam. Coal, 43⅛; Consolidation Coal, 37; Maryland Coal, 25; New Central Coal, 27; Central Mining, 2⅛; Deadwood, 8¼; Homestake, 18½; Standard, 22¼.

Philadelphia.—Central Transp., 41⅞; Catawissa new pref., 56½; Philadelphia, Wilmington and Baltimore 4 per cent certif., 98; Philadelphia, Germantown and Norristown, 110½; Pennsylvania Co. 6s, 109; Philadelphia and Reading scrip, 78; Philadelphia and Trenton, 189; People's Passenger R. W. 7s, 119½; Steubenville and Indiana 6s, F. & A., 104; Texas and Pacific consol. mort. 6s, 103½; do. Rio Grande div. 1st, 95; West Jersey and Atlantic, 24¼; do. 6s, 110¾; Western Pennsylvania 6s, 112. The latest quotations are: City 6s, 115@116; do. free of tax, 127@132½; do. 4s, new, 101@112; Pennsylvania State 6s, 3d series, 101@102⅛; do. 5s, new, loan, 116@118; do. 4s, new, 111@—; Philadelphia and Reading R. R., 30¼@30⅜; do. consol, mort. 7s, coup. 126@127; do. reg., 126¼@127; do. mort. 6s, 122@125; do. 7s, 1893, 121@122; do. new conv., 66@—; United New Jersey R. R. and Canal, 192@193; Buffalo, Pittsburg and Western, 21⅛@21⅝; Pittsburg, Titusville and Buffalo 7s, 100¾@101¼; Camden and Amboy mort. 6s, 1889, 115⅛@116⅛; Pennsylvania R. R., 63⅜@63½; do. gen'l mort., coupon, 124⅛@125; do. reg., 126@128; do. consol. mort. 6s, reg., 121¼@121¾; Little Schuylkill R. R., 55½@55¾; Morris Canal, 44¾@45¼; do. pref., 160@—; Schuylkill Nav., 6½@—; do. pref., 13⅛@14; do. 6s, 1882, 94@95; do. 1872, 107⅛@108; Elmira and Williamsport pref., 55@60; do. 6s, 115@—; do. 5s, 100@103; Lehigh Coal and Navigation, 44¼@44⅜; do. 6s, 1884, 106¾@107; do. R. R. loan, —@118; do. Gold Loan, 116¼@117; do. consol. 7s, 119@120; Northern Pacific, 38⅛@38⅝; do. pref., 78⅛@78⅝; North Pennsylvania, —@—; do. 6s, 108@—; do. 7s, 122@124; do. Gen'l mort. 7s, reg., —@—; Philadelphia and Erie, 24@24¼; do. 7s, 118@118⅛; do. 5s, 107⅛@108½; Minehill, 61@61¼; Catawissa, 21⅜@21¾; do. pref., 57⅛@58½; do. new pref., 57@58; do. 7s, 1900, 127@127½; Lehigh Valley 61¼@61⅞; do. 6s, coupon, 122@123½; do. reg., 127@—; do. 2d mort. 7s, 137¼@140; do. consol. mort., 122¾@123¼; Fifth and Sixth streets (horse), 136@137; Second and Third, 112½@116; Thirteenth and Fifteenth, 85⅛@86½; Spruce and Pine, 45@50; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, 22@22½; Germantown, 79¾@80¼; Union, 119@125; Lombard and South 25@26; West Philidelphia, 110@110; People's, 34@34¼; Continental, 103@108.

Baltimore.—Atlanta and Charlotte, 81; do. 1st, 110½; Atlantic Coal, 1.35; Baltimore City 5s, 1894, 119; do. 5s, 1916, 125¼; do. 4s, 1920, 111¾; Columbia and Greenville 2d, 96¼; Maryland Defense 6s, 106; Northern Central 5s, 101; Richmond and Danville, 110; Virginia and Tennessee 6s, 103¼; Virginia Midland 1st pref., 75; do. 4th, 59; do. 5th, 100⅛; Virginia Peelers, 42⅞. The latest quotations are: Atlanta and Charlotte, 80@81; do. 1st, 110⅜@110½; do. Income, 97½@98¼; Baltimore and Ohio, 198@200; Columbia and Greenville 1st, —@105; do. 2d, 96¼@96½; Marietta and Cincinnati 1st, 122⅛@123⅜; do. 2d, 88⅛@88¼; do. 3d, 47@47¼; Northern Central, 53¼@53⅜; do. 6s, 1900, gold, 116@116⅜; do. 6s, 1904, gold, 114¼@—; do. 5s, 1926, 100¾@101; Ohio and Mississippi 1st, 122@124; do. Springfield div. 1st, 116@118¼; Pittsburg and Connellsville 7s, 123½@123¾; Richmond and Danville, 109¾@110⅛; Richmond and Allegheny, —@50; Union land, endorsed, 117½@—; Virginia Midland 1st pref., 74@—; do. 2d mort., 111½@112; do. 4th, 58⅝@60; Virginia Consols, 80⅜@80¼; do. consol. coupons, 93@93¼; do. 10-40s, 53⅜@53¾; Baltimore City 6s, 1884, 106@—; do. 6s, 1890, 118@118½; do. 6s, 1900, 126½@—; do. 5s, 1894, 119@121; do. 5s, 1916, 125@126; do. 4s, 1920, 111@—.

Boston.—Atlantic and Pacific 6s, 103¼; do. Inc., 6s, 54½; Atchison, Topeka and Santa Fe 5s, 98¾; Atchison 4½s, 94; Boston Land, 8⅝; Boston Water Power, 8¾; Burlington and Missouri River in Nebraska 6s, non-exempt, 106½; Chicago and West Michigan, 89; Cheshire, 62½; Connecticut and Passumpsic Rivers, 95; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 108; Connotton Valley, 28; do. 7s, 100; Detroit, Lansing and Northern, 78; Flint and Pere Marquette, 84; do. pref., 103; Iowa Falls and Sioux City, 89; Kansas City, Fort Scott and Gulf 1st, 114; Little Rock and Ft. Smith, 81; Little Rock, Mississippi and Texas 7s, 109; Massachusetts Central, 25; do. 1st, 100¾; Mexican Central 7s, 91; do. Block, new, 99; Marquette, Houghton and Ontonagon, 75; do. 6s, 101; Northern Pacific 6s, 103¼; New Mexico and Southern Pacific 7s, 120; New York and New England 6s, 112; Ottawa and Burlington 6s, 110; Rutland, 5½; do. 5s, 85; Republican Valley 6s, W. D., 106½;

Summit Branch, 19; Toledo, Delphos and Burlington, 13⅞; Wisconsin Central, 25; do. 1st series, 79¾; Allouez Mining Co., 2⅛; Atlantic, 11¼; Brunswick Antimony, 10½; Duncan, ⅞; Douglas, 2½; Franklin, 11; Harshaw, 6¾; Huron, 3¼; Napa consol. Quicksilver, 7; Osceola, 80; Silver Islet, 47; Sullivan, 8¾.

Philadelphia and Reading Companies.

President Bond's plan for the reorganization of the Philadelphia and Reading Railroad Company, a brief allusion to which was given in our last issue, has been submitted to the directors of the company and approved by them. It must now be passed upon by the shareholders. The main features of the plan, as heretofore given, are, first, a new issue of stock to the amount of $18,000,000, and second, the placing upon all the property of the railroad company and coal and iron company a consolidated mortgage under which two classes of bonds are to be issued, the one class to bear 4½ per cent interest and the other 3 per cent. Both classes are to run 75 years. The 4½ per cent bonds are to be used in retiring existing mortgages, mortgage scrip, floating indebtedness and other obligations; the 3 per cents are to be exchanged for certain outstanding bonds and other certificates specifically described in Mr. Bond's schedule, and the new stock is to be used at par in paying off the general indebtedness. Mr. Bond places the total capital stock at $34,278,175 28, and the principal of the debt at $166,861,170 81. He proposes to reduce the interest, rentals and sinking fund requirements so as to bring the whole expenditure within the present revenue-producing capacity of the company to be about $8,418,008, or $100,000 more than will be needed.

Railroad Law.

COURT OF APPEALS KENTUCKY.

OPINION FILED MARCH 5, 1881.

SHAWHAN etc., vs. LYNN, etc.

1. Corporations—Rights of Stockholders—A stockholder has no right to sue to enforce a corporate cause of action, unless the officers of the corporation refuse to sue to assert the cause of action led by him, and in order to show or manifest his right to sue in such a case, the stockholder must allege that the officers of the corporation refuse to sue to assert that cause of action, and he must also make the corporation a party to his suit.

In this case the stockholder's petition was properly dismissed absolutely by the lower court, because he did not allege that the officers of the corporation had refused to sue, and also because he did not make the corporation a party defendant to his suit.

PRYOR, J.—An action was pending in the Kenton Chancery Court between the Covington and Lexington Railroad Company, as plaintiffs, and Bowler's heirs and others, defendant's, involving the right of Bowler's heirs to hold the road as purchasers at a decretal sale subjecting the road to the payment of a large sum of money, secured by mortgage, and sold at the instance of the mortgagees, under a petition in equity filed in the Fayette Circuit Court. The right of the parties was finally determined on an appeal to this court, in an opinion holding that the purchase inured to the benefit of the Covington and Lexington Railroad Company, and a mandate issued directing certain proceedings to be had in the court below. After this opinion was delivered, on a petition for a rehearing filed, in which it appeared that the heirs of Bowler were not all before the court, the mandate or opinion was modified, and the heirs of Bowler were permitted to make defense, and if no proper defense was interposed, the judgment directed to be entered as required by the original opinion.

The parties who purchased under the sale of the Fayette court had organized a new corporation known as the Kentucky Central Railroad Company.

After the return of the cause from this court the president, directors, etc., of the Covington and Lexington Railroad Company (the old corporation) entered into a compromise with the new corporation, or the purchasers of the road, by which the action for its recovery by the old corporation was dismissed, and the stock transferred by the agreement to the new corporation, thereby leaving the purchasers at the decretal sale the owners of the road.

Whether the president and directors, or a majority of them, were authorized to make the agreement at a meeting of the stockholders does not appear, and whether such power could have been conferred is not material to inquire. It is evident, however, that where the franchise has already been sold, the power of the president and directors to compromise with the purchasers in a controversy involving the validity of the sale, would not be controlled by the well established rule that the directors of a corporation have no power to destroy its corporate existence.

The appellant in the present case alleges that he is a stockholder, and that the board, or a majority of them, combining with the defendants in the original action, for the purpose of defrauding the stockholders, entered into the compromise by which the action for the recovery of the road was dismissed and all the rights and franchises transferred to the new corporation, thereby destroying not only the existence of the old corporation, but rendering the stock of the appellant valueless. He asks that the action dismissed by the directors be reinstated on the docket, and that he be permitted to prosecute the action, and that the compromise agreement be disregarded.

It is plain that the president and directors of the old company, having the right to institute the action, had the power to dismiss it, and certainly one out of many stockholders may not, and in the name of, or for the corporation, will not be permitted to prosecute the action in his own name, against the will and consent of the directors. A stockholder may sue for the corporation or his associate stockholders, when the rights of the corporation are involved and the directors decline to sue, or refuse to permit the stockholders to prosecute the action in the name of the corporation. Such facts must be alleged, and the corporation must be a party, plaintiff or defendant, and this is indispensable because, as said in the case of Davenport v. Davis, 14 Wallace, "The relief is asked in behalf of the corporation and not the individual stockholder." There is no allegation that the directors decline to reinstate the case on the docket, or that any demand was ever made of them, or either of them, by the stockholder bringing this action, or any parties in interest, to continue its prosecution; nor is the corporation, the Covington and Lexington Railroad Company, a party to the action, and its prosecution, therefore, by the stockholder would be no bar to a subsequent action by the corporation.

This is not merely a defect of parties (the failure to bring the corporation before the court) to be taken advantage of by special demurrer, but the omission to make the corporation either a plaintiff or defendant, leaves the stockholder without a cause of action; in other words, the party entitled to the relief is not before the court. The stock of the stockholder in the old corporation, or his rights under it, cannot be affected if the directors have no power to make the compromise, but this is a different question from the relief sought here, viz: That the stockholder may institute and prosecute the action in his own name. We have the stockholder asserting this right, and the president and directors in court asking its dismissal, and the court very properly sustained the demurrer.

"It is admitted that such a suit would be defective, and that in every case where the question, whether of ultra vires or of fraud, is one which concerns the corporation itself, the corporation must be a party either as plaintiff or defendant. A decision in the absence of the corporation, would be a decision affecting the rights and liabilities of an individual not before, and not heard by, the court:" Green's Brice's Ultra Vires, page 571.

If this stockholder can institute an action in his own name and for his own benefit, every other stockholder may bring a like action, and therefore the necessity of bringing the party entitled to the relief before the court, and if no such party appears a demurrer should be sustained.

It was not necessary or proper for the court below to dismiss the action without prejudice, as it cannot affect the rights of any of the parties, nor was it proper for the court to require the appellant to bring the corporation before the court—this was the appellant's duty, as in the absence of the corporation no relief could have been granted.

Many other questions have been raised on the appeal as to the insufficiency of the petition. These questions have not been considered for the reasons already indicated.

The demurrer was properly sustained.

C. W. West, for appellant.

Wm. Lindsay, W. P. D. Bush, for appellee.

—[Chicago Legal News.

According to the report of the receiver of the Manhattan Elevated Railroad Company, the inventory of property owned and leased by that corporation includes 198 locomotives and 571 passenger cars in daily use; 44 engines are employed on the Second Avenue line, 71 on the Third, 62 on the Sixth, and 21 on the Ninth; on the Second Avenue line 110 cars are required, on the Third 208, on the Sixth 190, and on the Ninth 63; of the 3,274 men employed, 600 are charged to the Second Avenue line, 1,267 to the Third 1,005 to the Sixth, and 553 to the Ninth Avenue lines.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,922,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,599,578	J. & J.	July '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D.	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July '81 2
Boston and Maine.....100	6,921,274	M. & N.	May '81 4
Boston and Providence..100	4,000,000	M. & N.	May '81 4
Attleborough Branch.100	131,700	J. & J.	July '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	960,000	J. & D.	June'81 3
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*.....50	1,159,500	October	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref.....50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,880,400	F.M.A.N	Aug. '81 1½
" " pref.100	769,600	F. & A	Aug. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June '81 4
Central of New Jersey.100	18,583,200	quarterly	Apl. 81 2½
Central Ohio*.....50	2,425,000	J. & J.	July '81 3
" pref.....50	400,000	J. & J	July '81 3
Central Pacific 100	54,275,500	F. & A.	3
Chemung*.....100	380,000	quarterly	July '81 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '81 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 81 4
" " pref...100	2,425,400	M. & S.	Sept '81 4
Chicago, Burl. & Quincy.100	21,004,456	quarterly	June '81 2
Chi., Clin., Dub. & Minn.....	6,166,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12,279,488	A. & O.	Apl. '81 3½
Chicago & N. Western.100	14,988,257	J. & D	June'81 3
" pref.100	21,525,353	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Aug.'81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb.'81 2½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Sept.'81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	June'81 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug'81 20s
Concord.....50	1,500,000	M. & N.	May '81 5
Concord and Ports.*.....100	350,000	J. & D.	June'81 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Aug.'81 3
Connecticut River.....100	2,100,000	J. & J.	July '81 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref..50	241,900	A. & O.	Oct. '80 4
" 2d pref...50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk..50	600,000	quarterly	June 81 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*.....2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80 2½
" " pref.100	2,508,380	F. & A.	Aug '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*.....50	1,309,200	J. & J.	July '81 3
East Mahanoy*.....50	392,950	J. & J.	July '81 3
East Tenn., Va. & Ga....100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	June'81 2½
Eel River.....100	3,000,000	quarterly	June '81 2½
Elmira, Jef. & Canand*.100	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	600,000	M. & N.	May '81 1½
" " pref. 50	500,000	J. & J.	July '81 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia.....100	4,200,000	J. and J.	July '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '81 3½
Housatonic, pref.....100	1,180,000	quarterly	July '81 2
Illinois Central.....100	20,000,000	M. & S.	Sept.'81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Aug. '81 1
Ja. & Mo. Northern. 25	600,000	quarterly	May, '81 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May, '81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May, '80 1½
Kentucky Central.....100	3,000,000	J. & D.	Dec. '80 1
" " pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	49,466,500	quarterly	Aug. '81 2
" " (guar.).100	633,500	F. & A.	Aug. '81 5
Livermore*.....50	150,000	quarterly	July '81 2
Lehigh Valley 50	27,332,565	quarterly	July '81 1½
" pref. 50	105,300	quarterly	July '81 1½
Little Miami*.....50	1,371,450	quarterly	June '81 2
Little Schuylkill*.....50	$2,648,100	J. & J.	July '81 2½
Louisville & Nashville..100	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug.'81 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,733,204	quarterly	Aug. '81 1
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'81 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '81 3½
Missouri Pacific.....100	12,416,000	quarterly	July '81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*.....50	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '81 6
Nashua and Lowell.....100	800,000	M. & N.	May '81 3½
Nashua and Rochester..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp..100	606,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	... .	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	---
" " pref...100	8,149,700	.....	....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Aug.'81 2
Niag. Bridge & Canand*100	1,600,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '81 1½
Northern Central 50	5,842,000	J. & J.	July '81 3
Northern N. Hampsh....100	3,068,400	J. & D.	June'81 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*100	2,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	Aug. 81 2
Oswego and Syracuse*.100	482,400	F. & A.	Aug 81 4½
Panama.....100	7 000,000	Aug. 1, 1	881, $24.26
Paterson and Hudson*.100	632,000	J & J.	July '81 4½
Paterson and Newark*.100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,409,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '81 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	July '81 1½
" Special Imp..100	5,504,300	quarterly	July '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '81 3
Profile and Franconia....100	.....	Annual	Nov. '80 8
Providence & Worcea...100	2,000,000	J. & J.	July '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,163,700	F. & A.	Aug. '81 1½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '81 3
St. L., 1 Mt. & South'n..100	14,148,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,800	J. & D.	June'79 3½
Stockbridge and Pitts.*.130	448,760	J. & J.	July '79 2½
Summit Branch*.....50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana.100	1,988,150	F. & A.	Aug. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,746,000	quarterly	July '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	July '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" " pref.100	20 000,000	quarterly	Aug. 81 1½
Ware River*.....100	$750,000	J. & J.	July '81 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	July '81 3
Worcester and Nashua..75	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref... 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (NY)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn).....100	300,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '80 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.100	800,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180,000	J. & J.	July '81 6
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	800 000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	July 81 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N.Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.).....50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 3
Second & Third St.(Ph.) 50	902,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	300,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '81 3
South Boston 50	600,000	J. & J.	July '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.)..50	1,000,000	J. & J.	July '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	July '81 4
Union (Phila.) 50	400,000	J. & J.	July '81 7
West Philadelphia.....50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division.....50	1,633,350	.....	Feb. '81 3
Delaware and Hudson....100	20,000,000	.....	June'81 1½
Delaware and Raritan*.100	5,847,400	quarterly	July '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '81 $2
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	Au.'81 50c.
" " (pref.). 50	2,888,977	annually	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express.....50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	8 000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'81 $5
Central Mining Co.....100	.....	F. & A.	Aug '81 3
Consolidation (Md.) Coal.100	10,250,000	M. & S.	Jan. '81
George's Creek C. & I...100	.....	J. & J.	July '81 3
Gold and Stock Tel....100	2 500,000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,698,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	July '81 4
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July 81 3
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'80 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	5,990,200	F.M.A.N	Aug.'81 2
Quicksilver, common ...100	5,708,700	.....	Aug.'81 2½
preferred ...100	4,291,300	.....	Aug.'81 9½
Quincy Mining Co..... 25	40,000 shs	F. & A.	Aug. '81 5
Quincy R. R. Bridge.....100	1,760,000	J. & J	July '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	July '81 2
Spring Mountain Coal....50	1,250,000	J. & D.	June'81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	Aug.'81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '81 4
West. Union Telegraph.100	30,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,855,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,581	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,363	1,454,361	1,863,676	2,231,900	1,928,099	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,397,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,398	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,569,000	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,644	134,134	259,208	232,146	218,093	236,995	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	196,220	168,199	186,995	200,332	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	188,256	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	380,134	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	372,190	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	399,493	433,212	514,767	584,230	548,284	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212,896	209,088	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,003	194,949	198,110	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	188,120	195,329	227,679	.....	.....	.....	.....	.....	.....
1881	359,706	433,475	325,209	267,082	226,399	227,323	237,666	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,733	665,120	691,736	724,095	732,755	806,835	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	85,733	106,953	103,438	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	96,586	83,764	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	667,300	772,537	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	846,000	809,700	807,900	820,000	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	130,740	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	162,027	145,416	132,693	131,009	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,130	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	154,549	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,239	149,907	183,845	179,689	183,701	.....	210,257	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	241,522	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,314,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1.726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,983	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	457,173	465,588	487,287	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	241,277	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	299,880	368,276	404,180	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,024	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,323	343,742	350,585	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,038	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	.....	.....	.....	.....	.....	.....
1881	212.435	178,234	262,050	265,298	283,399	260,254	252,333	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,923	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,933	490.195	451,560	408,241	349 053	353,454	442,555	513 555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	213,407	272,089	.....	.....	.....	.....	.....	.....
1881	254,187	159,482	320,962	425,685	382,642	405,322	387,488	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,037,269	1,923,523	2,143,000	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	2,526,000	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759,451	978,629	892,024	946,773	953,468	1,066,742	1,185,225	1,177,134	1,526 475	1,105,616	962,663	12,336,153
1881	811,617	815,922	1,119,591	1,023,482	1,144,660	1,308,993	1,131,751	.....	.....	.....	.....	.....	.....

Ground was broken on the 11th inst. at Sorel for the new Montreal and Sorel Railway.

NEW YORK, July 28, 1881.

THE 38TH SEMI-ANNUAL CASH DIVIDEND of the ILLINOIS CENTRAL RAILROAD COMPANY, being THREE AND A HALF (3½) PER CENT on its Capital Stock, will be paid by the undersigned September 1, 1881, to shareholders as registered at the close of business on the 13th August, after which and until the 5th day of September the transfer books will be closed.

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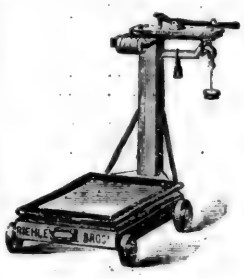
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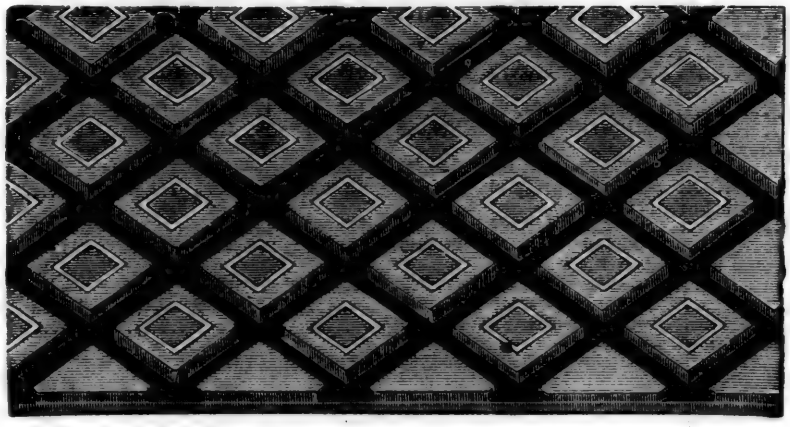


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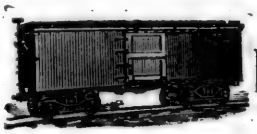


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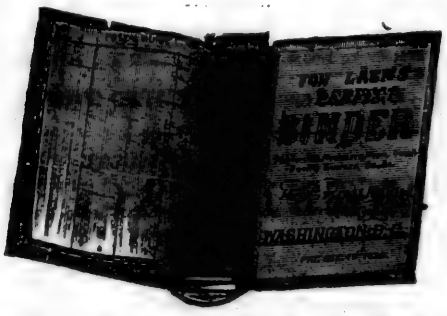
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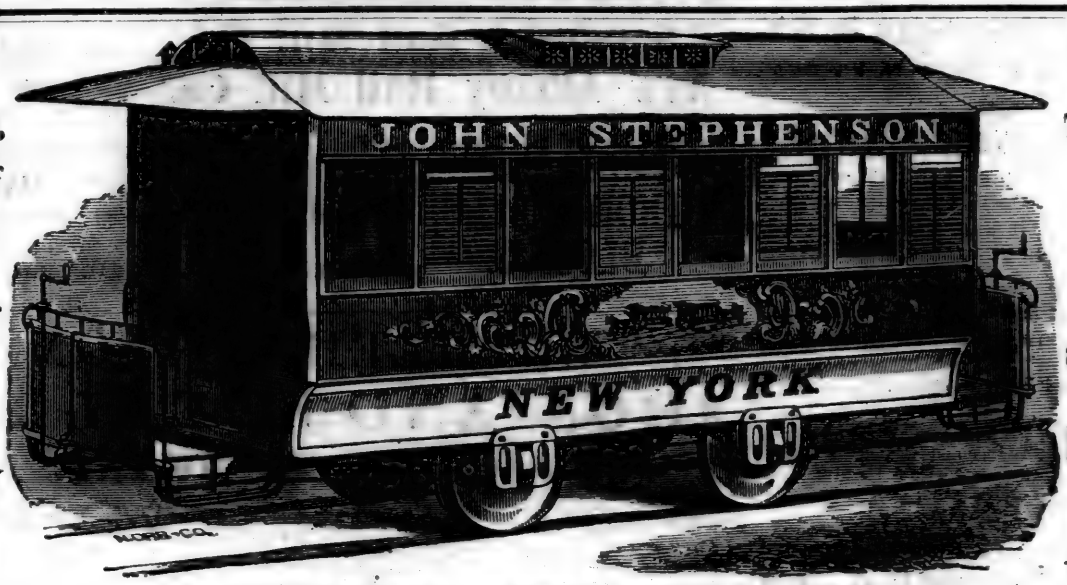
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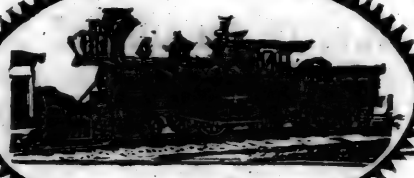
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SECOND QUARTO SERIES, VOL. XXXVII., No. 35.] NEW YORK, AUGUST 27, 1881. [WHOLE No 2,366 VOL. LIV.

HOW THE NEW TUNNEL THROUGH THE ALPS IS BEING WORKED.

A striking illustration of the improvement made in the methods of mountain travelling within the past few years is shown in the following comparison given by a correspondent of the London Times, between the speed attained in boring the Mt. Cenis and the St. Gothard tunnels and that with which the Arlberg tunnel is being worked: The Mount Cenis tunnel was bored at the rate of 1,112 metres a year, the St. Gothard at the rate of 1,670 metres and the Ariberg is expected to be pierced at the rate of 2,160 metres. The Arlberg engineers are also profiting by the experience of their predecessors in the matter of cost, for while the outlay on the Mount Cenis tunnel was £400 per running metre and has been hitherto on the St. Gothard £250, the expense of making the Arlberg will not exceed £150 the metre. In this regard, however, the tunnel last named benefits by its shortness, since the longer the tunnel, other things being equal, the greater is its relative cost.

An interesting experiment is being made in the Arlberg tunnel with a new sort of perforator. As is well known, the perforators used in the Mount Cenis and St. Gothard tunnels consisted of a series of chisels (not diamond-pointed, as has sometimes been stated) driven with a quick, hammer-like action by compressed air, the machine for the production of which were actuated by turbines at the two ends of the galleries. This system is the one in use on the eastern or Austrian side of the Arlberg. The chisels cover a space of 7 square metres, and make 20 to 25 holes at one time, each from 1½ to 2 metres deep. These are then filled with dynamite and the mine exploded. Every blast lengthens the drift by about 1¼ metres. The perforators move forward on wheels, and the air, compressed to a pressure of five atmospheres, is supplied through flexible tubes. On the west side drills are employed of a diameter of 70 millimetres, to which by means of a water pressure of from 60 to 100 atmospheres a rotary movement is communicated. Six or eight of these drills are as effective as twenty or twenty-five of the atmospheric perforator, and the holes they make are so much wider that equal results are produced with lighter charges of dynamite.

But the greatest difficulty in Alpine tunnelling consists less in quarrying out a passage than in getting rid of rubbish. After every blast, the outcome of it, in the shape of loose material, must be removed before boring operations can be resumed; and when an atmosphere already close and impure is still further fouled by the smoke of an explosion the labor of removal becomes dangerous as well as difficult. Fatal accidents sometimes happen. The leading miners in the Arlberg tunnel, when engaged in this work, cover their mouths and nostrils with sponges which have been steeped in vinegar, an expedient which has been found singularly efficacious in neutralizing the bad effects of the poisonous air they are often compelled to breathe. The important part which the removal of rubbish plays in these undertakings is shown in the fact that of the five years required for the making of the Arlberg tunnel, two and a half will be occupied in actual boring and excavating, and two and a half in carrying away loose material. Since June, 1880, when the work first began, the gallery on the east side has been driven 1,010 metres, that on the west 710.

THE WEAKENING OF STEEL BY HEAT.

Examples of the mysterious failure of steel are not uncommon, and although much of the mystery which used to attend the qualities of steel is disappearing before modern research, it cannot be said that increased knowledge always leads to better confidence. One of the peculiarities of spring and tool steel which has lately been investigated by several observers—Mr. Adamson among the number—is the known liability of steel that is very flexible when cold to break at the blue annealing temperature. It has sometimes been supposed that only inferior metal is subject to this tendency; but the workers in Ural iron, which is remarkably pure in quality, have often observed the same action. Mr. Adamson has found that steel of this kind becomes actually "powdery" at a temperature of between 500° and 700° Fah., or the point at which willow twigs take fire; and he has decided that this is the point when the metal is at its weakest, possessing little or no coherencer. This phenomenon, if it can be substantiated as universal or even frequent, is suggested as a possible explanation of a large number of accidents, such as the breaking of steel [illegible], shafts, and parts of machine tools which may be strong enough when cold, but become raised to the stated temperature by the effects of friction, etc., they are not able to withstand the slight strain, and, in fact, drop into pieces by their own weight. The quickness with which broken parts of machinery or tools would, under ordinary circumstances, cool down, and therefore regain their strength, would naturally lead an ordinary observer away from the truth which Mr. Adamson claims to have discovered.—[Scientific American.

THE ST. GOTHARD RAILWAY.

The construction work of the St. Gothard Railway is rapidly nearing completion, and the Swiss guide-books are already beginning to publish its schedules of fares. Starting from Rothkreuz, eleven miles from Lucerne, the line runs along the western shore of Lake Zug, around the base of the Righi and past Lake Lowerz, striking the Lake of Lucerne at Brunnen. From Fluelen the line begins to ascend the valley of the Reuss, attaining an altitude of 1,558 feet above the level of the sea at Erstfeld. Up to that point the gradient nowhere exceeds 10 in 1,000, but from Erstfeld to Amsteg it reaches 26 in 1,000. From Amsteg the line runs through a number of short tunnels and over a number of bridges to Gurtnellen, eight miles from Finelen, where it attains an altitude of 2,427 feet. From Gurtnellen the line ascends the mountain-side in a series of bold spirals, crossing the Reuss several times, and passing through the Pfaffensprung tunnel, 1,487 metres in length. The running through the Wattingen tunnel, it reaches the station of Wasen, 3,008 feet above sea level. Leaving Wasen the line runs back

again in the direction of Fluelen; then, turning, passes through the Naxberg tunnel, 1,570 metres in length, and reaches the station of Goschenen. There the St. Gothard tunnel, nine and a half miles long, begins.

New York, West Shore and Buffalo Railway.

The New York, West Shore and Buffalo Railway Company has executed a first mortgage on its property and effects to the United States Trust Company of New York, as trustee, to secure the payment of bonds to be issued to the amount of fifty million of dollars. The instrument, which was filed of record at Albany, N. Y., on the 21st inst., recites that as the party of the first part has undertaken to construct and maintain a railway from Weehawken, N. J., through Hudson and Bergen Counties to a point at or near Tappantown, Rockland County, and thence along or near the west shore of the Hudson River via Haverstraw, West Point, Newburg, Kingston, Catskill, Athens and Coxsackie, to or near Schenectady, thence along the South Shore of the Mohawk to Utica, thence via Syracuse to Buffalo with branches to Middletown, Albany, and Rochester, the directors have duly authorised the issue of said bonds to the amount of $50,000,000, or £10,000,000, to pay for the same. The bonds are to be $1,000 each, payable in gold, and run to 1931. The usual provisions are contained in the document, with reference to the payment of the interest and principal of the bonds, and in case of default the property of the company may be sold after the usual six months' notice has been published in three papers in New York City, one in Albany, one in Buffalo, and two in London, England. In case of the resignation of the trustee the Board of Directors are authorized to appoint a successor, notice of the same being given by publication, at least once a week for three months, in papers located as above mentioned. The instrument is signed by Horace Porter, President, and Alex. Taylor, Secretary for the Railway Company, and Wm. H. Macy, Vice-President, and J. S. Clark, Secretary of the United States Trust Company.

West Virginia Central Railway.

The route of the West Virginia Central Railway, which is chartered by the State of West Virginia, begins at Ceredo, on the Ohio river and runs thence through Cabell and Putnam Counties to Charleston, on the Great Kanawha River, where it crosses the Chesapeake and Ohio Railroad. It then runs up the northern bank of the Great Kanawha to the Gauley river, and up that stream to its source, passing through Kanawha, Fayette, Nicholas, Webster and Pocahontas Counties, and then over the border into Virginia at Harrisonburg, and through the Virginia counties of Madison, Culpepper, Fauquier and Stafford to Belle Plain and Acquia Creek, on the Potomac river, The entire length of the road is about 150 miles and passes through the great coal measures of Virginia and West Virginia, and crosses six railways on the route. The capital is $6,000,000, with the privilege to increase to $10,000,000. The work of construction (the charter not having been acted under for several years) was begun about two months ago, and has been certified by the Secretary of State of West Virginia. The office of the company is in Philadelphia.

Philadelphia and Reading Companies.

The following is the comparative statement of the Philadelphia and Reading Railroad Company and the Philadelphia and Reading Coal and Iron Company for the month of July, 1881 and 1880:

	1881.	
Gross receipts:	Month.	Year to date.
Railroad traffic ...	$833,311 22	$4,935,634 07
Canal traffic.....	72,873 42	174,700 17
Steam colliers.....	19,892 13	138,923 36
Richmond coal barges	L592 71	L1,260 55
Total Railroad Co.	$925,404 06	$5,247,997 05
Reading Coal & Iron Co	165,676 80	531,595 44
Total of all...	$1,091,080 86	$5,779,592 49
Tonnage and passengers:		
Tons of coal on railroad..	747,728.05	4,828,199.04
Tons of merchandise...	584,857.15	4,124,626.19
Passengers carried..	999,085	6,582,088
Coal transp. by steam colliers..	51,705.00	354,065.00
Tons of coal mined:		
By Coal and Iron Co	392,875.10	2,244,997.06
By tenants....	127,219.10	908,995.07
Total mined from lands owned and controlled by Co. and from leasehold estates.	519,595.00	3,153,992.18

	1880.	
Gross receipts:	Month.	Year to date.
Railroad traffic....	$524,094 86	$4,507,465 86
Canal traffic.....	34,411 71	124,446 30
Steam colliers.....	9,806 93	124,798 11
Richmond coal barges..	L1,654 26	2,968 78
Total Railroad Co..	$566,659 24	$4,759,679 05
Reading Coal & Iron Co	33,951 85	L59,076 82
Total of all....	$600,614 09	$4,600,602 78
Tonnage and passengers:		
Tons of coal on railroad.	460,411.14	4,228,145.16
Tons of merchandise....	463,187.06	3 919,789.18
Passengers carried	908,049	6,225,409
Coal transp. by steam colliers	50,406 00	353,940.00
Tons of coal mined:		
By Coal and Iron Co	211,634.04	2,021,452.09
By tenants	79,214 16	694,252.10
Total mined from lands owned and controlled by Co. and from leasehold estates....	290,849.00	2,715,804.19

Total of both companies for month of July, 1881: Gross receipts, $3,129,316 88; gross expenses, $2,03,256 02—profit, $1,091,060 86.

The Spartanburg (S. C.) Spartan says that President Verdery is pushing the Greenwood and Augusta Road. The bridge across the Savannah river has been completed at a cost of $27,000. They are now putting up the trestle work on this side. The land is low and swampy for six miles and quite a number of trestles will have to be built. After they come to high land the work will be easy, and the president hopes to get to Greenwood in January. Should the road be completed to that point by the first of June, the company will do well. On the line from Danville to Mocksville they are grading rapidly with a large force, and preliminary surveys have been made all the way to Spartanburg.

Anthracite Coal Tonnage.

The following is an official statement of the anthracite coal tonnage for the month of July, compared with the same period last year:

	July. 1880.	July. 1881.	Increase.
Reading Railroad....	639,578	392,428	247,150
Lehigh Valley R. R.	492,033	329,715	162,317
Central R. R. N. J,..	378,635	228,798	149,837
Del., Lack. & Western	281,508	235,184	146,324
Del. & Hudson Canal	285,804	164,324	121,481
Pennsylvania R. R..	206,517	173,188	33,329
Pennsylvania Coal Co	140,289	75,852	64,437
N. Y. L. E. & Western	47,732	37,852	10,426
Total..... 2,572,099		1,636,795	935,804

The following is the statement for the first seven months of the current year, compared with the same period last year:

	1881.	1880.	Increase.
Reading Railroad.	3,564,665	3,024,659	540,006
Lehigh Valley R.R.	2,990,436	2,250,616	739,819
Central R. R. N. J.	2,210,045	1,743,023	467,021
Del., Lack. & West.	2,330,356	1,838,480	491,875
Del. & Hud. Canal.	1,702,042	1,425,259	276,783
Pennsylvania R. R.	1,240,441	895,085	345,355
Penns. Coal Co..	731,867	549,543	182,324
N. Y., L. E. & W.	269,739	222,246	47,493
Total 15,039,596		11,948,916	3,090,680

The stock of coal on hand at tide water shipping points, July 31, 1881, was 674,716 tons; on June 30, 1881, 598,505 tons—increase, 76,161 tons.

Columbus, Hocking Valley and Toledo Railroad.

A certificate of incorporation consolidating the Columbus and Hocking Valley, the Columbus and Toledo and the Ohio and West Virginia Railroad Companies was filed with the Secretary of State of Ohio on the 20th inst. The Consolidated Company will be known as the Columbus, Hocking Valley and Toledo Railroad Company. William M. Greene was chosen Secretary of the Consolidated Company until a new secretary is chosen. The meeting to elect new directors has been called for September 12.

The lines are all of the same gauge. The authorized capital of the new company will be $20,000,000, of which $10,217,000 will be issued in exchange for stock in the companies forming the consolidation, the proportion being for each share of the Ohio and West Virginia Railway, one and one-half shares in the Consolidated Company; for each share of the Columbus and Hocking Valley Railroad stock, one share share in the Consolidated Company, and for each share of the Columbus and Toledo Railroad stock, one share in the Consolidated Company.

The total length of the main line, from Toledo to Portsmouth, including the short branches from Logan to the coal fields, is now 322½ miles An extension of 30 miles to the Chesapeake and Ohio Railroad at Scarry Creek is arranged for, and should the connection be made it will open another line from the northwest to the seaboard through Columbus.

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New York, Saturday, August 27, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

A very discouraging blow has been given to M. De Lessep's Panama Canal scheme by the amount of sickness and death experienced among the workmen. The construction of the railroad across the Isthmus was accompanied by a similar fatality among the workmen, it being a common estimate that a life was lost for every railroad tie laid. The work on the canal is naturally fraught with still more danger, as the vast amount of excavation required adds to the abundant causes conducive to the increase of the much dreaded fever. The great mortality among De Lessep's men is a stronger obstacle to the canal project than any application of the "Monroe doctrine" is likely to prove.

THE question of the desirability and practicability of building a ship canal across the isthmus of Delaware and Maryland, which has been written about and discussed so much, appears to the Baltimore Gazette to be finally settled and the construction of the work to be now a mere matter of time. In speaking of the work that paper says: "The money for that purpose has actually been obtained, and the money being ready the rest is easy. It looks like a simple thing in these days of great international enterprises in which millions figure as mere units of calculation to say that $6,000,000 have been obtained to construct a short canal between the Delaware and Chesapeake bays, but it is doubtful if anything of more importance to Baltimore's commercial interests has happened since the beginning of the Baltimore and Ohio railroad. * * * It places Baltimore two hundred and twenty-five miles nearer the ocean than she now is, and makes her the natural seaport of the West. It is impossible to overestimate the importance of the construction of this great inter-oceanic highway. Its value to Baltimore and the West is manifold and great.'

TENNESSEE is nourishing and developing the new spirit of enterprise which to such a marked degree is apparent in some of the South Atlantic States. At an immigration convention recently held at Jackson, Tenn., it was decided to form an organization to be known as the West Tennessee Immigration and Manufacturing Association, to be chartered as a stock company, with a central organization at Jackson and branch organizations in each county, the presidents of the branch organizations with the officers of the central organization constituting the executive committee. Senator H E. Jackson in speaking of the objects to be aimed at in such an organization and the means which should be adopted for their attainment made the point that no place possessing the ability to manufacture should make commerce of its raw material. He uttered truths which if rightly comprehended and acted upon, as fortunately there seems to be an increasing determination that they shall be in the South, will do more than any political work possibly could do for the development of that region, when he took the ground that what is needed is not so much immigration as manufactories; that the farming population could be decreased and the manufacturing class in Tennessee increased with benefit to both and that the boys and girls of Tennessee should be taught useful occupations, and that labor is honorable and not a disgrace.

THE vast amount of traffic that is seeking the Eastern seaboard through the Hoosac Tunnel and the increasing number of railroad interests reaching toward that great thoroughfare, bring to mind in strange contrast the doubtful feeling concerning the utility of the tunnel in the days when the gigantic engineering work was slowy progressing; a feeling expressed by one of the laborers who upon being asked if he thought "the great bore," as it was then called would ever pay, said no "but then it will be such an ornament to society, sure." Notwithstanding that so short a time has passed since the tunnel was opened it requires every available part of the State's facilities to accommodate the traffic now coming from so many different connecting roads and Superintendent Locke is required to push the work of double tracking the line with all possible speed. The latest connection made with the tunnel is that just effected by the New Haven and Northampton Railroad, which by connecting with the New York, New Haven and Hartford Railroad forms the only direct line from New York to the Hoosac Tunnel. Three trains are run daily with through cars from New York. In this way, a most delightful and quick trip up the beautiful Connecticut and Deerfield valleys, through the great tunnel to the famous "Berkshire Hills" and on to Saratoga is affordod, and it has already obtained great popularity.

THE ninth Cincinnati Industrial Exposition, which opens to the public September 7th and closes October 8th, promises a display of unusual interest and variety, its premiums extending over a wide range of departments, including those of machinery, minerals, metals, provisions, furniture, textiles, science, fine arts, horticulture, etc. The Cincinnati expositions command in a marked degree the confidence of exhibitors and the general public, a result due in a large measure to the generally good management they have had, being under the direct control of fifteen commissioners, of whom five are appointed by the Chamber of Commerce, five by the Board of Trade and five by the Ohio Mechanics' Institute, of Cincinnati. The exposition has earned a character of much more than local reputation as is shown from the fact that in 1880 it had exhibitors from twenty-four States and was attended by 300,000 visitors. The arrangements this year are said to be more extensive and complete than usual and a successful exhibition seems promised from the interest manifested in it throughout the country. Boston is now having a liberally attended and exceedingly interesting exhibition, the Atlanta International Cotton Exposition is guaranteed a brilliant success, our own American Institute Fair is always deservedly popular and with the exposition about being opened at Cincinnati the North, South and West seem to offer all that could be desired in the way of displays of American skill and ingenuity and of the varied resources of our country.

AN idea of the importance from a pecuniary standpoint of the adoption of judicious means for the care of live stock in transit is seen in the following estimates of the average shrinkage occasioned during transportation from the West to Eastern seaports under ordinary treatment. Professor Horsford estimates the shrinkage at about 14 per cent, the Massachusetts Railroad Commission at from 10 to 15, and the Massachusetts Society for the Prevention of cruelty to animals at 10 per cent. From humane and sanitary standpoints the reasons

for the most careful treatment of live stock intended for food are far stronger than those which arise direct from pecuniary considerations, and on these grounds much interest in the subject has been awakened in the mind of the public. The question has grown to be one of leading importance in its bearing upon our export trade, and it would not be surprising if the coming winter should see the matter placed among the various ones over which the clamorers for more railroad regulating and legislating will exercise themselves somewhat. A magazine article is not infrequently a precursor of such demands, and an article on this subject has just been published (skillfully and strongly prepared it must be admitted) in the North American Review. But the more that the spirit of the best railroad managers is understood the more clearly will their views be seen to be in sympathy with the demand of the public that cattle dealers and shippers, with whom the responsibility for the illtreatment of cattle in transit chiefly rests, shall provide means for their proper care; the reasonableness of which is fully established when the economy resulting from a compliance with it is so plainly demonstrated.

Organization.

The Buffalo, Rochester and Pittsburg Railroad Company has been incorporated. The line is to run 50 miles, from Machias, Cattaraugus county, to Buffalo. Capital, $500,000.

The directors of the Camden (N. J.) Horse Railroad Company, elected on the 22d inst., are: Thomas A. Wilson, Thos. McKeen, John Hood, Wilbur F. Rose, Calvin S. Crowell. The officers are Thomas A. Wilson, president; John Hood, secretary; and Thos. McKeen, treasurer.

A certificate of the reorganization of the State Line and Juniata Railroad, which had been sold under an order of the Court of Common Pleas of Philadelphia, has been filed at Harrisburg, the name of the new company to be the Susquehanna and Southwestern Railroad Company. Capital stock, $500,000. President, George W. McPherson, Philadelphia.

The Tennessee Southern Railroad Company was organized at Memphis Tenn, on the 18th inst. The road will extend from Memphis to Vicksburg. The directors are: N. M. Jones, Jno. M. Peters, Wm. P. Hunt, W. D. Lee, J. Henry Brooks, L. A. Campbell, Geo. M. Klein, Eugene Martin and R. A. Speed. The officers are: Eugene Martin, president; N. M. Jones, vice president; Geo. M. Klein secretary and treasurer.

At the annual meeting of the Calumet and Hecla Mining Company recently held in Boston, the following gentlemen were re-elected directors for the ensuing year: Alexander Agassiz, Quincy A. Shaw, George Higginson, H. Hollis Hunnewell and James N. Wright. At a meeting of the directors, held subsequently, Mr. Agassiz was re elected president and Charles W. Seabury treasurer and secretary. The treasurer's report showed the net earnings for the financial year ended April 30 to have been $2,882,876 14.

At the annual meeting of the stockholders of the Boston, Hoosac Tunnel and Western Railway Company held at Mechanicsville, N. Y., on the 17th inst, the principal business transacted was the election of directors, resulting in the re-election of the old board, as follows: Geo. I. Post, Fairhaven, N. Y; M. P. Bush, Buffalo, N. Y; E. B. Phillips, Boston; C. G. Francklyn, New York; Wm. L. Burt, Boston; F. L. Ames, Boston; Elisha Atkins, Boston; Estes Howe, H. M. Benedict, New York, Daniel Jas. King, New York; Josiah Case, Vernon, N. Y; W. V. Reynolds, Schagticoke, N. Y.; S. V. White, New York.

Articles of incorporation of the Danville and East St. Louis Railroad Company were filed in the office of the Secretary of State of Illinois, on the 18th inst. It is proposed to construct a railroad from or near the city of Danville, through the counties of Vermillion, Champaign or Edgar, Douglas, Moultrie, Shelby, Christian or Fayette, Montgomery, Bond, Madison and St. Clair to East St. Louis. The capital stock is $5,000,000, and the incorporators and first board of directors are: H. W. Beckwith, Peter Wilber, T. H. Meyers, Chas J. Palmer and Will H. Beckwith, all of Danville. The principal office of the company is to be established at Danville.

Personal.

Vice president J. T. Gause of the Harlan and Hollingsworth Company, Wilmington, Del., arrived home from his European trip last week.

W. Whyte, formerly stationed on the Grand Trunk line at London, Ontario, has taken the position of agent of the Chicago and Grand Trunk Railway at Chicago.

George D. Davis, Jr., upon retiring from the position, of cashier of the Manhattan Elevated Railway Co. was presented with a handsome set of Hawthorne's poems by the employees of the cashier's office.

Senator Joseph C. Brown having resigned as president of the Atlanta Cotton Exposition, Gov. A. P. Colquitt of Georgia, has been elected to the office. The executive management remains the same as heretofore in charge of Director-General Kimball.

D. S. H. Smith formerly secretary and treasurer of the International and Great Northern Railroad has been appointed local treasurer of the Missouri Pacific railroad and its leased lines—St. Louis, Iron Mountain and Texas Pacific—with headquarters in St. Louis.

G. C. Broed, purchasing agent of the Louisville and Nashville Railroad is quoted as saying befor othe Tax Assessors of Railroads for Tennessee that "the more a railroad costs the less it is worth for railroad purposes, and therefore it should not be assessed according to its cost."

The Boston Times ideal of a travelling companion is one who never "fusses," who has very little luggage and still less temper, and who balances these negatives by exhaustless faculty for enjoyment, freshness of spirit, and appreciation of the true, the beautiful, and last, but far from least, the humorous and the comic.

Sir Alexander Galt, Colonel Dennis and Mr. John Lowe, Secretary of the Department of Agriculture, of Canada, have gone up into Manitoba to visit the extensive harvest fields of that region, on the line of the Canadian Pacific Railway. A special officers' car was tendered to them for the trip by A. B. Stickney, general superintendent.

Prof. Rarhael Pumpelly, has been appointed chief of the scientific exploring expedition organized by the Northern Pacific Railroad Company and the Oregon Railway and Navigation Company for the purpose of examining into the mineral, agricultural, and other resources of the territory tributary to the two companies between Lake Superior and the Pacific coast. He has already gone to Montana for the examination of the principal mining districts in that territory. The work of the expedition will extend through several years.

At the meeting of the American Express Company, on the 18th James C. Fargo of New York was elected president, in place of William G. Fargo, deceased. Theodore M. Pomeroy of Auburn remains vice president. Mr. Chas. Fargo of Chicago was elected second vice president, James C. Fargo was elected director of the Wells, Fargo & Co. express, to fill the vacancy in the board caused by the death of Wm. G. Fargo. T. M. Pomeroy was designated director of the Merchants' Despatch Transportation company, in place of Wm. G. Fargo, deceased.

Manufacturing.

Herr Krupp's great German steel works have been so pressed with orders recently that 8,000 more workmen have been employed making a total force of 13,000 men.

The Columbus (Ohio) Machine works have received and shipped 509 cars since December, 1889, when the railroad track was run into their yards.

It is said that iron or steel immersed in solution of carbonate of potash or soda a few minutes will not rust for years.

The Street Car Starting Gear Company, for the sale of a contrivance to aid in starting street cars has been organized in Boston with Francis Bartlett, president, and W. W. Swann, treasurer; capital stock, $25,000.

The United States Safety Car Company has just perfected an invention which will go far to mitigate the horrors which frequently accompany railroad accidents by the inability of passengers to escape from burning cars. It is a scuttle escape to be placed in the roof of passenger and express cars. Two or three are constructed in each car, the number contingent on the length of the coach. When a car is turned over at an angle of 45 degrees the scuttle will open and allow ample escape from fire and water, and without necessitating the breaking of glass. The cost of the appliance is $600 for each car. It is already in use on the New York Central and Hudson River Railroad and seems destined to meet with a very general adoption.

The following process has been introduced in Berlin for the recovery of old vulcanized rubber—such as the discarded buffer rings of railway cars, &c. These are heated in the presence of steam, the sulphur distilst off, and the rubber melts and bows into hot water, where it collects at the bottom of the vessel, the steam preventing the rubber from burning The effect of this operation is to considerably alter the properties of the rubber, it becoming a tolerably fluid, dark mass, which remains liquid at common temperatures, but drying on exposure to the air, and is imprevious to water. Its elasticity is lost, and it is chiefly valuable for preparing water-proof covering cloths for out-door service; also as a lacquer for various articles of hardwnre manufacture.

Concerning the naptha locomotive the Scientific American says that a number of experiments made in June on the consumption of naptha, on Tamboff Saratoff line by the engineer M. Paretsky, shows the following results:

(1.) Steam was got up from cold water to a pressure of 100 lb. on the square inch in two hours, and by burning 4 poods—or 144 lb—of naptha. Usually in the same locomotive, with coals aided with wood, there and a half hours are required and 26 poods of coals and wood—936 lb. (2.) The apparatus can be kept in use forty-eight hours without stoppage for cleansing, after which only two hours are required to clean out, (3.) In running 1,500 versts it was only required to stop the locomotive twenty minutes for fuel, and the driver and stoker have almost nothing

to do, except to stop and start, the apparatus simply requiring opening more or less of the fuel. (4.) The flame is so well thrown over the whole of the fire box that after running 40,000 versts it is considered only one-half remount is necessary as opposed to coals. (2.) While it was found possible to evaporate 13 15-16 lb. of water with 1 lb. of naphtha, the absolute result with new men and on the whole runs was 9 lb., or about two and a half times more than the coals used.

Railroad Earnings.

The St. Paul, Minneapolis and Manitoba week ending Aug. 14, $97,516 47; corresponding week last year, $56,259 14; from Jan. 1 to Aug. 14, $2,534,378 00; corresponding period last year, $1,823,164 96.

Chicago and Grand Trunk, week ending Aug. 13, $33,166, corresponding week last year, $28,046; aggregate increase for first half of year over corresponding period last year $11,732.

Flint and Pere Marquette week ending Aug. 14, $33,201 45 corresponding week last year, $31,484 40; from Jan. 1 to Aug. 14, $1,107,402 20, corresponding period last year, $913,484 35.

The Boston, Hoosac Tunnel and Western Railroad Company has located the bridge crossing the Mohawk River at Crawford's, N. Y., about seven miles west of Schenectady. James Shanahan has the contract for furnishing the stone for the abutments and piers, and a railroad is to be constructed from the canal to carry the material to the spot where it will be required.

The St. Paul Minneapolis and Manitoba Railroad Company have completed their grade from Grand Forks to the British line. This extension completes the line running from Fargo north. This new road runs northwest and north from Grand Forks and parallel with the Red River. Keeping about twelve miles west of the river. A large number of men are laying iron, and about fifty mies will be laid within the next sixty days to Grafton, in the centre of Walsh County.

Work has been commenced on the Chicago and Indianapolis Air Line Railroad south of Delphi. Some 500 men and teams are already employed, and the force is to be increased next week. The friends of the road say that trains will be running between Delphi and Indianapolis before January 1, 1882.

The Canadian Pacific Land Department is now in full operation. Applications for 300,000 acres were on file when the office opened, and on the first day some fifty personal applications to purchase were made. A map has been received from the Department of the Interior at Ottawa in which the Canadian Pacific as well as the Southwestern railway subsidized lands are shown, and officers of the former company are now out to verify its correctness.

A double track nearly a mile in length is being laid opposite each of the stations on the Grand Trunk Railway of Canada, between Toronto and Colborne.

The extension of the Chicago and Northwestern Railway from Madison, Wis., to Montfort, has been completed, and regular trains will be run from Galena, Ill., to Madison via Montfort, as soon as the necessary side tracks are put in at that place, giving another outlet to Chicago and Milwaukee.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending August 18, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	189,253	5,183,704	4,465,138
Schuylkill Canal....	16,326	818,779	249,323
Lehigh Valley.....	136,110	3,817,339	2,901,231
Del., Lack. & Western	92,515	2 401,849	1,954,513
Shamokin Valley	30,378	645,388	485,115
Central New Jersey.	93,351	2,541,108	2,014,279
United R. R. of New Jersey..	26,587	923,823	629,906
Pennsylvania Coal ..	34,754	776,553	596,403
Delaware and Hudson	78,249	2,093,655	1,722,309
Huntingdon & Broad Top Mt.....	12,933	313,057	280,347
Penn. and New York.	36,785	1,001,742	744,112
Clearfield, Pa.....	45,333	1,474,213	929,928

The total tonnage of anthracite coal from all the regions for the week ending August 13, as reported by the several carrying companies, amounted to 635,914 tons, against 417,564 tons in the corresponding week last year, an increase of 218,350 tons. The total amount of anthracite mined for the year is 16,276,693 tons, against 12,829,946 tons for the same period last year, an increase of 3,446,747 tons. The quantity of bituminous coal sent to market for the week amounted to 91,160 tons, against 83,954 tons in corresponding week last year, an increase of 7,206 tons. The total amount of bituminous mined for the year is 2,947,271 tons, against 2,508,736 tons for the corresponding period last year an increase of 443,535 tons. The total tonnage of all kinds of coal for the week is 727,074 tons, against 501,518 tons in corresponding week last year, an increase of 225,556 tons, and the total tonnage for the coal year is 19,223,964 tons, against 15,333,682 tons to same date last year, an increase of 3 890,282 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending August 13 was 180,838 tons, of which 132,595 tons were coal and 48,246 tons coke. The total tonnage for the year thus far has been 5,485,236 tons, of which 3,967,712 tons were coal and 1 517,524 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended August 13 were 45 967 tons, and for the year to that date 1,285,096 tons, a decrease of 28,974 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week 19,321 tons; year, 803,009 tons; decrease as compared with 1880, 1,415 tons; Chesapeake and Ohio Canal—week, 18,817 tons; year, 272,133 tons; decrease as compared with last year, 45,291 tons. Pennsylvania Railroad—week, 7,715 tons; year, 159,493 tons; increase compared with 1880, 17,262 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 34,282 tons; year, 1,125,142 tons. Baltimore and Ohio Railroad—week, 1,458 tons; year, 39,707 tons. George's Creek and Cumberland Railroad—week, 10,138 tons; year, 67,004 tons. The Reading Railroad tonnage for last week ending August 20, was 165,330 tons, of which 47,000 tons were sent to and 60,000 tons shipped from Port Richmond, and 10,700 tons sent to and 14,000 tons shipped from Elizabethport.—[Phila. Ledger, Aug. 22.

In 1879 there were 4,189 miles of railroad in Spain, in 40 different lines, worked by 25 different companies. On these roads during the year 14,115,268 passengers and 6,425,655 tons of freight were carried, and their total earnings were $26,344,405, or at the average rate of $6,288 per mile.

The stockholders of the Virginia Valley Railroad have authorized the Board of Directors to negotiate a mortgage of $1,000,000, the proceeds to be applied to the construction and completion of the road from Staunton to Lexington, and for the equipment of the entire line from Harrisonburg to the latter point. It is announced that the work of construction will begin at once, satisfactory arrangements having been made for a connection with the Richmond and Allegheny Road at Lexington.

The directors of the Rochester and Pittsburg Railroad Company have decided to extend its line from Salamanca to Brookville, where connection for Pittsburg is made with the Pennsylvania Low Grade and the Pittsburg and Western railroads. This line is 120 miles long, including a 15 mile branch to the coal fields to Ridgeway. A branch 45 miles long will be constructed from a point near Machias to Buffalo, making the entire new road to be constructed 165 miles.

The West Chester and Philadelphia, and the Philadelphia and Baltimore Central Railroad Companies have by agreement appointed the Philadelphia, Wilmington and Baltimore Railroad Company their agent to operate their lines, which will be known as the Central Division of the Philadelphia, Wilmington and Baltimore Railroad. The President, Henry Wood, will for the present act as Superintendent of the division.

The Pennsylvania Railroad Company is erecting a new freight depot at Trenton, 411 feet long by 92 feet wide, of corrugated iron, with a two-story brick office in front, 81 feet by 21 feet 10 inches. It is upon the site of the old one, near the Trenton lock of the Delaware and Raritan Canal.

The surveys for the extension of the Quebec Central Railway to deep water at Levis have been completed, and work will shortly be commenced. It is expected the whole will be completed by the 1st November next.

The Boston, Concord and Montreal Railroad are having six of their thirty-five wood burning locomotives changed into coal burners and some have already made their appearance. A growing scarcity of wood has induced the change.

The entire debt of the United States does not amount to the national income for five months in the year. In 1865 the debt amounted to $78 25 per capita; in 1880 it was $37 74 per capita.

The first train from Philadelphia through Seaside Park to Lavalette City, N. J., was run by the Pennsylvania Railroad Company on the 19th inst. The rails are being laid to Point Pleasant.

The Lehigh and Hudson Railroad having passed into the hands of the Pennsylvania Railroad Company, a line to connect the two is being laid at Belvidere N. J.

During the past year over $1,000,000 have been spent in improving and extending the Credit Valley Railway.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1865	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,580	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1881	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1900	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	800,000	7	April & Oct.	New York.	1897	....
1st Mortgage pr ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-'90	....
3d preferred bonds	452,500	6	" "	" "	'90-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	993,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	963,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'95	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) sky fd.	2,833,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) sky fund.	2,282,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	988,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	ril & Oct	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	"	1885	....
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....
Boston, Clin., Fitchb. & N. Bed:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,874,500	da?	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500		Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000		Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1888	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	646,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	870,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	8	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	250,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1892	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (78 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of L. I. (Flush., N.S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,520,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'96	...
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530,000	6*	" "	" "	1890	...
Income bonds,Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	800,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1906	...
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'90	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.)assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	663,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1840	....
S. F. Mortgage (Iowa Division)	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1975, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	883,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ca. G'd June.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,349	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1893	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,800,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1901	....
1st Mort. (Dav. & N. W.).....	1,785,000	6	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division)..	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,440,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug	" "	1887	...
1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct	" "	1900	....
1st Mort. (Northwestern Union)	3 500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1905	....
Winona and St. Peter—						
1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mortgage guar.....	1,610,000	7	May & Nov.	" "	1907	...
Extension Mortgage Bonds..	4,255,000	7*	June & Dec.	" "	1916	...
Chicago, Pekin & Southwestern:						
1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	...
2d Mortgage for $5,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage.....	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage.....	345,000	7	May & Nov.	New York.	Jan.'84	....
2d Mortgage.....	1,996,000	8	Feb. & Aug.	" "	1898	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati,Ham.&Ind.(C.,H.&D.):						
1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage.....	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.....	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds reg. (do.)....	187,000	10	March & Sept.	" "	1888	....
1st Mort. (Indianap. & Cin.) '55	1,600,000	7	April & Oct.	" "	1888	....
1s Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1893	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort.(Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold.....	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.) ...	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage.....	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Clevilland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Clev land.	1901	....
1st Mortgage, new.....	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new.....	1,297,000	7	Jan. & July.	"	1907	....
1st Mort.(Kinnia and Black Riv.	180,000	7	May & Nov.	"	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,260	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	321,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,400,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $100,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Coraing, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	185,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
elaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	"	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,230,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	5	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	....
1s Mortgage d vision	586,000	7	" "	" "	1894	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Pb. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,420	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	253,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1908	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	6	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will).	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	300,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1890	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1900	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	600,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,166,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,496,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car....	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed....	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage.....	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage.....	3:,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage.....	500,000	7	June & Dec.	New York.	1909	.. ..
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan.....	1,500 000	6	" "	" "	'88-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1856	...
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)..	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.).	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage.....	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F.&P.M):						
1st Mortgage, sinking fund.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	6-7	April & Oct.	New Haven.	'91-'98	...
Housatonic.						
1st Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	. ..
2d Mortgage of 1869.....	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873.....	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880....	300,000	5	April & Oct.	Boston.	1910	.. .
Houston, East and West Texas:						
1st Mortgage, gold.....	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund,gold	6,252,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.).	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.).	969,000	7*	" "	" "	1903	...
Income and Indemnity bonds..	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	...
2d Mortgage, gold.....	867,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage.....	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000.....	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000.....	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund..	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds...	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed.....	990,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold.....	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred.....	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred....	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage.....	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds.....	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage.....	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income.....	2,6?9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	897,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series....	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guar. by Pa. R. R..	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage.....	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.....	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage.....	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,090	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.....	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514.000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed.....	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)..	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.....	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage.....	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	250,000	6	Feb. & Aug	" "	1896	....
Jersey City and Bergen:	$					
1st Mortgage.....	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent..	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees...	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " " ...	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000.....	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage.....	600,000	8	.....	.....	....	....
New Mortgage.....	1,500 000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund..	4,000,000	7	Jan. & July.	Boston.	....	....
Mortgage on Branches.....	1,325,000	...	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage.....	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.).	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)....	300,000	7	.....	"	1919	...
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage.....	4,495,522	7	" "	" "	1907	....
Income Bonds.....	2,488,174	6	April & Oct	Boston.	1907	....
Kansas City,St. Louis & Chicago:						
1st Mortgage.....	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City,Top.&W.(A.,T.&S.Fe):						
1st Mortgage -----------	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold..	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (" ")gold...	3:0,000	7*	March & Sept.	New York.	1898	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P..	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage.....	2,395,000	6	Various.	Boston.	'80-'92	....
Knoxville and Ohio.						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold.....	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)..	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension).	600,000	...	.....	" "	....	....
1st Mort. (Lar., Bl. & Muncie)..	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")...	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold.....	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon.. }		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1852 (Reg. & Coupon)	2,706,000	7	April & Oct.	" "	1892	..
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev., Pain. & Ash.)..	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages.....	600 000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)....	5,000 000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered.....	6,000,000	7	March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage.....	1,492,000		Jan. & July.	Cincinnati.	1863	....
Street Connection Bonds.....	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage.....	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd.	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Pt.Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:	$					
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756,800		Jan. & July.	"	1898	....
Extension (gold) Loan	498,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1909	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,234,000	7	Jan. & July	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant.	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,000,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York	1895	....
1st Mort. (North'n Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1890	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1890	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	/	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownsville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1895	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.		1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1918	....
1st Mort. (Tenn & Pacific K. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300,000	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	var.	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,000,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1931	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000 000	6*	Jan. & July.	N. Y. & Phila	1920	....

AMERICAN RAILROAD BOND L T

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	...
1st Mort., reg'd }		7	" "	" "	1903	...
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	...
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	...
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York	1900	...
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	...
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	...
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,800	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M. Fund. Coup. Bds	3,699,236	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	6,000,000	6*	March & Sept.	New York.	1895	...
1st Mort., gold. Income, 1890	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	...
Norfolk & Petersb.—See Aul M&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	...
North Missouri (St.L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3 000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
2d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	...
Consol Mort. for $3,500,000, 1880	2,371.000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,475,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100.000	6	March & Sept.	Boston.	1906	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692.000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1896	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'86	....
Consolidated Mortgage, guar	358,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B &Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,995	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	859,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,301,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia	'81-'9 0	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1887	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.&P.):						
1st Mortgage guaranteed	500,000	8	Feb. & Aug.	New York.	1893	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan. & July.	New York.	'79-'9	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
General Mort. for $20,000,000	8,683,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6	.....	Philadelphia.	....	....
Loan of 1868, debenture	1,185,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,969 000	6*	" "	Phil. or Lond.	1911	....
Consol. M., gold $ or £ coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499.900	7	Jan. & July		1893	....
Improvement Mort. Loan, S. F	9 384,000	6	April & Oct.	Phil. or Lond	1897	....
General Mort. s g. sinking fund	19 696,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	.....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,975	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	6 6,000	3-6	May & Nov.	Philadelphia.	1893	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	13,030,000	7	Various.	Lond or Phil.	'92-'9	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	226,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage.....	1,683,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort. (Portland Loan)skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	360,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds.....	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,212,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	320,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed.	650,000	7	March & Sept	New York.	1887	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1880	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage.....	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,277	6*	Jan. & July.	London.	'85-95	....
Dollar Loan.	177,516	6--	Various.	Richmond.	'80-90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelp a.	'81- 90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	60,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1891	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	400,000	8	May & Nov.	New York.	1902	....
St. Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,000,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,200,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,000,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" " ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,338,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	414,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,282	6*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F., guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,459,803	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. (Dakota Ext.) for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
St. Paul, Minneapolis & Manitoba:						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage.....	1,623,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsid))....	1,628,020	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,867	5*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,028,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,087,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	891,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,076,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	576,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1883	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	261,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H&I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	3,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,800,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £380,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1903	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	836,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,883,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,800,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	...
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,810,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	630,000	7	Jan. & July.	" "	'81-'82	...
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	....	" "	....	...
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	....
Warren (D. L.& W.):						
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	760,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1903	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. " ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb & Danv.)	1,310,000	6	Apr. and Oct.	"	1898	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'73-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	520,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	143,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant go'd	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1900	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,998,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	....
Delaware and Hudson:						
1st Mort. reg. — 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
1st Mort. reg. — 3d series, Jan. 1, 1871	6,48 ,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,881,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,563,000	6*	June & Dec	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg.:						
1st Mortgage, extended	1,709,300	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1916	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,823,000	6	" "	" "	1916	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund	1,373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1856	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	981,393	7	March & Sept.	Londo	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	.....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,888	444,191	92,668	—	50	.....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,647	289,615	638,363	1,218,236	558,268	7	100	.....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,568,350	2,413,862	.....	.....	2,166,500	25,274,000	2,730,248	.....	269.5	1,314,406	756,550	2,335,820	1,711,696	725,719	—	50	.....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	.....	32,247	.....	1,666,432	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	.....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,800	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	.....
Dec. 31, 1879	269.0	—	18.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251 621	—	100	.....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	176	Atlanta and West Point .....Georgia.	1,192,499	*	52,650	97,765	1,232,200	55,000	5,996	39,719	80.7	.....	.....	99,604	368,130	163,319	—	100	.....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,936,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,229,843	4,135,296	6 8,508	—	100	.....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	.....	.....	.....	8,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	38,749	6	100	.....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Atlantic, Mississippi and Ohio¶...Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	130,466	3.8,002	1,686,320	644,006	—	100	.....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Attleboro Br. (Boston & Prov.)....Mass.	120,707	.....	1,350	87	181,700	.....	.....	434	4.0	.....	.....	.....	.....	.....	—	.....	.....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Baltimore and Ohio¶.....Md. & W. Va.	29,543,315	19,203,063	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	3,679,846	.....	.....	9,273	9,273	7	100	.....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Washington branch¶.....Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	286,0.7	223,674	10	100	.....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Parkersburg Branch.....W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,668,090	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	.....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,999,776	183,942	677,600	1,508,498	741,788	—	50	.....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Baltimore and Potomac.....Maryland.	6,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	.....
Sept. 30, 1879	9.6	—	0.5	5-0	2	3	1	6	Bald Eagle Valley (Pa.).....Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6	50	.....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	.....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	68,628	41,628	18,185	—	50	.....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	63,368	40,966	d ficit.	—	50	.....
Sept. 30, 1880	201.8	96.4	503.5	4-8.5	248	187	48	5,055	Bennington and Rutland.....Vt.	1,479,000	*	13,992	19,657	1,004,000	475,000	18,814	5,836	59.0	332,602	180 430	(2 years)	350,884	81,491	—	100	.....
Sept. 30, 1880	26.7	48.4	64.8	4-8.5	51	72	30	748	Boston and Albany.....Mass. & N. York.	24,516,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	.....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Lowell.....Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,100	406,082	580,789	86.3	1,225,343	2,876,551	1,068,230	1,899,316	378,446	2	500	.....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	122.5	1,735,108	4,829,028	810,122	2,532,652	934,434	6	100	.....
Sept. 30, 1880	44.0	19.7	42	4-8.5	49	100	18	677	Boston and New York Air Line.....Conn.	4,454,338	*	49,311	28,831	3,559,027	732,500	13,647	187,309	53.6	133,585	38,776	58,674	28,892	159,451	—	100	.....
Sept. 30, 1880	36.5	—	8.1	4-8.5	7	7	4	76	Boston and Providence.....Mass. & R. I.	4,612,774	.....	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,466	1,323,926	422,179	8	100	.....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	593	Boston, Barre and Gardner.....Mass.	1,383,397	.....	1,461	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38 841	—	100	.....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Concord and Montreal.....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.6	124,207	119,015	178,235	183,866	40,465	—	100	.....
Sept. 30, 1880	8 8	—	3.4	3-0	5	23	—	4	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	.....	1,633,957	45,090	39.0	632,307	49,800	.....	13,197	d ficit.	—	100	.....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Revere Beach & Lynn.....Mass.	466,684	94,219	158,303	26,568	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	.....
Dec. 31, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Boston, Winthrop & Pt. Shirley.....Mass.	¶ 47,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,960	.....	6,504	1,594	—	100	.....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	¶ 3	Brighthope.....Virginia	¶ 110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,300	2,474	36,567	16,815	6,094	—	100	.....
Sept. 30, 1879	7.5	—	6.5	4-8.5	7	44	—	7	Brooklyn, Bath and Coney Is.....N. Y.	¶39,500	175,013	.....	.....	300,000	80.000	4,439	.....	7.0	74,308	237,569	nominal.	53 612	11,493	—	100	.....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Brooklyn, Flatb. and Coney Island. N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	873,960	7,328	203,051	102,924	—	100	.....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	236	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	¶ 630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	.....
Sept. 30, 1879	120 5	—	24.1	4-8.5	31	24	5	1,350	Buffalo and Southwestern.....New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,576	.....	67.4	268,843	120,988	304.918	351,829	10,999	—	100	.....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Buff., New York & Phila...N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,500	1,401,765	248,391	120.5	617,728	207-239	1,083,256	934,683	380,355	—	100	.....
May 31, 1880	46.4	—	2.7	5-0	3	2	1	56	Burlington and Lamoille.....Vermont.	1,418,962	*	.....	.....	640,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39.775	4,482	—	100	.....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	.....	.....	—	.....	.....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	41,363	21,081	—	100	.....
June 30, 1880	146.5	—	54.2	5-0	24	7	7	611	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	4,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253.107	764,183	1,410 260	459,702	—	100	.....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and St Louis.....Ill.	7,103,035	*	.....	.....	4,555,000	2,500,000	35,036	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	.....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	Cairo and Vincennes .....Illinois & Ind.	In Receiver's hands. No returns.								157.0	291,276	68,959	199,232	266,648	.....	—	100	.....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	California Pacific (C. P.).....California	18,965,058	395,014	138,506	275,094	12,000,000	6,850,000	1,536,688	L.606,715	115.4	.....	.....	.....	550,000	519,216	—	100	.....
June 30, 1879	148.0	11.0	6.7	5-6	18	9	6	206	Camden and Atlantic.....New Jersey.	1,997,886	168,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3 sp	50	.....
Dec. 31, 1879	229.0	62.5	65.0	4-8.5	76	25	17	3,042	Canada Central.....Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,489	82,198	—	100	.....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Canada Southern.....Canada.	23,717,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	.....	.....	—	.....	.....
Mar. 31, 1880	242.0	—	12.7	4-8.5	22	18	5	325	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	2,995,385	547,278	—	100	.....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	.....	.....	.....	.....	.....	7pf	50	.....
Aug. 31, 1880	294.5	17.0	27.0	5-0	69	93	37	1,579	Cayuga and Susq.....New York.	612,135	79,541	.....	2,389	589,110	.....	15	13,211	34.6	76,090	21,672	73,578	57,929	2,559	6	100	.....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,248	101,...	.....	3,190,490	1,537,935	—	100	.....
Dec. 31, 1879	73.4	56.9	198.9	4-8.5	255	220	22	18562	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,2...	275,952	715,583	160,545	—	100	.....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	Central New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	92,766,60	6,341,209	.....	130.2	4,324,938	.....	536,168	4,317,218	1,371,579	—	100	.....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	*Central Pacific*¶.....Cal. Nev. & Utah	135,921,029	8,030,469	10,234,033	1,461,793	54,275,500	85,192,285	306,605	16,382,538	1,213.1	7,203,591	6,342,...	875,343	17,153,163	6,945,300	—	100	.....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	218	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,234,637	2,464,264	755,506	—	100	.....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Charlotte, Col. & Aug.. N. C., S. C. & Ga.	5,132,315	*	372,892	23,526	2,678,000	2,700,971	144,941	105,122	195.0	566,525	62,384	93,476	458,167	228,105	—	100	.....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Chartiers (P., C. & St. L.).....Penn.	1,084,893	.....	57,142	26,037	648,763	500,000	.....	.....	22.5	67,547	12,743	167,571	84,660	30,996	—	50	.....
Sept. 30, 1879	423.0	9.3	43.6	4-9	81	34	16	2,195	Ch raw and Darlington.....S. C.	680,000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	50	.....
Sept. 30, 1880	58.6	—	14.5	4-8.5	30	22	10	417	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	133,243	22,762,136	22,526,315	5,716,662	457,197	432.3	2,060,344	166,349	688,527	1,891,542	384.210	—	100	.....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Cheshire.....N. H. & Mass.	2,395,229	322,266	.....	305,141	2,153,300	806,500	27,396	35,480	64.9	574,237	134,232	501,487	602,750	164,598	3	100	.....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Alton.....Illinois.	19,095,603	*	3,537,160	4,663 316	12,490,872	11,627,850	2,597 988	579,373	840.4	3,609 638	843.429	2,634,177	5,755,677	2,706,156	6	100	.....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Eastern Illinois.....Illinois.	4,136,848	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152.0	1,000,088	146,218	749,340	1,020,794	389,445	—	100	.....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	718	Chicago and Iowa.....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	196,841	104.0	.....	.....	.....	568,793	356,828	—	100	.....
May 31, 1880	1,027	—	167.1	4-8.5	425	192	100	12066	Chicago & West Michigan.....Mich.	6,238,201	429.640	88,923	119,443	6,151,000	480,000	174,740	76,467	245.6	537,908	218,287	345 467	654,283	112,827	—	100	.....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago & Northwestern. Ill. Wis. & Mich.	73,865,795	*	8,318,765	2,811,506	36,513,610	37,688,000	11,448 446	5,988,060	1,627.6	12,769,566	3,904,798	5,574,635	17,349,349	4,080,168	6	100	.....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chicago and Paducah.....Illinois.	7,227,440	.....	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	.....	.....	.....	—	.....	.....
Dec. 31, 1879	466.5	1,273	474.9	4-8.5	374	149	70	11093	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	88,000	109,942	.....	80.5	1,896	.....	146,571	270,586	45,477	—	100	.....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,466	27,270,225	16 526,547	4,492,866	1,857.3	8,600,617	2,076,184	4,686,353	14,817,105	7,260,038	8	100	.....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,2 0.193	233,825	730,016	115 027	5,151,440	953,000	25 5,520	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	.....
Dec. 31, 1879									Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,6 8,744	41,349,500	1,591,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1879	840.4	484 3	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,600	4,807,829	2,477,123	60,000,000	37,439,000	2,545,881	3,078,562	1,116.8	12,966,275	2,822,121	7,541,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,850	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,643,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	18,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,965,942	34,724	4 637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	166.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶ .....Ark.	7,010,817	*	961,167	8,199	4,066,135	2,648,500	1,526,826	L. 293,278	165 2	283,829	54,516	.....	362,160	166,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶ .....N. Y.	6,271,300	.....	.....	.....	3,280,600	2,479,712	725,886	.....	325.6	1,712,474	5,048,848	286,071	1,617,950	388,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,632	48,403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.:	899.7	—	5-0	186	67	38	3,112	Louisville & Nashville..Ill., T.,Ky. & Ala.	32,703,922	*	13,326,077	1,267,520	9,059,361	2',902,820	10,495,589	3,909,759	1,859 9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.2	—	28 2	4-8.5	32	26	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,252	*	86,083	307,93:	1,860,603	3,764,700	522,498	241,567	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696 621	99,974	—	100	....
Jun. 30, 1879	83.8	—	0.2	4-8.5	2	1	—	8	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,203,886	*	.....	3,937	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17.106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,185	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,238	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,200	8,721,018	34,223	328,309	354.9	917,358	553,364	596,107	1,508,577	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	*	40,124	53,132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,869	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19 6	4-8.5	30	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,486	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,476	52,052	70,953	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,246,794	2,647,202	5½	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192.511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17.782	14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	19.6	4-8.5	11	17	6	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123.108	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	288	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	200,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,340	.....	118.0	115,620	.....	.....	165,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,559	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,721,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	898,401	1,893,657	3,922,893	1,784,784	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,716 429	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.8	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	796,892	1,145,042	5,320,600	16,250,000	160,118	667,468	506.0	1,468,475	238,960	333,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	5-0	2	2	1	14	Montrose.....Pa.	382,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	349,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,505	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,016	218,243	333,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	546,963	529,031	435,286	146,911	7	100	....
Mar. 31, 1880	49.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	—	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,150	6 843 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	438	Naugatuck.....Connecticut.	1,903,484	224,086	63,628	150,138	2,000,000	.....	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,068	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	5,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick .....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	116,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	53,224	887,350	1,164,500	249,154	.....	58.6	113,763	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	68	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	13.0	47,318	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	23.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84,223	160,729	2,460,000	2,689,000	271,356	214,323	144.6	460,607	340,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1.034,500	416,813	.....	36.0	157.064	391,500	47 583	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	100,000	186,523	1,500,000	1,499,500	99,006	158,108	121.0	517,233	365,008	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,258	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,558	N. York & N. England..M., R. I. & Conn.	27 087,936	1,616,306	322,785	665,809	20,000,000	4,468,000	2,491,864	782,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	469	167	—	New York Central & Hudson River.N.Y.	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,543	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N.Y.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....	.....	17.5	2,979,866	29,875,912	.....	2,239,849	1,068.149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western. N. Y. &Pa.	158,035,707	*	1,587,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,293,876	5,491,431	8.715 892	18,693,109	7,049.188	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,154,455	768,623	2,164 052	15,500,000	.....	331,481	2,145,283	152.5	2,462,832	4,600,507	1,348,687	4,294,236	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Osw. go Midland .....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	6,524,486	.....	344.0	410,479	218,161	216,100	523,592	84,401	—	100	....
Sept. 30, 1879	62.5	—	67.7	4-8.5	26	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645.021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219.529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,131	*	58,610	21,289	985.350	1,058,000	60,744	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	—	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,530,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491,913	5,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	439,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,884	9,610,981	1,281,386	722.0	.....	.....	.....	2,220,182	769,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,506	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245.696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	135,816	*	.....	.....	150,000	.....	760	.....	10.4	46,324	151,838	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	529,433	7,133,800	5,737,000	636.697	764,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	159.1	—	13.7	4-8.5	14	11	4	259	Oregon and California .....Oregon.	4,864,578	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,723	503,158	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191.663	6,000,000	5,070,000	72,026	174,190	172.5	(Five m	os. ending May 31, 1880		1,138,627	721,059	2	100	....
Jan. 31, 1880	105.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,863,000	1,441.194	48,283	83,240	105.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225.975	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	16.9	75.1	4-8	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,416	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.8	4-9	876	560	174	15818	Pennsylvania ¶.....Pennsylvania.	59,975,140	*	81,173,558	12,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,667	5,048,645	13,684,042	21.743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,289,700	*	.....	.....	1,259,700	2,146,780	609,564	.....	83.0	199,997	71,283	137,208	216,416	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,943,345	—	126,092	47,896	38.040	1,934,600	593,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1,035,750	*	.....	.....	1,224,200	1,041,000	446,223	.....	64.0	142,598	29,524	67,782	202,986	54,767	—	100	....

The name of the Texas and St. Louis Railroad Company has been changed to "Texas and St. Louis Railway Company in Texas," and the par value of the shares increased from $50 to $100; provision has also been made for extending the line from McKinney to Fort Worth, and from Gatesville to Coleman City.

Statement of the Public Debt of the United States, August 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. loan, 1861-'81 continued at 3½ per cent...	$127,597,200 00	$372,168 50
6 per cent. loan 1868-'81, continued at 3½ per cent..	50,457,950 00	147,169 02
5 per cent. funded loan of 1881	439,708,050 00	5,496,350 62
1½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	738,093,950 00	2,462,513 17
4 per cent. refunding certif..	653,850 00	2,179 50
3 per cent. navy pension fund.	14,000,000 00	35,000 00
Aggregate of debt bearing interest	$1,621,111,000 00	$10,390,170 81
Interest due and unpaid		2,844,439 14

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
6 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	372,100 00	555 37
6 per cent. 5-20 bonds, called June, 1864	58,850 00	174 43
6 per cent. 5-20 bonds, called 1865	77,250 00	18,916 60
5 per cent. 10-40 bonds, called 1864	581,550 00	112,919 33
6 per cent. Consol. bonds, called, 1865	467,600 00	9,199 19
6 per cent. Consol. bonds, called, 1867	1,316,550 00	211,748 31
6 per cent. Consol. bonds, called, 1868	402,900 00	28,093 33
6 per cent. loan, Feb. 8 1861, matured Dec, 31 1880	25,000 00	1,524 00
6 per cent. funded loan, 1881 called	888,900 00	74,191 25
Oregon War Debt, March 2, 1861, matured July 1, 1881	166,750 00	6,387 43
6 per cent. loan of July 17, and Aug. 5 1861, matured June 30 1881	3,497,150 00	117,685 46
6 per cent loan of March 3, 1863, matured June 30, 1881,	1,219,200 00	62,736 55
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
5 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863.	44,435 00	2,212 85
5 per cent. 2 year notes, 1863.	35,450 00	1,804 80
6 per cent. compound interest notes, 1863-64	229,750 00	46,839 13
7 3-10 per cent. 3 years' treasury notes, 1864-65	141,850 00	4,946 35
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$9,959,015 26	$773,660 96

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,485 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	10,740,000 00	
Coin certificates, 1863	5,749,820 00	
Silver certificates, 1878	51,933,980 00	
Unclaimed interest		6,746 51
Fractional currency, 1862, 1863 and 1869	$15,474,579 32	
Less amount estimated as lost or destroyed, act of June 21, 1879	8,375,934 00	
	7,098,645 32	
Aggregate of debt bearing no interest	$422,313,946 32	$6,746 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$178,955,150 00	
Bonds at 5 per cent	439,708,050 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,093,950 00	
Refunding certificates	653,850 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,621,111,000 00	$10,390,170 81
Debt on which interest has ceased since maturity	9,959,015 26	773,660 96
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,501 00	
Certificates of deposit	10,740,000 00	
Coin and Silver Certificates.	57,733,800 00	
Fractional currency	7,098,645 32	
	$422,313,946 32	
Unclaimed interest		6,746 51
	$2,053,383,961 58	$14,015,017 42
Total debt, principal and interest, to date, including interest due and unpaid	$2,067,398,979 00	

AMOUNT IN TREASURY.

Interest due and unpaid	$2,844,439 14
Debt on which interest has ceased	9,959,015 26
Interest thereon	773,660 96
Gold and silver certificates	57,733,800 00
U S. Notes held for redemption of certificates of deposit	10,740,000 00
Cash balance available August 1, 1881	154,827,274 89
	$236,878,190 25
Debt, less amount in Treasury, Aug. 1, 1881.	$1,830,520,788 75
Debt, less amount in Treasury, July 1, 1881.	1,840,598,811 98
Decrease of debt during the month	$10,078,023 23
Decrease of debt since June 30, 1880	$10,078,023 23

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64	1,623,320 00	8,141 60
Totals	$64,623,512 00	$323,117 56

Interest paid by United States, $51,467,272 02; interest repaid by transportation of mails, &c., $14,426,644 65; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $36,385,428 50.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 30, 1881.

WILLIAM WINDOM,
Secretary of the Treasury.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, Aug. 28, 1881.

If anything the market is stronger than reported last week and the demand very active. We quote as follows—

FOUNDRY.

	No.		Mos.
Hanging Rock Charcoal	1	26 00@27 00	4
Strong Neutral Coke	1	22 50@23 50	4
American Scotch	1	20 00@21 50	4

GREY FORGE.

Neutral Coke		20 00@21 50	4
Cold Short		19 00@20 00	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast		36 00@38 00	4
" Warm "		30 00@32 00	4
Lake Superior 1 and 2		32 00@33 00	4
Lake Superior 3 to 6		34 00@36 00	4
Southern Car Wheel		34 00@35 00	4

The survey of the Keysville and Clarksville Railroad in Mecklenburg county, Va., has been completed. Advertisements have been made calling for proposals to furnish 40,000 cross-ties, which would indicate that the road will soon be in process of construction.

Philadelphia Stock Exchange.

Closing Prices for the week ending Aug. 23.

	W. 17.	Th. 18.	F. 19	Sat. 20.	M. 22.	Tu. 23.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	55	....	55	....	55	55
Camden & Am. 6s, 1883	....	....	....	....	....	104½
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	118
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	13¾	....	....	....	....
Preferred	23	22½	22¾	23	22½	22¾
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	44¼	44¾	44¾	44¾	43¾	43¾
6s, 1884	....	106¼	....	....	....	....
Gold Loan	....	....	....	....	....	....
Railroad Loan	116	116¾	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	....	61¾	61¾	61¾	61¾	61¾
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg.	....	126¼	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	123¾	....	....
Little Schuylkill	55¼	56	....	....	....	....
Minehill & Sch. Haven.	61¼	....	....	....	....	61¼
North Pennsylvania	....	....	....	....	60	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup.	....	....	....	....	....	....
Gen'l Mort. 7s, reg.	....	....	....	....	....	....
Northern Central	53¾	53¾	53¾	....	52¾	53
6s	100¾	....	....	....	....	....
Northern Pacific	39¾	39¾	39¾	38¾	33¾	38¾
Preferred	78¾	77¾	78¾	77¾	77¾	78¼
Pennsylvania R. R.	63¾	63¾	63¾	63¾	63¾	63¾
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg.	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	102	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	30¾	30¾	31¾	31¾	30¾	30¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	123	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	127¼	127	....	....	....	127
Consol. mortgage reg.	....	....	....	....	....	....
Gen'l mortgage 6s	95	95	....	....	94¼	94
Philadelphia and Erie	24	....	....	....	23	23
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Bud.	21¾	21¾	21¾	21¾	21¾	21¾
7s	101	101	....	....	100	....
Schuylkill Navigation	....	....	....	....	....	8¾
Preferred	....	....	....	....	....	12¾
6s, 1872	....	....	....	....	....	107¾
6s, 1882	....	94	....	....	....	....
United Co. of N. Jersey	192	....	191¾	191¾	....	....
Bestonville, (Horse)	....	....	....	....	22	22
Chestnut & Wal. (do)	....	....	....	....	....	....
Greenand Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Aug. 23.

	W. 17	Th 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.
Baltimore and Ohio	199	....	198¾	199¾	....	198¾
6s, 1880	....	....	....	....	....	....
6s, 1885	....	109	....	....	....	....
Central Ohio ($50)	48	....	....	....	48	47¾
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	122¾	122¾	122¾	....	....	....
2d mortgage, 7s	88¾	87¾	88	88¾	87	87
3d mortgage, 8s	47	45¾	46¾	47	45¾	46
Northern Central ($50)	....	....	....	....	....	58¾
2d mortgage, 6s 1885	108	108	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	123¾	....	....	....	....
Virginia 6s, Consol	80¾	79¾	80¾	81¾	80	80
Consol. Coupons	93	93¾	93	92¾	92¾	92¾
10-40 bonds	53	....	52¾	52¾	52¾	52¾
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Adams Express	135	....	....	....	....	139
Albany and Susq.	....	....	125	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	84¼	84	....	83	84	....
Atlantic & Pacific Tel.	....	....	....	....	....	....
Burl., C. R. & Nor.	....	75	....	....	....	....
1st mortgage 5s	101¾	....	....	....	102	102¼
Canada Southern	64	64	63¼	62¾	63	63¾
1st mortgage guar.	99	100	....	99	100	100
Central of N. Jersey	92	92¾	91¼	89¾	91	92¼
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	....	....	116	....	....	116
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Adjustment	....	....	....	....	....	....
Central Pacific	90¼	90¾	8 ¼	88¾	88¾	89¼
6s, gold	....	....	....	....	....	114
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	107¾	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	25	26	....	25	....	26¼
Chicago and Alton	130	130	128	127¾	127¼	128
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	116	....
Chic., Burl. & Quincy	154¾	164¾	153¾	150	152	152¾
7s Consol, 1903	132	....	....	....	....	....
Chic., Mil. and St. Paul	112¾	112¾	111¾	110¼	112¾	113
Preferred	....	....	....	....	....	....
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	118	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1s M. (I. and M. liv.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	....	....	....	....	....	123
Chic. & Northwestern	123¾	123¾	122¾	122¾	123¾	124¼
Preferred	136	136¾	135¾	136	138	137¾
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	133	....
Consol. Gold bonds	126¾	....	....	126¾	126¾	....
Do. reg.	....	....	....	....	....	....
Chic., Rock Isl. & Pac	133¾	133¾	133	131¾	132¾	134¼
6s, 1917, c.	127	....	....	....	....	....
Clev., Col., C. and Ind.	85¾	88¾	85¾	81	84¾	83¾
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	21¾	21¾	19¾	19¾	20	20¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	109	109	108	107¼	108¾	108
Reg. 7s, 1891	....	120	120	....	120	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	121¾	122¾	121¼	120¾	121¼	122¾
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	110¼	....	....	....
3d mortgage	....	....	....	....	....	....
4th mort. 5s, ext.	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	....	....	....
Great Western 1st mort.	....	....	....	109	....	....
2d mortgage	112¾	....	....	112¾	112¾	....
Hannibal & St. Joseph	93¾	93¾	94¼	93¾	93¾	93¾
Preferred	114¾	114¾	115¾	113	113¾	113¾
8s, Convertible	114	....	....	....	....	....
Houston & Tex. Cent.	91	....	....	90	90	90¼
1st Mortgage	111¼	....	....	....	110¼	....
Illinois Central	129¾	129¾	127¾	125¾	126¾	127¾
Lake Shore & Mich So.	122¾	123	122¾	121¾	122¾	123¾
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg.	....	....	....	....	129¾	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	99	99¾	97¾	93	94¾	95¼
7s Consolidated	....	....	....	....	....	123
Manhattan	18¾	20¾	21¾	20	21	20¼
Metropolitan Elevated	80¾	81¾	80	79¾	80	79¾
1st Mortgage	100	100¾	100	100	99¾	99¾
Michigan Central	93¾	94¾	92¾	91¾	92¾	93¾
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S. F.	....	111¾	....	....	....	....
Morris and Essex	123¾	123¾	121	121¾	122	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	142¾	142¾	142¾	141¾	142¾	142¾
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	—	....	138	....	....
1st mortgage	....	....	....	....	136¾	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	105¾	106¾	105¾	100	101¾	100
1st mortgage	116	116¾	116¾	116¾	....	115¾
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
N. Y., Lake Erie & W.	42¾	42¾	42¾	41¾	42¾	42¾
Preferred	82¾	82¾	82¾	81¾	83	....
2d Consolidated	100¾	101	100¾	100¾	101	101
New 2d 5s fund	99	....	97¾	....	....	98
N. Y., N. Haven & Hart	....	....	....	....	....	....
North Missouri 1st M.	....	....	123	....	....	123
Northern Pacific	39	39¾	38¾	38¾	38¾	39¼
Preferred	77¾	78¾	77¾	77¾	78¾	79¼
Ohio and Mississippi	36¾	37	36¾	35¾	36¾	36¾
Preferred	....	....	....	....	....	....
2d mortgage	....	121¾	....	....	....	....
Consolidated 7s	....	....	....	....	120	....
Consol. Sinking fund	....	....	....	....	121¾	....
Pacific Mail S. S. Co.	49	49	48¾	48¾	48¾	49
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	62¾	62¾	62¾	61	61¾	61¾
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	138¾	....	141	141	142	....
Quicksilver Mining Co	....	15	....	....	....	15
Preferred	72	....	60	59	57¾	....
St. Louis & San Fran.	....	45	45	43¾	45	44¾
Preferred	....	71¾	71¾	70	69	70
1st Preferred	....	....	....	107	105	....
St. L., Alton and T. H.	42	....	....	39	40	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S.	....	....	....	....	....	....
1st mortgage	....	112	....	....	110¼	110¾
2d mortgage	....	....	....	....	....	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	122¾	122¾	121¼	119¾	120¾	122¾
1st mortgage	....	118¾	....	117¾	118	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
United States Express	....	....	....	....	67¾	69
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	112	....	....
Wabash, St. L. & Pac.	48	48¾	47¾	46¾	47¾	48¾
Preferred	84¾	84¾	84¾	82	83¾	86¾
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	....	....	....	131	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	85¾	86¾	85¾	84¾	85¾	87¾
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending Aug. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Atch., Top. and Sap. Fe.	139	137	137	134	135	135
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	171	170	170	....	....	170
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	150	....	150¼
Boston and Providence	166	....	....	....	....	....
Boston, Hart. & Erie 7s	75¾	74	74	....	70¼	70
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	117¾	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	154¾	154¾	154¾	151	152¾	152¾
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	24¾	24¾	24¾	23	23¾	24¼
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	50¼	50	50	48	48	48¾
New 4½ Bonds	....	....	110¾	113	110	....
Fitchburg	....	....	....	....	160	160
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	....	74	74	70	70¾	70
7s	....	120¾	....	....	120	119¾
Northern, N. H.	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	161
Ogden. & Lake Champ.	....	46	46	....	....	....
Preferred	....	....	....	....	....	....
Old Colony	127¾	127	....	126¾	125	126
Ph., Wil. & Balt. ($50)	....	....	67¾	....	68	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ariz. Val.	....	....	....	....	....	....
7s	120¾	....	....	120	....	119¾
Pullman Palace Car	142	....	....	140	....	140
Union Pacific	123¾	126¾	....	.	121¾	....
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	65
Cambridge (Horse)	....	....	....	125	125	....
Metropolitan (")	....	....	....	77	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	217	218	216	215	218	217
Quincy	....	....	82¾	82	....	....

New York Stock Exchange.

Closing Prices for the week ending Aug. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Federal Stocks:—						
U. S. 4s, 1907, reg.	115¾	....	115¾	....	....	....
U. S. 4s, 1907, coup.	....	115¾	....	115¾	115¾	115¾
U. S. 4½s, 1891, reg.	....	....	....	....	112¾	....
U. S. 4½s, 1891, coup.	113¾	....	....	....	....	....
U. S. 5s, 1881, reg.	101¾	....	....	....	105¾	101¾
U. S. 5s, 1881, coup.	....	....	....	....	....	101¾
U. S. 6s continued at 3½	101¾	....	....	....	....	101¾
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices— Aug 5.	July 29
Baltimore and Ohio (sterling)	116 — 118	116 — 118
Cairo and Viecennes common stock	53 — 55	52 — 54
Do. pref. 5 per cent	93 — 95	92 — 94
Central of New Jersey $100 shares	120 — 122	95 — 100
Do. Cons. Mort. Oct. '79 coupon	120 — 122	120 — 122
Do. Adjustment bonds	108 — 111	109 — 112
Do. Income bonds	104 — 106	104 — 106
Det., Gd. Haven & Mil. Equip. bds.	117 — 119	118 — 120
Do. Con. M. 5 p.c. till '84 after 6 p.c	111 — 113	112 — 114
Illinois Central $100 shares	137¼ — 138¼	137 — 139
Lehigh Valley Consol. mortgage	118 — 122	116 — 122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 — 140	137 — 140
Do. $100 shares	147 — 149	148 — 149
Do. Mort. bonds (sc.)	121 — 123	121 — 123
N. Y., Lake Erie & West., $100 sha.	44¼ — 45	44¼ — 45
Do. 6 p. c. pref. $100 shares	88 — 90	87 — 89
Do 1st Con. Mort. Bonds (Erie)	135 — 137	135 — 137
Mort. Funded Coupon bonds	130 — 133	132 — 134
Do. do. 2d do.	105 — 107	104 — 106
Do. 2d Consol. Mort. bonds	101 — 103	101 — 103
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	57¼ — 58¾	57¼ — 58¾
Do. Prior Lien Bonds (sterling)	110 — 112	110 — 112
Pennsylvania, $50 shares	66¼ — 67¼	66 — 67
Do. Con. Sink. Fund Mort.	121 — 123	120 — 122
Philadelphia & Reading $50 shares	33¾ — 34¼	30 — 31
General Consol. Mortgage	117 — 119	117 — 119
Do. Improvement Mortgage	106¾ — 107¼	105¾ — 106¼
Do. Gen. Mort. '74, ex-defaul. cou.	93 — 100	95 — 97
Do. Scrip for the 6 def. coupons	95 — 100	92 — 95
Pittsbg, Ft. W. & Chic. Equip. bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	129 — 131	129 — 131
Do 1st pref. stock	101 — 103	101 — 103
Union Pacific Land Grant 1st mort.	118 — 122	118 — 122

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, Aug. 25, 1881.

In the money market this morning 5@6 per cent was the ruling quotation for call loans, time loans and prime mercantile paper. In the afternoon the quotation was 6 per cent, and at the close 3 per cent.

The posted rates for prime bankers' sterling were 4 81@4 84; the actual rates, 4 80@¼ and 4 82¾@4 83¼ with cable transfers 4 83¼@½. Prime commercial bills were 4.77¾@4.78. The actual rates for continental exchange are as follows: francs, 5.26¼@⅜ and 5.23¼@¾; marks, 93⅞@94 and 94¼@⅜, and guilders 39¾@39⅞.

The Secretary of the Treasury issued on the 22d inst., the following notice to holders of called five per cent. registered bonds.

Notice is hereby given that the department will redeem upon presentation, without rebate of interest, the outstanding five per cent. registered bonds (funded loan of 1881) embraced in the 104th call, maturing October 1 next. Parties transmitting bonds for redemption should address them to the Secretary of the Treasury, Loan Division, Washington, D. C., and all the bonds included in this notice should be assigned to the "Secretary of the Treasury for Redemption." Where checks in payment are desired in favor of any one but the payee the bonds should be assigned to "The Secretary of the Treasury for Redemption, for account of——" (here insert name of person or persons to whose order the check should be made payable.

The aggregate amount of these bonds, the payment of which it is thus proposed to anticipate, is about $30,000,000; and there are, in addition to these sums about $10,000,000 of coupon bonds of the same series that were not continued

at the lower rate. These were payable on the 12th inst., on which date interest ceased, but thus far not more than $1,500,000 have been presented for payment. The Treasury now holds a large surplus, which is being daily increased by unusually large receipts. The receipts for August from Customs and internal revenue have averaged about $1,250,000 per day. The action of the Secretary in thus anticipating, six weeks in advance of maturity, so large an amount of the public debt, cannot fail to have a good effect abroad on American credit. Under the present notice it is not expected that any large amount will be presented at once, but that the payment of the bonds will be extended through the remainder of this and perhaps all of next month. The payment of these bonds is the last act in the plan by which the loans have been continued at the reduced rate of interest, and the Secretary is anxious to have the transactions closed as soon as practicable.

The closing quotations on Thursday were: Adams Express, 138@140; American Express, 83½@84½; American District Telegraph, 47½@49; Chicago, Burlington and Quincy, 151½@152; Canada Southern, 63@64; Chicago and Northwestern, 123⅝@123⅞; do. pref., 136@139; Central of New Jersey, 91@91¼; Chicago and Rock Island, 132@132½; Central Pacific, 88⅛@88¼; Chicago, Milwaukee and St. Paul, 112⅛@112⅜; Cleveland, Columbus, Cincinnati and Indianapolis, 83¾@84⅛; Columbus, Chicago and Indiana Central, 19½@19⅝; Delaware and Hudson Canal, 106⅞@107; Delaware, Lackawanna and Western, 121¾@121⅞; Hannibal and St. Joseph, 93¾@94; do. pref., 113½@113¾; Illinois Central, 126⅝@126⅞; Lake Erie and Western, 48@50½; Lake Shore and Michigan Southern, 122⅝@122¾; Metropolitan Elevated, 80¾@81; Manhattan Elevated, 20@20¼; Michigan Central, 93⅛@93⅜; New York Elevated, 97@97¼; New York, Lake Erie and Western, 42⅛@42¼; do. pref., 82@83; New York Central and Hudson River, 142@142¼; Ohio and Mississippi 36@36⅜; Ohio Central, 24@24¼; Pacific Mail, 48¼@48½; Panama —@—; Texas and Pacific, 50⅛@50⅜; Union Pacific, 119⅛@119¼; United States Express, 66@67½; Wells Fargo Express, 125@130; Western Union Telegraph, 86¼@86⅜; Wabash, St. Louis and Pacific, 47@47⅛; do. pref., 83¾@84.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Boston and New York Air Line, 56; Chicago and Eastern Illinois 1st, 110½; do. Inc., 107; Central Iowa 1st, 115¾; Central Branch Union Pacific 1st, 108; Cedar Falls and Minnesota, 23¾; Chicago, St. Louis and New Orleans, 74; Chesapeake and Ohio 1st pref., 39; do. 2d pref., 28¼; do. cur. int., 56; do. 1st, Series B, 84; Chicago, St. Paul, Minneapolis and Omaha, 88¼; do. pref., 101½; do. consol., 101; Chicago, Milwaukee and St. Paul 1st, Chicago and Pacific div., 109; do. S. W. div. 6s, 106½; do. S. M. div. 6s, 106; Col., Chi. and Ind. Cent. Inc., 78; do. Trust Co. certif. ass., sup., 123; Cairo and Fulton 1st, 111; Cedar Rapids, Iowa Falls and Northern 1st, 105½; Denver and Rio Grande, 86¼; do. 1st, 116; do. 1st consol., 112⅜; Denver, South Park and Pacific 1st, 107; East Tenn., Va. and Ga., 18½; do. pref., 31; Houston and Texas Central Gen'l mort., 104½; Indianapolis, Decatur and Springfield 1st, 105; do. 2d inc., 63; Indiana, Bloom. and Western, 43; do. 1s, 92; Jackson, Lansing and Saginaw 1st, 111; Keokuk and Des Moines 1st, 107; Kansas Pacific 1st consol., 105; do. inc. No. 16, 95; do. 6s, Denver div. ass., 112½; Louisville and Nashville Gen'l mort., 6s, 104; Louisiana and Missouri River, 18¼; Long Island, 45; Lake Erie and Western, 51; do. inc., 69½; do. 1st, 109; Laf., Bloom. and Muncie 1st, 104; Lehigh and Wilkesbarre consol. ass., 109; Louisville, New Albany and Chicago, 1st, 107; Michigan Central 5s, 100; do. 8s, 105; Marietta and Cincinnati 1st pref., 12; Missouri, Kansas and Texas, 30¼; do. consol. 105¾; do. 2d, 78; do. 6s, 90; Missouri Pacific, 102½; Memphis and Charleston, 77; Milwaukee, Lake Shore and Western, 47; do. 1st, 102; Mobile and Ohio, 33; do. 1st deben., 95; do. 2d deben., 65; do. 1st mort., 112; Manhattan Beach, 24; Minneapolis and St. Louis 1st, Iowa Ext., 110⅜; do. 1st guar., 125; Metropolitan Elevated 2d, 88; Nashville, Chattanooga and St. Louis, 84; New York, Ontario and Western, 29⅝; Norfolk and Western pref., 56; do. Gen'l mort., 107; Nevada Central 1st, 100; Northern Pacific 1st, 103; Ohio Central, 21⅝; do. Inc., 50; do. 1st, 99½; Oregon Railway and Nav., 158; do. 1st, 110⅛; Ohio Southern 1st, 94½; Peoria, Decatur and Evansville, 34; do. inc., 78; Rochester and Pittsburg, 26¼; do 1st, 102⅜; do. Inc., 41; Rome, Watertown and Ogdensburg, 80; do. 1st consol., 98⅛; Richmond and Allegheny, 42; Rensselaer and Saratoga, 40; St. Louis, Kansas City and Northern R. E. 7s, 1895, 115; do. Omaha div., 116½; St. Louis and Iron Mt., Arkansas Branch 1st, 143; St. Louis and San Francisco Equip., 101½; do. 2d, Class B, 95½; St. Paul, Minn. and Man., 100; St. Paul and Duluth pref., 85; St. Paul and Sioux City 1st, 112; Southern Pacific of Cal. 1st, 107¾; Scioto Valley 1st, 105; Texas and Pacific, 51¼; do. consol., 100; do. Inc., L. G., 75⅞; do. Rio Grande div. 1st, 91½; Toledo, Delphos and Burlington, 26; Toledo, Peoria and Western 1st, 117; Utah Southern Gen'l mort., 110; Wabash, St. Louis and Pacific, Chicago div., 94; Alabama, Class A, 76; do. B. 98; Louisiana 7s, consol., 67½; Tennessee 6s, old, 69; do. new, 69½; Am. Dist. Tel., 47¼; Sutro Tunnel, 1½; Colorado Coal and Iron, 48¼; Cam. Coal, 41; Maryland Coal, 25; New Central Coal, 26½; Central Mining, 2; Homestake, 19½; Little Pittsburg, 2½; Standard, 22.

Philadelphia.—Am. S. S. Co. 6s, 111; Allegheny Valley, 7; Central Transp., 42; Catawissa new pref., 56¾; Huntingdon and Broad Top Mt. consol. 5s, 93; Philadelphia, Wilmington and Baltimore 4 per cent certif., 97⅞; Pennsylvania Canal 6s, 106; People's Passenger R. R. 5s, 105; Shamokin, Hazleton and Wilkesbarre 2d, 35; Texas and Pacific consol. mort. 6s, 100½; do. Inc. L. G., 77⅛; Warren and Franklin 7s, 113; West Jersey 7s, 121. The latest quotations are: City 6s, 115@116; do. free of tax, 129@132½; do. 4s, new, 101@112; Pennsylvania State 6s, 3d series, 100¼@101; do. 5s, new. loan, 116@118; do. 4s, new, 111@—; Philadelphia and Reading R. R., 80¼@80⅜; do. consol, mort. 7s, coup. 126½@127; do. reg., 126½@127½; do. mort. 6s, 122@125; do. 7s, 1893, 121@122; do. new conv., —@—; United New Jersey R. R. and Canal, 191½@192; Buffalo, Pittsburg and Western, 21¼@21⅜; Pittsburg, Titusville and Buffalo 7s, 100@101½; Camden and Amboy mort. 6s, 1889, 115½@116½; Pennsylvania R. R., 63⅜@63⅝; do. gen'l mort., coupon, 124½@125; do. reg., 126@128; do. consol. mort. 6s, reg., 121¼@121¾; Little Schuylkill R. R., 55½@56¾; Morris Canal, —@—; do. pref., 160@—; Schuylkill Nav., 6½@—; do. pref., 12½@13½; do. 6s, 1882, 94@95; do. 1872, 107½@108; Elmira and Williamsport pref., 55@60; do. 6s, 110@—; do. 5s, 100@105; Lehigh Coal and Navigation, 43⅛@43¾; do. 6s, 1884, 106¾@107; do. R. R. loan, 116¼@116¾; do. Gold Loan, 116¼@117½; do. consol. 7s, 119@120; Northern Pacific, 38⅝@38¾; do. pref., 78¼@78⅜; North Pennsylvania, 60@60¼; do. 6s, 105@—; do. 7s, 122@124; do. Gen'l mort. 7s, reg., —@—; Philadelphia and Erie, —@22⅞; do. 7s, 118@118¼; do. 5s, 170½@108½; Minehill, 61@61¼; Catawissa, —@—; do. pref., 57½@58; do. new pref., 56½@57; do. 7s, 1900, 118@125; Lehigh Valley 61⅝@61¾; do. 6s, coupon, 122@123½; do. reg., 127@—; do. 2d mort. 7s, —@137; do. consol. mort., 123¼@123¾; Fifth and Sixth streets (horse), 186@150; Second and Third, 112½@116; Thirteenth and Fifteenth, 84¾@86; Spruce and Pine, 45@50; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, 21½@22; Germantown, —@80; Union, 110@125; Lombard and South 25@25¾; West Philadelphia, 105@115; People's, 38⅝@33⅞; Continental, 103@108.

Boston.—Atlantic and Pacific 6s, 103; do. Inc., 50; Atchison, Topeka and Santa Fe 5s, 97¾; do. 4½s, 94; Boston Land, 8; Boston Water Power, 7⅞; Burlington and Missouri River in Nebraska 6s, non-exempt, 106½; Chicago and West Michigan, 85; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 107½; Connecticut and Passumpsic Rivers, 97½; Chicago, Burlington and Quincy 4s, 92½; Flint and Pere Marquette, 32; do. pref., 102; Iowa Falls and Sioux City, 88½; Kansas City, Topeka and Western 7s, 125; Kansas City, Fort Scott and Gulf 7s, 113; Kansas City, St. Joseph and Council Bluffs 7s, 119½; Little Rock and Ft. Smith, 78¾; do. 7s, 113; Marquette, Houghton and Ontonagon, 72; do. pref., 118; do. 6s, 106; Mexican Central 7s, 90; do. Block, new, 94; do. old, 110; Massachusetts Central 6s, 100½; Nodaway 7s, 112; New Mexico and Southern Pacific 7s, 120; New York and New England 6s, 112; Ogdensburg and Lake Champlain consol. 6s, 102¼; Portsmouth, Gt. Falls and Conway, 28; Rutland, 7½; do. pref., 28; Summit Branch, 19; Wisconsin Central, 20½; do. 2d series, 55; Atlantic Mining Co., 11; Blue Hill, 3; Brunswick Antimony, 10; Catalpa, 1¼; Crescent, 1; Duncan, 62½c.; Harshaw, 6; Osceola, 29; Phœnix, 1¾; Silver Islet, 41¼.

Baltimore.—Atlanta and Charlotte, 77; do. 1st, 110; Atlantic Coal, 1.30; Baltimore City 6s, 1902, 130; do. 6s, 1890, 118¾; do. 5s, 1894, 120; do. 5s, 1916, 125½; do. 4s, 1920, 112; Baltimore and Ohio 2d pref., 124; Canton 6s, gold, 108⅞; Columbia and Greenville 1st, 104¾; do. 2d, 96¼; George's Creek Coal, 106; Richmond and Danville, 109; San Clara Mining, 2.50; Virginia Mid-

land 1st pref., 74; do. 2d pref., 62@—; do. 4th mort., 59; do. 5th, 100; Virginia Peelers, 41. The latest quotations are: Atlanta and Charlotte, 77½@77⅞; do. 1st, 109@110¼; do. Income, 96⅛@98; Baltimore and Ohio, 198½@—; do. 6s, 1885, 109@110; Consolidation Coal, 36@37½; Canton 6s, gold, 107½@109; Charlotte, Columbia and Augusta, —@59; Columbia and Greenville 1st, —@105; do. 2d, 95½@96¼; Central Ohio 1st, 112¾@113¼; Marietta and Cincinnati 1st, 121@123; do. 2d, 87@87¼; do. 3d, 46@46¼; Norfolk and Western pref., 56; Northern Central, 52¾@53⅛; do 6s, 1900, 118½@—; do. 5s, 1926, 100@100¾; Ohio and Mississippi S. F., 120@123; do. Springfield div. 1st, 111@113; Pittsburg and Connellsville 7s, 123@123⅞; Richmond and Danville, 109@116; Union Canal, endorsed, 118¼@—; Virginia Midland 1st pref., 73@—; do. 2d pref., 63@—; do. 1st mort., —@117½; do. 5th, —@100¼; Virginia Consols. 79¾@80⅛; do. consol. coupons, 92½@93; do. 10-40s, 52½@52¾; Western Maryland 1st unindorsed, 112@—; do. 2d pref., 108¼@—; do. 6s, Washington county guar., 113@—; Wilmington, Columbia and Augusta, 110@111½; Baltimore City 6s, 1890, 118¾@119; do. 6s, 1900, 127@—; do. 6s, 1902, 127½@130; do. 5s, 1916, 125⅜@125⅝ do. 4s, 1920, 111½@111¾.

A Plan for an American Railroad Clearing House.

A correspondent of the Baltimore Sun has laid out a plan for the establishment of a railroad clearing house, which is editorially summarized and commented upon by that paper as follows:

There is to be a compact entered into for a period of five years by the trunk roads, binding themselves to submit all business now competitive, or which may hereafter become competitive, to the control of a clearing-house, and yield to it the contrivance of such checks and guards as will secure the purposes of the compact. This compact is to be renewable at the will of a majority of the parties concerned. There is to be a commission to determine the quota of traffic in and out of each centre of trade which should fall to each party to the compact. There is to be a board of governors, invested with executive powers only, who shall hold office but one year, being selected by representatives of the trunk lines in convention assembled. As the pools heretofore formed could not enforce their agreements for want of penalties, it is proposed that each trunk line shall make with the clearing-house a deposit of money or securities, to be forfeited by any member withdrawing from the compact or neglecting its requirements, said deposit to be then divided pro rata among those who remain faithful to the arrangement.

The authorities thus created and fortified with the means of inflicting penalties will, in conjunction with a representative of each road, proceed to fix quotas of traffic, establish classifications, determine rates, and where shippers prefer a particular road and give it excessive business, determine what the road preferred shall have for its extra expense and labor. One of the most important features of the plan is that the division and allotment of net earnings shall belong exclusively to the clearing-house, for, through its exercise of the function of clearing accounts, it will be in a position to enforce its decisions—a thing pools have never been able to do. Each railroad will have the management of its own business with its customers, but will be required to send duplicates of its bills of lading and duplicate way-bills to the clearing-house. In such data will be found the basis for determining quotas of business, etc., and for the clearing of accounts. The clearing-house will also certify to the correctness of claims for overcharges, rebates, etc., and indicate monthly the amount due each road—"allowances" to be made out of a general fund to prevent suspicion of unfair dealing by individual roads.

The house is also to have charge of mileage and car-service accounts, thus saving a vast amount of trouble to the parties to the arrangement. Yardmasters and conductors will report to the clearing-house in order to establish liabilities for repair, equipment, etc. A very desirable thing will be effected, the writer holds, by the operations of the central clearing-house, namely—the introduction of a uniform method of keeping railroad accounts. Economy will result, and it will be possible for each road to inspect the books and understand its obligations to other roads at a glance. Railroads are shown to need such an agency for the harmonizing of their differences as a means of protecting themselves from the bother of conflicting legislation, whether from the individual States or from the general government, and the writer thinks, that a show on the part of railroads of a desire to settle their differences would appease the growing popular clamor for their absorption by the government. The English system of clearing-house operations, though not so thorough in its details as that now proposed, has attained considerable success, and put the plan proposed beyond the stage of mere theory.

The Chief of the Bureau of Statistics reports that the total values of the exports of domestic provisions, tallow and dairy products during the month of July, 1881, were $11,542,029, and during July, 1880, $12,860,517; for the seven months ended July 31, 1881, $82,708,977, and during the same period in 1880 $82,286,346; the total values of provisions and tallow for the nine months ended July 31, 1881, $95,899,277, and for nine months ended July 31, 1880, $68,321,037. Dairy products for three months ended July 31, 1881, $7,764,456, and for the same period in 1880, $8,516,057.

The Chicago, Milwaukee and St. Paul Railway Company has completed laying its track on the James River division south from Aberdeen, D. T., to Mellette, a distance of 21 miles. The grading is now progressing at Ashton, 32 miles south from the former point. Although the work at Mitchell has been suspended for a time it is expected that a force will be put on soon and a connection established between the line leading north to Mitchell and the one south from Aberdeen.

The Akron, Cleveland, Mt. Vernon and Delaware Railroad, which was sold at Cincinnati, Ohio, on the 20th inst., by William H. Upson, Special Master Commissioner, was purchased by W. H. Smithers, of New York; J. A. Horsey, of New York, and J. M. Adams, of Cleveland, the purchasing committee representing Holland bondholders, for $1,140,200. No other bids were made. Important improvements and extensions will follow.

The Texas and New Orleans Railroad Company has acquired and will hereafter operate the Louisiana Western Railroad. This line of road extends from Vermillonville, La., to the Sabine River, in Texas, and is about 106 miles long.

The extension of the Indiana, Bloomington and Western Railroad in the eastern part of Indiana has been finally located. It is to run through the southern townships of Randolph County. The line is now located between Indianapolis and Springfield, O., except for a short distance east of Troy.

Pennsylvania Railroad.

The statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for July, 1881, as compared with same month in 1880, shows:

An increase in gross earnings of	$330,774
An increase in expenses of.....	142,308
An increase in gross earnings of....	$188,466

The 7 months of 1881, as compared with the same period in 1880, show:

An increase in gross earnings of..	$2,450,543
An increase in expenses of	1,359,380
An increase in net earnings of....	$1,091,013

All lines west of Pittsburg and Erie for the 7 months of 1881 show a surplus over liabilities of $1,804,316, being a gain as compared with the same period in 1880 of $146,380.

The managers of the Canadian Pacific Railway Company are now advertising for proposals for the clearing up and grading of 60 miles of the Sault Ste. Marie Railway, from Algoma Mills on Lake Huron easterly to a point near the north side of Spanish River. It is the intention to complete this line without delay, in order to make connections for a through Canadian line, via the lakes, from Montreal to Winnipeg.

A railroad is to be built from Verndale, in Wadena County, Minn., to Shell City, also in Wadena, and thence northerly to a point on the north or west boundary of Minnesota, between the 94th and 97th degrees of longitude. The capital stock is placed at $1,000,000, to be paid in installments not to exceed 20 per cent. on each share.

The Indianapolis, Peru, and Chicago Railway, recently purchased by the Wabash, St. Louis and Pacific Railway Company, extends from Indianapolis north to Michigan City, on Lake Michigan. It crosses the main line at Peru, and the Logansport and Detroit line at Denver, Ind. The road is 161 miles long.

The tolls collected at Ottawa for the first three months of the current season of navigation were as follows: Rideau Canal, $2,116; Ottawa River, $18,757. Both show an increase over the receipts for May, June and July of last year.

As soon as the survey of the Baltimore and Drum Point Railroad, which is being made on the line of the Annapolis and Elkridge Railroad, near Waterbury, is completed, the work of construction will be commenced.

The Brownsville extension of the Pittsburg, Virginia and Charleston Railroad has been completed. It is fifty-three miles in length, and cost $1,836,170.20. The track is mostly laid with steel rails.

The Hanover Junction and Susquehanna Railroad, located in York and Lancaster counties, Penn., is to be sold in Lancaster on September 15, by order of the Court.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,500,000	J. & J.	Jan. '81 3½
Ashuelot.....	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,569,578	J. & J.	July '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. '81 1½
Boston and Albany 100	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bed.100	1,297,000	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July '81 2
Boston and Maine.....100	6,921,274	M. & N.	May '81 4
Boston and Providence..100	4,000,000	M. & N.	May '81 4
Attleborough Branch.100	131,700	J. & J.	July '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'81 3
Burl. & Mo. Riv. in Neb.100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3.5
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,159,500	Oct.'80	Oct.'80 1½
" pref..... 50	2,200,000	M. & N.	May '81 3½
" 2d pref..... 50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug.'81 1½
" " pref.100	769,600	F. & A	Aug. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June '81 4
Central of New Jersey.100	18,583,200	quarterly	Apl. '76 7½
Central Ohio*..... 50	2,425,000	J. & J.	July '81 3
" pref..... 50	400,000	J. & J	July '81 3
Central Pacific 100	54,275,500	F. & A.	3
Chemung*.....100	380,000	quarterly	July '81 1½
Cheshire, preferred 100	2,155,800	J. & J.	July '81 1½
Chicago and Alton.....100	10,085,100	M. & S.	Sept. '81 4
" pref...100	2,425,400	M. & S.	Sept '81 4
Chicago, Burl. & Quincy.100	31,004,466	quarterly	June '81 2
Chi., Clin., Dub. & Minn.....	6,156,000	A. & O.	Apl. '79 2½
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12,279,483	A. & O.	Apl. '81 3½
Chicago & N. Western..100	14,988,257	J. & D	June'81 3
" pref.100	21,525,358	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Aug.'81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Sept. '81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	June'81 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug'81 20c
Concord..... 50	1,500,000	M. & N.	May '81 5
Concord and Ports.*.....100	350,000	J. & D.	June'81 3½
Conn. & Passump Riv..100	2,175,100	F. & A.	Aug.'81 3
Connecticut River..... 100	2,100,000	J. & J.	July '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243.000	A. & O.	Oct. '80 4
Danbury and Norwalk.. 50	600,000	quarterly	June 81 1½
Dayton & Michigan*..... 50	2,401,525	A. & O.	Oct. '80 1½
" " pref. 50	1,211,256	quarterly	Jan. 81 2
Delaware*..... 2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*....100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	28,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80 2½
" " pref.100	2,503,383	F. & A.	Aug '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*..... 50	1,309,200	J. & J.	July '81 3
East Mahanoy *..... 50	392,950	J. & J.	July '81 3
East Tenn., Va. & Ga....100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & D.	June '81 2½
Eel River.....100	3,000,000	quarterly	June '81 2½
Elmira, Jef. & Canand*..100	600,000	Sept.	Sept. '80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '81 1½
" " pref. 50	500,000	J. & J.	July '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia.....100	4,200,000	J. and J.	July '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref.....100	1,180,000	quarterly	July '81 2
Illinois Central.....100	29,000,000	M. & S	Sept.'81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Aug. '81 1
Io. So. & Mo. Northern. 25	600,000	quarterly	May, '81 2
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May, '81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May, '80 1½
Kentucky Central.....100	500,000	J. & D.	Dec. '80 1
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	48,466,500	quarterly	Aug. '81 2
" (guar.).100	533,500	F. & A.	Aug. 81 5
Lawrence*..... 50	450,000	quarterly	July '81 2
Leh gh Valley 50	27,232,555	quarterly	July '81 1½
" pref. 50	100,300	quarterly	July '81 1½
Little Miami *..... 50	5,871,450	quarterly	June '81 2
Little Schuylkill*..... 50	2,648,100	J. & J.	July '81 2½
Louisville & Nashville...100	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '81 5
Marietta & Cincinnati... 50	1,408,912	— & —	— — — —
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug. '81 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	Aug. '81 1
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'81 3
Mill Creek & Minehill* 50	323,376	J. & J.	July '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '81 3½
Missouri Pacific.....100	42,416,000	quarterly	July 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '81 6
Nashua and Lowell.....100	800.000	M. & N.	May '81 3½
Nashua and Rochester..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,250	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref.100	8,146,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Aug.'81 2
Ning. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	90,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '81 1½
Northern Central 50	5,842,000	. & J.	July '81 3
Northern N. Hampsh....100	3,068,400	J. & D.	June'81 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	Aug. '81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug 80 4½
Panama.....100	7 000,000	Aug. 1, 1	881, £24.26
Paterson and Hudson*..100	632,000	J. & J.	July '81 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,499,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '81 1½
" Special Imp..100	5,504,300	quarterly	July '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '81 3
Profile and Franconia....100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	July '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,163,700	F. & A.	Aug. '81 1½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,126,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug. '81 4
Troy and Boston.....100	1,600,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	July '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	July '81 2½
Utica, Chenango & S.V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	2,650.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" pref.100	20 000,000	quarterly	Aug. 81 1½
Ware River*.....100	$750,000	J. & J.	July '81 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley 100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	July '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121.000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N.Y)100	4,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000.000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	July '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Contes St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	July 81 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 549	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July 79 2
Philadelphia City..... 50	475,000	J. & J.	July '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Phg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '81 3
South Boston 50	600,000	J. & J.	July '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '81 2
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	July '81 4
Union (Phila.) 50	400,000	J. & J.	July '81 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Feb.'81 81
Delaware and Hudson....100	20,000,000	.....	June'81 1½
Delaware and Raritan*..100	5,847,400	quarterly	July '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '81 $2
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '75 5
Pennsylvania..... 50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	Au.'81 50c.
" " (pref.). 50	2,868,977	annually	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	8,000 000	J. & D.	June '81 5
Calumet and Hecla Mining. 100,000 S.		F.M.A.N	Aug.'81 $5
Central Mining Co.....	.....	F. & A.	Aug '81 3
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81
George's Creek C. & I...100	.....	J. & J.	July '81 3
Gold and Stock Tel....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	July '81 4
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July 81 2
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	5,990.200	F.M.A.N	Aug.'81 2
Quicksilver, common ...100	5,768.700	.....	Aug.'81 2½
preferred ...100	4,201,300	.....	Aug.'81 9½
Quincy Mining Co..... 25	40,000 shs	F. & A.	Aug. '81 3
Quincy R. R. Bridge....100	1,760,000	J. & J	July '81 5
Sioux C. & L.F. L. & L. Co.100	500,000	J. & J.	July '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	Aug.'81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '81 4
West. Union Telegraph.100	80,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,858,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,654	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,341,890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,569,000	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	236,995	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	.....	.....	.....	.....	.....	.....
Cin., Ind , St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	168,256	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	380,134	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,883	191,695	295,455	372,190	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,213	514,767	584,230	548,284	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	198,110	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	188,120	195,329	227,679	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,032	226,399	227,323	237,666	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	906,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	85,733	106,953	103,438	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	96,586	83,761	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	667,300	772,537	.....	.....	.....	.....	.....	.....
1881	916,950	803,490	941,699	846,000	809,700	807,900	820,000	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	130,740	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	162,027	145,416	132,692	131,009	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,130	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	154,549	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	210,257	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,371	.....	241,622	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,487	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,876	1,606,674	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	241,277	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	142,835	214,755	299,880	368,276	404,180	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,024	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	350,585	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,038	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,298	283,399	260,254	252,333	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,923	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	201,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,933	490,195	451,560	408,241	349 053	353,454	442,555	513 555	661,400	678,200	626,725	655,100	6,258,429
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,699	213,407	272,089	.....	.....	.....	.....	.....	.....
1881	254,187	159,483	320,962	425,685	382,642	405,322	387,488	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,929,529	2,143,000	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,393,467	2,590,969	2,526,000	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	978,629	892,024	946,773	953,468	1,066,742	1,185,225	1,177,134	1,526 475	1,105,616	962,663	12,336,153
1881	811,617	816,922	1,119,591	1 023,482	1,147,660	1,308,993	1,131,751	.....	.....	.....	.....	.....	.....

Out of 139,000,000 of passengers on French railroads last year only 20 were killed by accident.

NEW YORK, July 28, 1881.

THE 38TH SEMI-ANNUAL CASH DIVIDEND of the ILLINOIS CENTRAL RAILROAD COMPANY, being THREE AND A HALF (3½) PER CENT on its Capital Stock, will be paid by the undersigned September 1, 1881, to shareholders as registered at the close of business on the 13th August, after which and until the 5th day of September the transfer books will be closed.

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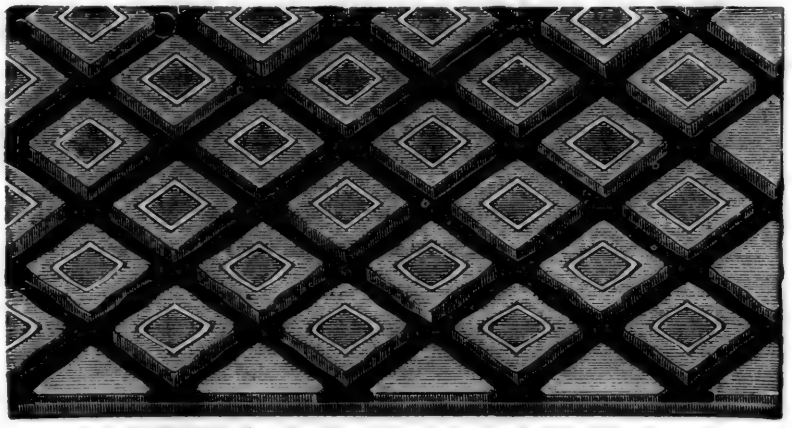


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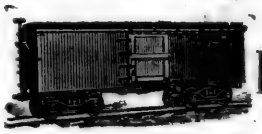


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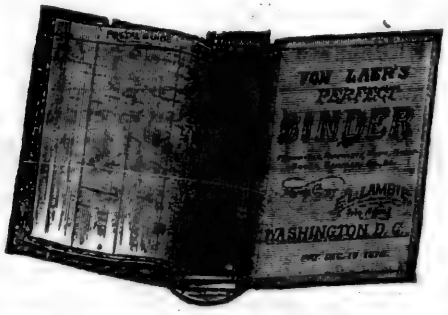
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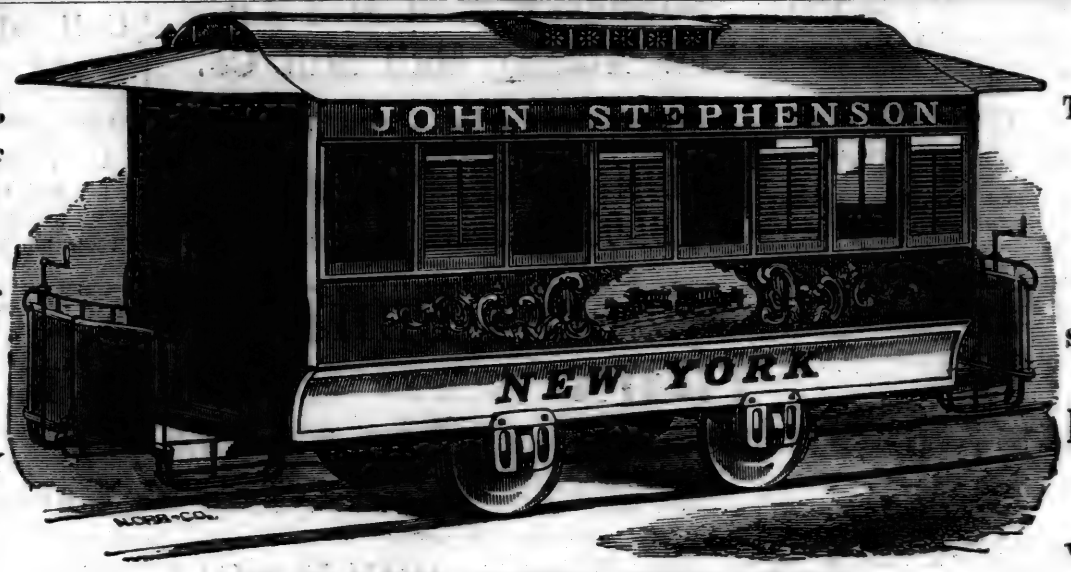
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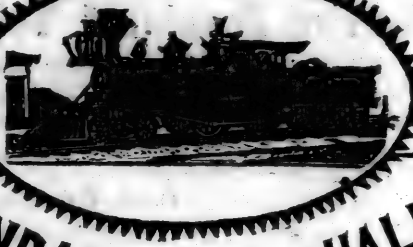
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVII., No. 36.] NEW YORK, SEPTEMBER 3, 1881. [WHOLE No 2,367, VOL. LIV.

ELECTRICITY AS A MECHANICAL POWER.

In quoting the lecture recently delivered before the Society of Arts in London, by Alexander Siemens, an exchange says: The practicability of an electric railway is already demonstrated. People may see it for themselves at the Crystal Palace, and the German capital gives yet more convincing proof. The great potency of the invention consists in the transmission of the motive current by a simple wire. Whether through a cable or mere strand, nothing can be more facile than this mode of communication. The wire can be buried or hung aloft, or twisted and turned in any desired direction. The distance to which the current can be conveyed, and the amount of energy lost in transit, are matters which more immediately affect the economical aspect of the question. But allowing that only half the power expended can be recovered and turned to account, Mr. A. Siemens shows that cheapness would be effected in many instances as compared with the use of small steam engines.

The idea is that of a central station, where powerful steam engines, working on the most economical principles, would drive a number of electrical machines to produce the required currents. It would be easy to lay wires from the central station, in the same way as we see them now laid in cast iron pipes in the city. From these main wires there would be junctions leading into the houses, and there would be no difficulty in providing two separate currents—one for lighting and the other for power—to be used as acquired. Already we have the city illuminated by means of currents generated at a distance once thought impracticable. The transmission of power by the electric current is shown, not only by the Siemens Railway, but by various other applications. Cranes are worked and ropes are pulled by this agency at Charlton, near London, while double furrow plows and also a threshing machine have been worked by a Gramme machine in France.

Dr. Siemens is making the electric current perform all kinds of handiwork at his country residence near Tunbridge Wells, the result being that one man at the farm is enabled to do the work which otherwise would occupy three—a fact which may claim attention from the agricultural interest hard pressed by foreign competition. Sir William Armstrong has utilized the power of falling water for the working of a machine, whereby he gains sufficient electricity to light up 30 or 40 Swan lamps. Dr. Siemens turns a wire fence to account by making it take the return current. It is to be hoped no ingenious device of this kind will lead at any time to an unexpected mishap. The danger of meddling with cold iron may assume unwonted proportions, if powerful electric currents are to be traveling along wire fences and other unsuspected places.

PNEUMATIC CLOCKS.

The system of driving and regulating clocks, by currents of compressed air sent through tubes from a central station, seems to be making progress in Paris. The Pneumatic Clock Company, established in March, 1880, has now sixteen miles of main pipes laid, and controls fourteen public clocks, with thirty-three dials, and 2,000 clocks in 500 private houses. The system consists of central works, at which the air is compressed by means of steam engines working air compressors, and stored in reservoirs at pressures varying from fifteen pounds to forty-five pounds per square inch. The air thus compressed and stored is led to distributing receivers, passing on its way to each through a pressure regulator by means of which a periodical transfer or discharge of compressed air from the reservoir into the receivers takes place, replacing the air which is discharged every minute from the receivers to the clocks.

The central or normal clock is an instrument of great precision, and is fitted with an equilibrium or balanced slide valve, that is successively opened and shut by the action of the clock, which is self-winding. The intermittent current of air on reaching the receiving clocks acts upon their mechanism, transmitting the time to one and all at the same instant. These clocks are made as simple as possible, having an ordinary minute wheel and a wheel of sixty teeth controlled by a catch fixed on a lever which receives its motion from a leather bellows. Another catch prevents the wheel returning upon itself when once it has been moved one tooth. The pressure conveyed through the system of pipes every minute from the main clock causes the bellows of each receiving clock to expand, thus advancing the wheel one tooth, and the minute hand through a one-minute space. The main air pipes, which are laid in the sewers, are only about an inch in diameter, and these are tapped at intervals to meet the requirements of the customers. The system appears to be simple, its action certain, and its cost to the public moderate.

A SAD PICTURE OF SUFFERING AMONG THE PANAMA CANAL LABORERS.

A physician from this city, Dr. Chas. Peitzch 141 West Thirty-second street, who has just returned from Aspinwall and Panama, is reported by the Tribune as giving the following gloomy account of affairs on the Isthmus. "If any of your friends think of going to Panama," said the Doctor to a Tribune reporter, "advise them not to. In all my travels I never saw a more sickly, poverty-stricken and forsaken people. I was induced to go there by the promise of a large business in my profession. There was plenty for me to do, but no money in it, and I came away as soon as I could. There are about 250 people at work on the Panama canal, 200 of whom are negroes. Half of them are sick, haggard, and starving, and the death-rate is alarming, although the facts are suppressed as much as possible. There are not more than 100 able-bodied men at work at any time, and the force is constantly being renewed, because the laborers fall victims to disease; then lose their places and starve, or die of fevers and a peculiar wasting away of the system. The canal company wants to get all the laborers possible, and it offers the inducement of high wages, board, plenty of work and free passage. Agents gather laborers up wherever they can find them and take them by boat to Aspinwall

and rail to Panama. They receive $17 a month, and the worst board imaginable. They are crowded into shanties and fed on the cheapest kinds of food; rice twice a day, tea or coffee in the morning only, salt beef once a day and no bread; fresh meat, never. Once there, it is impossible for laborers ever to return, as the men have no money, and it costs $25 to ride back to Aspinwall, a distance of forty-seven and one-half miles, and they are too weak to walk. White people soon become yellow and look like death, and beg tourists to take them away.

"Work is advancing very slowly on the canal, and there is nothing to show for the money spent. It is generally believed in that country that the canal will never be finished. It is about as wide as Broadway from house to house. There are some stakes driven down and planks laid along and the earth stirred up a little, but that is all. It seems hardly possible to live in that country. It is marshy and malarial, and infested with alligators and serpents and poisonous insects. I was bitten in the hand by an insect and my arm has swollen up and been useless for a month. The population is composed of negroes and Spanish and French of the lowest class. The climate is warm, terribly warm, moist and oppressive, and tends to induce the use of stimulants. St. Louis beer costs 35 cents a bottle, Milwaukee beer 25 cents. Whiskey is cheap, and the best imported Holland gin only 40 cents a quart. Beef and fish are very plentiful and cheap, as are also fabrics. On the whole, the country is no place for any but a very patient man with plenty of money."

Marietta and Cincinnati Railroad.

Referring to the proposed re-organization of the Marietta and Cincinnati Railroad Company, Messrs. John A. Hambleton & Co., of Baltimore, Md., in their circular of last week, say:

At a meeting of the Baltimore bondholders of the Marietta and Cincinnati Railroad held on the 26th inst., there were present many of our most influential citizens; and although the amount of bonds represented was not definitely known, it was roughly estimated that the parties present held or controlled about $1,000,000 of the first, second and third mortgage bonds. A statement was made that an examination of the reports of the Receiver showed that the company was in a very prosperous condition, and that the Receiver's statements on file in the Ross County Court showed that the road was earning net $700,000 per annum. Much indignation was expressed that the reorganization of the road had been so long delayed, and it was the universal sentiment that it was necessary that the bondholders should take steps to protect their interests and to effect an early and satisfactory settlement of the affairs of the road. The sentiment of the meeting seemed to be that an amicable arrangement could be made with the Baltimore and Ohio Railroad, but that if necessary the bondholders should insist upon a foreclosure under either the second or third mortgage and a sale of the road. By agreement with the New York bondholders, who are now represented by a committee of seven, three of their number are to be dropped and their places are to be filled by a like number from the Baltimore bondholders. This committee of seven are to prepare a plan of reorganization of the Marietta and Cincinnati Railroad, which plan is to be submitted to a general meeting of bondholders to be called for that purpose. The committee were also requested to take such action as should be necessary looking to the appointment of a receiver, who will manage the affairs of the Marietta and Cincinnati road in the interest of the bondholders. The New York committee consists of Mr. Kountze, of Kountze Bros.; Mr. Dumont, of Jesup, Paton & Co.; Mr. Arents, of Arents & Young, and Mr. Bacon of the law firm of Field, Dorsheimer, Bacon & Deyo. The Baltimore members of the committee are H. Irvine Keyser, Skipwith Wilmer and T. Edward Hambleton. The bondholders of the Marietta and Cincinnati Railroad may make up their minds, if they have not already done so, that an early reorganization of the road can only be effected by their own action, and the sooner they assert their rights the better. The managers of the Baltimore and Ohio company are well satisfied with the present state of affairs, and are content to draw 7 per cent interest on the bonds and 8 per cent interest of the stock of the Cincinnati and Baltimore and Baltimore Short Line Railroad, while the bondholders of the Marietta and Cincinnati Railroad get nothing.

The Pacific Railroads.

The Central and Union Pacific Railroads were united May 8, 1869. The record of through travel from that date to the end of 1869 has never been published. A recent application from this office brought out the following estimate of through travel for that period, or rather from June 1, 1869, to December 31, 1869:

	Arrived.	Departed.
June, 1869	553	476
July	1 282	1,086
August	2,110	2,060
September	3,594	3,153
October	4,498	2,518
November	3 679	2,218
December	1,815	1,573
Totals	17,531	13,084

We have the official figures for every subsequent month up to May 1, 1881. Dividing the years so as to make them conform to the life of the road, we are enabled to present the following complete statement of the through passenger traffic of the Central Pacific and Union Pacific Railroads to and from San Francisco for the twelve years ending May 1, 1881:

Years.	Arrived.	Departed.	Gain.
1869	26,600	18,100	8,500
1870	30,600	24,300	6,300
1871	28,700	20,700	8,000
1872	38,100	22,800	15,300
1873	52,900	26,100	26,800
1874	63,300	25,700	37,600
1875	70,300	32,800	37,500
1876	61,400	37,000	24,400
1877	42,500	29,800	12,800
1878	37,700	25,100	12,600
1879	34,700	24,700	10,000
1880	34,800	29,000	5,805
Totals	521,100	316,100	205,000

The net gain was the largest during the two years ending May 1, 1876. It was the smallest last year in the history of the road.

The transportation of these 837,200 passengers has been a fine thing for the railroad companies. Averaging each fare at $100, it will foot up a total of $83,720,000, and possibly $100,000,000 would be nearer the mark. This is only an incidental gain. The freight traffic has been a still greater source of profit to the companies. The employment which the road has given is another benefit. The gain to California and the Pacific Coast is the permanent addition to our population of 205,000 souls. These have not all stopped in this State, but they are to be found in some of the Pacific States and Territories, less the number that have gone to foreign countries, and to that other country from whose bourne no traveler ever returns. Most of those immigrants brought money. Coming as they did from the Atlantic States, rather than from Europe they must have brought considerable funds. Allowing for an average of even $50 per head, the sum total would be $10,250,000, or of $100 per capita, there is a total of $20,500,000, besides muscle and brains of still greater value in a new section of country like ours.

According to the census, the population of California was increased 304,000 in the past decade. This is equal to a gain of 55 per cent. The gain in the material development of the State during the past 12 years has been even greater. The wheat crop has been doubled during this interval, and the same is true of many other crops.—[San Francisco Bulletin.

Greenwood, Laurens, and Spartanburg Railroad.

Active movements are in progress looking towards the building of the road beween Greenwood, Ga., and Spartanburg, S. C., where it is to be met by the proposed Midland Railroad, whereby a through line between Baltimore and Augusta, Ga., is to be secured. A correspondent of the Baltimore Sun calls attention to the fact that the counties of Spartanburg and Laurens, S. C., have each subscribed $75,000, instead of $50,000 each, as heretofore stated, to the Greenwood, Laurens and Spartanburg Railroad, and it is expected this will be increased at least $50,000 more by private subscription, making a total county and private subscription of $200,000, which is certainly ample demonstration that the people of those counties are in earnest. A meeting of the stockholders of the company is to be held in Spartanburg, September 7, for the purpose of organization by the election of a president and other officers. As recently stated, work on the Midland extension is in active progress between Danville, Va., and Mocksville, N. C., and it is to be hoped that the entire line between Danville and Spartanburg will be completed by the time the Southern connection from Augusta reaches Spartanburg.

During the month of July the Scotch importations of butter and cheese from America were very heavy. For Glasgow alone the boxes of cheese during the month numbered 137,852, and the tubs of butter 39,650, of which latter 2,500 were oleomargarine. This was an increase of 47,000 boxes of cheese and 19,900 tubs of butter, the largest increase known in any month in the year. For the seven months since January last there had been an aggregate importation of butter of 98,220 tubs, which was an increase of 12,518 over the same period last year. Of cheese the aggregate was 257,724 boxes, and the increase 81,492. More than one-half these 257,724 boxes of cheese came in the month of July, and for the last week of that month 40,000 were arriving every seven days. Every lot of American cheese, as soon as it arrives, is picked up in Scotland, and the quality is described as "very fine." Prices have gone up to $30 per ton.

Track laying on the Louisville, New Albany and St. Louis Air Line Railroad, between New Albany and the Tunnel, has been commenced.

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New York, Saturday, September 3, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

As it has been so clearly proved that the most prolific source of railroad accidents is found in the careless habit of walking on the track the adoption of any just means tending to prevent such murderous recklessness and to make it a severely punishable form of trespassing would be of great benefit. A strict enforcement of rules and laws on this subject would greatly decrease the number of railroad casualties. In Massachusetts, where most careful records of railroad accidents are kept officially the returns show that on an average one-third of all the casualties are in cases of trespassers, where persons, especially children, are illegally walking or playing on the track or stealing rides on the cars. In fact it has been shown by statistics both here and in France that the number of deaths by railroad accidents to passengers is so small as compared with the death rate from other accidents as to make warranted the statement that a person can be in no safer place than on a good railroad car travelling over a well managed road. That proportion would be still more striking were it not for trespassers of human and brute kind, for a large number of the accidents to passengers are occasioned by the cars being thrown from the track through coming in contact with trespassers on the railroad. Unfortunately also the greater portion of the human kind found walking on the track carelessly are under the influence of liquor to such an extent as to make them incapable of appreciating the manner in which they are endangering their own and others' lives. The system of covering the entire surface of the road with broken stone having sharp and uneven edges is a good one so far as it goes for it certainly makes an uninviting foot-path, but there is still needed more stringent laws against trespassing on railroads and a more vigorous enforcement of them.

A REMARKABLE development of coal and iron resources has been witnessed in the Hocking Valley during the past six years. In 1875, only 1,250 tons of iron were made in the valley while for 1880 the amount of the manufacture reported was 85,179 tons, the coal production for last year being 2,800,000 tons. A consolidation of many of the coal and iron interests of the valley was effected last week at Columbus, Ohio, by the incorporation of the Standard Coal and Iron Company, which has acquired about 90,000 acres of land. Among the prominent men connected with the new company are mentioned J. Henry Brooks, John W. Brooks, John N. Denison, Oliver Ames, Frederick L. Ames, Oakes A. Ames, Alfred W. Nickerson, William P. Hunt, Cyrus Woodman, John M. Glidden, and George W. W. Dove, of Boston; William D. Lee, Governor Charles Foster, General Samuel Thomas, William Monypenny, John C. Larwell, of Ohio; Walter P. Warren jr., George Chapman, William Walter Phelps, and Joseph Vilas, of New York; and Secretary Blaine and General James A. Hall, of Maine.

CONSIDERABLE interest has been manifested of late in practical tests of the merits of consolidated engines, and the impression seems to be growing that on roads of light grade the Mogul engines are more economical than eight-wheel engines, while on roads with heavy grades the consolidated engines do better service with less fuel than do the Moguls. The Indianapolis Journal has recently had a representative in the East visiting railroad men, and making inquiries on the subject. He speaks in that paper of interesting experiments having been made on Western and Eastern lines, and says: "In every case has it been demonstrated that by the use of the heaviest freight engines is the most saving in fuel effected. From Superintendent Shepherd, of the New York and New England Road, we learn that for months he tested the heavy consolidated engines against the Mogul engines in service on that road, and he found that the consolidated engine which hauled forty-five loaded cars over the road consumed less coal than did the Mogul engines, which hauled twelve to fifteen cars, and so satisfied was he with the experiment that on his advice President Wilson has ordered twelve consolidated engines built, weighing fifty tons each, and the Hinkley Locomotive works now have three of them on the stocks and well along toward completion. The Fitchburg Railroad Company on the heavy grades west of Fitchburg has, after careful test, come to the same conclusion, and President Stearns states that in the future all the freight engines ordered will be of the consolidated pattern, five of which are already ordered. On Western roads the tests have been much the same in results. The Chicago, Burlington and Quincy Road is now having built at the Baldwin Locomotive Works twelve consolidated engines, which will weigh fifty-five tons each. The Indianapolis, Bloomington and Western has also ordered twenty, eight of which are to be built at the Rogers Locomotive Works, and twelve at the Brooks Locomotive Works; and the tendency is with all managements to order heavier engines whenever purchasing new ones."

Personal.

John King, Jr., formerly of the Baltimore and Ohio Railroad Company, expects to leave for Europe next month, to be gone three months.

George Jones of the New York Times, and John Walter of the London Times, member of Parliament, are on the steamer Bothnia, coming to New York.

It is reported that Captain W. W. Peabody, general superintendent, is to succeed John King, Jr., as receiver of the Ohio and Mississippi Railroad.

J. W. Soper is reported to have resigned the general managership of the St. Louis and Iron Mountain Railroad to take charge of the Wagner Car Company's business.

James C. Fargo, the new president of the American Express Company, is the youngest brother of the late William G. Fargo, has been general superintendent of the American Express Company for some years, and is looked upon as one of the ablest expressmen in the country.

John F. Moody, Superintendent of the New York Division of the New York, New Haven and Hartford Railroad, requests of President Watrous the appointment of an assistant superintendent and a train dispatcher, owing to the great increase of the business of the company.

Poor's Railroad Manual mentions the fact that Horatio Allen, who ran the first locomotive ever used in the United States, is now living in New York, and says, it is only fifty-two years since this event took place, but the period covers a greater revolution than any former epoch of ten times its length in the history of the world.

J. H. Barrett, the newly appointed Superintendent of the Cincinnati, Hamilton and Dayton Railroad, was the recipient on Saturday night at his old home, Dennison, O., of a banquet and reception tendered him by the employes of the Pittsburgh, Cincinnati and St. Louis Railway, as a mark of their respect and esteem.

James F. D. Lanier, one of the founders of the banking house of Winslow, Lanier & Co., died at his residence in this city last Saturday in the 81st year of his age. He was also one of the founders and incorporators of the State Bank of Indiana, and later,

of the Third National Bank of New York. He retired from active business about ten years ago.

The fifty-fifth anniversary of the birth of John H. Starin was celebrated at Starinville, last Saturday, by the presentation of a bronze bust of himself by his employes from New York. About 1,000 persons were present. The presentation speech was made by J. R. Truax.

Kainz, the actor at the Bavarian Court Theatre in Munich, enjoys the friendship of King Ludwig II, and it is a friendship which he finds worth the having in more ways than one. He went recently to Vienna to visit his family, and rode alone in the King's magnificent saloon car, which had been placed at his disposal for a fortnight. Earlier in the season Kainz was the guest of the King at Linderdorf, and on his return to Munich was laden with presents of a choice and costly kind—a chased gold cup, two diamond set watches, a traveling alarm clock in lapis lazuli, diamond studs, and chalk drawings of scenes from the life of Tell.

Harvey B. Conway leading actor at the Haymarket Theatre, London, is staying at the Sturtevant House, for a few days. Mr. Conway is on a holiday trip to this country and yielding to the desire of his old friend J. S. Clarke has consented to perform at the Walnut Street Theatre Philadelphia, for a few nights. Thence he goes to Boston, Toronto and Montreal, whence he starts for home in time for the reopening of the Haymarket Theatre in November. It is to be regretted that the New York public will be deprived of the pleasure of witnessing Mr. Conway's performance on this occasion but it is to be hoped that he may arrange to appear here during his vacation trip next year.

A New Orleans paper has been at the trouble of making estimates concerning Jay Gould's ownership on railroads and other enterprises which are probably about as near accuracy as the average of the thousand and one estimates concerning this unfathomable man. It places his ownership in railroad mileage as follows.

Texas and Pacific	1,396
Missouri Pacific	3,952
Galveston, Houston and Henderson	50
East Line and Red River	124
Wabash, St. Louis and Pacific (including from Danville to Vincennes and Cairo)	2,746
Union Pacific system	3,446
Total Gould mileage	11,714

This does not include the Mexican, Oriental, Interoceanic and International Railway of 1200 miles which would increase the mileage of the Gould system to about 13,000 miles. Rating the capital of this road at $50,000,000, and adding $6,000,000 for the Western Union Telegraph, and we have the following as the money value represented by the enterprises which Mr. Gould controls:

Texas and Pacific	$69,200,000
Missouri Pacific	160,000,000
Galveston, Houston and Henderson	2,500,000
East Line and Red River	5,000,000
Wabash, St. Louis and Pacific	93,600,000
Union Pacific	180,000,000
Western Union Telegraph	86,200,000
Mexican, Oriental, etc., Railroad	50,000,000
Total	$646,500,000

Concerning how much of this is actually owned by Mr. Gould in person the paper in question does not attempt to estimate.

The San Francisco and Ocean Side Railroad has been surveyed from San Francisco to Santa Cruz, and ground was broken on the 30th ult. on the beach near Lake Merced. This road is the connecting link in the California Central Railroad line, which is projected to Utah, and thence to New Orleans.

Manufacturing.

The great destruction by fire of fencing, grass and hay stacks, bridges and even depots by locomotives, consequent on the long drought, has become alarming to railroad men. An improvement relating to causing locomotives and fire and portable and stationary engines to consume their own smoke consists in placing on top of the stack or chimney a valve or damper which can be sifted so as to open or close the entrance to the pipe which connects with the ash-pit, whereby the products of combustion can be turned directly into the pipe and be conveyed back into the furnace, or can be turned into the open air. Scientists claim that 50 per cent of the very best part of the fuel passes out of the stack in the present wasteful practice. This improvement further consists of extending the ash-pits in locomotives underneath their axles to the front of the boiler or a little beyond, with an adjustable valve in tha mouth of the same under the control of the engineer, and move the head light forward so as to permit a return flue from the top of the chimney to pass down and connect with the extended ash-pit. The damper on the top of the chimney being under the control of the engineer, is kept open when the engine is standing still, but when the engine is in motion the closing of the damper on the top of the chimney will cause the exhaust steam in the chimney to force the smoke, cinders, &c., down the return flue into the mouth of the extended ash-pit, whose adjustable valve will admit a blast of fresh air, consequent on the advancing train, and commingles with and forces the smoke, &c., back along the extended ash-pit and into the furnace, thus supplying the necessary oxygen mingled with the gasses of combustion to the fire, where they are consumed and constitute a great economy of fuel and safety from external fires, as well as comfort to passengers. Should it be desired to increase the amount of combustible matter, there may be introduced under or into the furnace, so as to mingle with the products of combustion, vaporized oils or similar substances, which can be vaporized by passing live or exhaust steam through the same, or fed into the furnace in any other suitable manner. This improvement is the invention of John McMurty, of Lexington, Ky.—[Pittsburgh Chronicle.

The London (Ont.) Free Press says Mr. Webb, of Crewe, has recently been directing his attention to the construction of Bessemer steel sleepers, which bid fair, from the result of their behavior in the road, to supply what is alone wanted to afford the necessary amount of strength, durability, and safety to the permanent substructure of the principal main lines of railroad in this country. Between the steel sleeper and the seats of the chairs is interposed a stout paper packing, the effect of which when the chairs rock up, besides contributiag to the elasticity of the substructure, effectually prevents any jar or noise.

The iron and steel works now being erected at Goshen, Rockbridge county, Va., on the Chesapeake and Ohio Road, it is said will be the largest in the South. The company, which is composed altogether of English capitalists, is styled the "Iron and Steel Works Association of Virginia." W. N. Page, of Virginia, is the superintendent of construction. The company has a capital stock of several million dollars. Two furnaces with capacity for a hundred tons a day each will be built, and also a large rolling mill and steel works.

It is said that a new locomorive, to be run with the Holland hydrogen fuel process will be tried in a few days on the Pennsylvania Railroad. The machine weighs 40,000 pounds, and its inventor promises to draw a full train at usual speed, from Jersey City to Philadelphia, at a cost of $1 for fuel.

Railroad Earnings.

Chicago and Grand Trunk, week ending Aug. 20, $32,920, corresponding week last year $36,351; aggregate increase for 7 weeks ending Aug. 20 over corresponding period last year, $8,301.

Indiana, Bloomington and Western, week ending Aug. 20, $30,156 95, corresponding period last year, $30,439 84.

St. Paul, Minneapolis and Manitoba, week ending Aug. 21, $91,645 87, corresponding week last year $50,355 50; from Jan. 1 to Aug. 21, $2,626,023 87; corresponding period last year $1,878,520 46.

Flint and Pere Marquette, week ending Aug. 21, $35,268 60; corresponding week last year $29,515 25; from Jan. 1 to Aug. 21, $1,142,670 80, corresponding period last year $942,999 60.

Organization.

The Mount Pleasant and Latrobe Railroad Company has been chartered at Harrisburg, Pa. The capital stock is $130,000. The road is to be built at once.

Articles of incorporation of American Palace Sleeping Car Company were filed at Albany, N. Y., on the 26th ult. The capital is $10,000,000. The incorporators of the company are Adam H. Ward, Aaron H. Cragan, Joseph H. Parsons, Horace E. Dillingham, Edward M. Clark, Frank W. Allen, and Isaiah E. Emery, of New York; Cornelius S. Bushnell, of New Haven, and Sheppard Homans, Englewood, N. J. The corporation is to continue 50 years.

Articles of incorrpoation were filed on the 22d ult. in the office of the Secretary of State of Wisconsin, of the Neillsville and Northwestern Railway Company, formed to build a line of railway from Neillsville, Clark County, to Wausau, Marathon County, Wis., with a branch to Merrill, Lincoln County. The capital stock is $1,300,000. The incorporators are: W. H. Uphan and L. A. Arnold, of Marshfield; John Ryngle, of Wausau; James Hewitt and R. J. MacBride, of Neillsville.

The Lehigh Construction Company has been organized with Senator G. A. Hobart, of Paterson, N. J., as President, H. R. Low Secretary, and Hon. A. S. Hewitt Treasurer. The company has bought 4,000 acres of Lehigh coal fields and mines near the line of the Philadelphia and Reading Railroad, formerly held by the Alliance Coal Company. The capital stock of the company is $1,400,000. Besides those named as officers, S. J. Tilden, Peter Cooper, Judge Lathrop, John I. Blair and other well-known gentlemen are stockholders and directors.

The Point Pleasant and Ohio River Railway Company was incorporated at Wheeling, W. Va., on the 22d ult. This road is to commence on the boundary line between Ohio and West Virginia, where the Pomeroy and Ohio River Railroad strikes that line, and run thence to a point at or near Point Pleasant The capital stock is $500,000, divided into 5,000 shares. The incorporators are: George I. Seney, of New York; Samuel Thomas, of Columbus; A. N. Dennison, of Columbus; C. S. Brice and Charles N. Lamison, of Lima, Ohio, and Samuel Shelton, of New York.

Articles of incorporation of the Gulf and East Texas Railroad Company were filed in the office of the Secretary of State of Texas on the 24th ult. The proposed line of road will commence at Bolivar Point, in Galveston County, and extend to a point in Jeffer-

son County at or near the town of Beaumont, with a branch to Sabine Pass. The principal office of the company will be in the town of Beaumont. The capital stock of the company is placed at $2,000,000, divided into 20,000 shares of $100 each. The following are the incorporators: E. P. Hill, Samuel M. McAshan, T. W. House, Henry Fox, P. B. Watson, J. C. Zimmer, I. G. Owen, C. A. Burton, W. B. Baker and W. M. Shaw, of Houston, Tex.

Articles of association of the Creve Cœur Lake Extension Railroad Company of St. Louis have been filed with the Secretary of State of Missouri. Capital, $350,000; length of road, 15 miles, running from a point at or near large Creve Cœur lake, in St. Louis county, to a point on or near the western line of said county, and at or near such point on the Missouri river, as may be suitable for the establishment of a ferry, with the right to extend said railroad into Franklin county, so as to connect with other and existing railroads and thence into other counties. Incorporators Edward A. Shedd, Chas. B. Shedd, John S. Field, of Chicago; Horace A. Stephens, Frances E. Stephens, Augustus B. Corey of St. Louis.

At a meeting of the Illinois and Mississippi River and Canal Improvement Commission, held in Chicago on the 25th ult., the following officers were chosen for the ensuing year: President, J. A. Allen, Geneseo; secretary Edward Russell, Davenport; treasurer, T. J. Robinson, Rock Island. A committee consisting of S. M. Clark, Keokuk; Chas. Randolph, Chicago; S. C. Hastings, San Francisco; J. H. Foster, Oshkosh, and Peyton Ranney, Kalamazoo, was appointed to prepare a memorial to congress in behalf of the construction of a canal westward from Hennepin to the Mississippi river on the best practicable route, said canal to be for commercial purposes, and not to exceed seven feet in depth. A resolution was unanimously adopted expressing hearty sympathy with the objects of the St. Louis improvement convention, which meets on the 26th of October.

Articles of incorporation of the Houston, Shreveport and Chesepeake Railroad were filed in the office of the Secretary of State of Texas on the 24th ult. The proposed line commences at or near the town of Liberty, passing as nearly as is practicable on a direct line through the counties of Liberty, Harden, Polk, Tyler, Jasper, Angelina, San Augustine, Sabine, Shelby and Panola to a point on the Louisiana line. The capital stock is placed at $5,000.000, divided into 50,000 shares of $100 each. The association is composed of the following named persons: Isaac E. Gates, of Elizabeth, N. J.; Edward H. Pardee and Wm. C. Emery, of New York City; Jas. B. Hawes, of Tarrytown, N. Y.; Asa M. Hawley, of Hawleyville, Conn.; Jos. P. Loyd, East Orange, N. J.; E. P. Hill, J. F. Crosby, C. A. Burton and P. B. Watson, of Houston, Tex. The road will be operated in conjunction with and be controlled by the California Pacific syndicate.

At a meeting of the stockholders of the Atlantic and Northwestern Railway Company, held in Montreal on the 30th ult., the following named gentlemen were elected directors: George Stephen, president, and Duncan McIntyre, vice-president of the Canada Pacific; Bradley Barlow, president of the Southeastern; Peter Mitchell, ex-Minister of Marine and Fisheries; Senator Thibeaudeau; J. J. C. Abbott, M. P.; C. C. Colby, M. P.; A. B. Chaffee, director of the Southeastern, and Robert J. Kimball of New York. The directors were instructed to take immediate steps for the survey, location and construction of a bridge over the St. Lawrence, near Montreal, and a road westward from the bridge to form a connection with the Canada Pacific Railway, and eastward to form connection with the present system of railways south and east of the St. Lawrence River, as they may deem expedient. This new enterprise was incorporated by the Dominion Parliament in 1879, and authority was given under the act to construct a line of railway from the Bay of Fundy to Lake Superior via Montreal, and to build branches necessary to connect with railways in the United States or Canada. The company has full powers to build a bridge over the St. Lawrence anywhere between the present Victoria Bridge and Lachine. The capital is ten millions. The company is authorized to issue mortgage bonds to the extent of $20,000 per mile upon the entire length of the railway.

Railroad Law.

COMMON CARRIER—BILL OF LADING—CONTRACT LIMITING LIABILITY.

Plaintiff shipped five valuable race-horses, some saddles, etc., on a car of defendant, the Pennsylvania Railroad company, for transportation from Jersey city, New Jersey, to St. Louis, Missouri. The bill of lading received by him contained the following printed condition, viz: "That the carrier assumes a liability on the stock to the extent of the following agreed valuation: If horses * * * not exceeding $200 each; * * * if a chartered car, on the stock and contents in same, not exceeding $1,200 for the car load."

The bill of lading was signed by both plaintiff and defendant. The horses were not shipped in a chartered car. Through defendant's gross negligence, one of the horses, alleged to have been of the value of $15,000, was killed, the others injured, and the saddles, etc., lost while being transported to their destination. This suit was brought to recover $25,000 damages from defendant, alleged to have been suffered by plaintiff in the manner above stated. The question was, whether or not the plaintiff should be limited by said condition in the bill of lading, and the agreement therein as to the value of the horses. The case was tried before a jury. The defendant objected, upon the trial, to the introduction of any testimony tending to show that the horses were worth more than $200 each.

Judge McCrary, in sustaining the objection, said, that even if the shipper and the railroad company enter into an agreement that the company shall not be liable for its own negligence in so many words, that it would be void, and no court would enforce it. But that it is competent for a shipper, by entering into a written contract to stipulate the value of his property, and thereby limit the amount of his recovery in case it is lost, and so instructed the jury. Plaintiff and defendant agreed that $1,100, was all that the plaintiff was entitled to, under the the charge of the court, and a verdict was rendered accordingly. Hart vs. Pennsylvania Railroad Company. United States Circuit Court, Eastern District, Missouri, April 6, 1881.

ASSAULT AND BATTERY—RIGHT OF PASSENGER TO REMAIN IN RAILROAD STATION.

McKay was convicted of assault and battery on Cooley, at a railway station. McKay was station keeper, and the assault originated in an altercation between them caused by Cooley's spitting on the floor. The defendant made a somewhat violent assault, and subsequently called in another servant of the company who compelled Cooley to leave the room, which he had refused to do at the demand of McKay. Cooley was a passenger on a train stopping temporarily at the station. The court charged the jury that if Cooley violated any rule made either by the company or the agent which had been brought home to his knowledge, the respondent had a right to require him to leave the waiting room, and to remove him by such force as was necessary. Held, that this charge was quite strong enough in favor of respondent. It is absurd to claim that the travelling community are bound to govern their behavior by the whims of an obstinate station house keeper, or to leave the room whenever he thinks proper to drive them out. They are invited by the railroad company, and are entitled to remain there so long as they have occasion to do so, and commit no offense against the good order of the place and the reasonable regulations made to govern it. Michigan Supreme Court, June 23, 1881. People of Michigan vs. McKay. Opinion by Campbell, J.

Canadian Pacific Railway.

Gen. Rosser, Chief Engineer of the Canadian Pacific Railway, who has just returned to Winnipeg, Manitoba, from a visit to the end of the survey, reports that the air line between Winnipeg and Portage La Prairie is all under control, and that it will be open for traffic by the 1st of October. West of Portage La Prairie rails have been laid for two miles beyond Pine Creek, and continue to be laid at the rate of a mile and a half a day. The grading on the line has been finished to Brandon and for four miles beyond that point. Piles are being delivered on the banks of the Assiniboine river at Brandon, and pile driving for the new bridge will be begun immediately. The structure will be completed in time for traffic to open to Brandon on October 1st. Contractors are at work over the entire main line, and the projected branches within the province, and for twenty miles into the northwest territories. General Rosser went as far West as Weed Hills, at which point the line has been located by Mr. Brereton. At that place that engineer connects with Mr. Barclay, who has located the line still further West to Old Wive's Lake, crossing the Qu' Appelle at Moose Jaw Creek. General Rosser also reports that Major Rogers has completed his reconnoissance of the Rocky Mountains, and that he has effected a junction with the survey parties under Mr. Hynham at Old Bow Fort, beyond Fort Col. Garry. Mr. Rogers will here direct the men to make instrumental surveys of the passes he has reconnoitred. He is very sanguine of ultimate success.

At a meeting of the committee of the stock and bond holders of the Marietta and Cincinnati Railroad Company, held at the offices of Field, Dorsheimer, Bacon & Deyo, on the 30th ult., the committee was permanently organized by electing Augustus Kountze, President, and Macgrane Coxe, Secretary. Resolutions were passed directing counsel to take immediate steps to bring the foreclosure proceedings to a speedy determination, and also to apply for the appointment of a Receiver in the place of Mr. King, who is shortly to resign.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1864	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1898	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,116,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1881	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	468,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	964,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
3d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) stg fd.	2,833,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	2,882,966	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A. & T.H.	1,068,000	8	ril & Oct .	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	"	1885	....
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	135,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,874,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,208,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1832	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,884,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	646,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1893	....
Cairo, Ark. & T. (St. L., I.M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'99	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1887	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	4,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N.S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,580,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,520,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	...
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,586	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687.000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530 000	6*	" "	" "	1890	...
Income bonds,'Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'86	...
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon.	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,550	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1896	....
Plain 7 per cent bonds	838,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	18,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1920	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,874,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1907	....
1st Mort. (Dav. & N. W.).....	1,785,300	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" " ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,660,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")...	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1896	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,440,000	5-6	Apr. and Oct	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug	" "	1887	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York	1887	...
2d Mortgage guar.....	1,610,000	7	May & Nov.	" "	1907	...
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	...
Chicago, Pekin & Southwestern:						
1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	.891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	...
2d Mortgage for $9,000.000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage.....	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage.....	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage.....	1,996,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,000,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
Et. Pan, Stillw'r & Tay. Falls—						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3.000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.&Ind.(C.,H.&D.):						
1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage.....	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.....	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '65	1,000,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort.(Cin., Laf and Chi)...	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	580,000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold.....	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,100,300	7	June and Dec.	New York.	1800	....
1st Mort. (San., Day. & Cin.)....	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
2d Mortgage.....	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1906	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096.000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,561,000	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Clev. land.	1901	....
1st Mortgage, new.....	700.000	7	Jan. & July.	"	1909	....
2d Mortgage, new.....	1,297,000	7	Jan. & July.	"	1907	....
1st Mort.(Sylvia and Black Riv.	150,000	7	May & Nov.	"	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1893	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	....	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1903	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	....	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,652,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	321,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July.	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	750,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,493,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,429,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	125,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Coming, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
elaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	3,476,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,000,000	7	May & Nov.	N.Y. or Lond	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Can.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,285,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1890	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d div.	586,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1908	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,960	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1893	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	6	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1883	....
2d Mortgage	92,500	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	253,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 r.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & E. Sag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	300,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnste'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	600,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C. & N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,496,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1900	....
2d Mortgage	32,000	7	" "	" "	1902	....
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	..
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	.. ..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	.. ..
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, sky fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	989,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,669,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514.000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,332,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	335,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sky fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1883	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	....
New Mortgage	1,500 000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.	.....	....
Mortgage on Branches	1,325,000	....	"	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	8	April & Oct	Boston.	1907	.. ..
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City, Top.&W.(A., T.&S.Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1896	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	3?0,000	7*	March & Sept.	New York.	1895	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,160	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	238,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'90	....
Knoxville and Ohio.						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	....	.....	" "	....	....
1st Mort. (La', Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	.. ..
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1885	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1892	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1896	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1908	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600 000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000 000	6	June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000	7	March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000		Jan. & July.	Cincinnati.	1893	....
Street Connection Bonds	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund	2,650,000	7	Jan. & July.	Boston.	1903	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Sks. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,800	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,000,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	761,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,07 ,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10 year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000		June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans. Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 18 0	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,000	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.)						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 900		Jan. & July.	"	1898	....
Extension (gold) Loan	498,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1893	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750 000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	643,000	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400 000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,264,000	7	Jan. & July	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,503,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	3,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4 700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York	1898	....
1st Mort. (North'n Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000 m	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,601,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,318,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,563	6	April & Oct.	" "	1911	....
Brownsville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
Mo. Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. St. L. Kan. & Arizona)	1,200 000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	200,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga	806,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr.	New York	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7	non-acc.	"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mo M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1 1o	....
1st Mort. (Tenn & Pacific R. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,956,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300,000	7	May & Nov.	New Haven.	1888	....
2d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	var.	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,.00,000	6	" "	" "	1109	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1110	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000 000	6*	Jan. & July.	N. Y. & Phila	1920	....

AMERCAN RAILROAD BOND L]T

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D. & H. C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for R. & N. F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,891,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	3,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,600,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1s mortgage	182,500	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,466 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	6,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1875	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peterab.—See Atl M & O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,669,500	7	Jan. & July.	"	1906	....
Bonds of 1881 secured by stock	1,200,000	6	....	....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	....	....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	....	....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1883	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N. W.):						
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,884,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,092,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,500	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar.	338,000	7	March & Sept.	" "	1907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C., B & Q.	1 076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,99	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141.000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
2d Mortgage, Income, 1880	859,200	7	....	....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy. gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.	600,000	7	....	....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	19 0	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,301,540	6	M. J. S. & D	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $1,500,000, stg fd.	4,09.,675	5	April & Oct.	Philadelphia.	'81-'9 0	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa. R.R.)	6,400,000	6	....	Philadelphia.	Dem	....
Registered bonds	3,2 0,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1887	10,000,000	4*	....	"	1921	....
Pennsylvania & New York (L. V.):						
1s Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,000,000	7	" "	"	1906	....
Peoria & Bureau Val (C. R. I. & P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1903	....
Peoria, Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	853,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1912	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (Installments)	600 000	8	Jan. & July.	New York.	'79-'88	....
2d Mortgage	800,000	6	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	800,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6	....	Philadelphia	....	....
Loan of 1868, debenture	1,185,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,600	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999 000	6*	" "	Phil. or Lond	1911	....
Consol. M., gold for £ coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499 900	7	Jan. & July		1893	....
Improvement Mo.t. Loan, S. F	9 864,000	6	April & Oct	Phil. or Lond.	1897	....
General Mort. s g. sinking fund	19 686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832.760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad	6 6,000	3-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	18,038,500	7	Various.	Lond or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0..0,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Xquipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	300,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds..... ...	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'h.	1898	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1887	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)..	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.....	109,400	6	"	"	1875	....
1st Mort. (Peidmont Branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.....	177,310	6-6	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelp a.	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Sky Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1,031,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1961	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1893	....
General Mortgage	1.5:0,000	5	May & Nov.	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	416,000	8	May & Nov.	New York.	1902	....
St. Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1864	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,500,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" " ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,945,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,888,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1883	....
2d Mortgage A for $500,000....	419,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,482	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	....	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F., guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	1,459,500	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	"	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	250,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	....	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1859	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage.....	1,623,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsidy)....	1,628,320	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July	London.	'78-'88	....
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,028,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,007,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	65,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,940	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bones ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1892	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1.000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.						
1st Mortgage	261,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,760,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,491,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	2,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Ronlout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £389,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1903	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	856,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1883	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	...
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	...
Utica, Clinton and Binghamton:						
1st Mortgage	900,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	...
General Mortgage: 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,180,600	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	600,000	7	Jan. & July.	" "	'81-'82	....
1st Mort.(Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,500,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Warren (D. L. & W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1903	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb. & Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'73-'90	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & G.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	520,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1890	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1890	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	128,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,000,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	6*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,995,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	....
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	3,500,000 / 6,481,000	7	Jan. and July. " "	New York. " "	1894 1891	....
Bonds of 1874 coup. and reg	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	6,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,881,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	730,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1890	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage, extended	1,709,380	6	M. S. J. & D.	Philadelphia.	1897	
2d Mortgage	3,993,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	629,100	7	" "	"	1916	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	
3d Mortgage (Susqueh. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	981,303	7	March & Sept.	Londo	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	All Track and Sidings.	Gauge of Track.	Rolling Stock. Cars. Engines.	Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	847	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,618,000	1,766,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶ (D. & H.).. New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	653,353	1,218,236	568,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley ¶ ..... Pennsylvania.	21,568,350	2,413,862	.....	.....	2,166,500	23,274,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)... Ohio.	3,168,633	—	32,247	.....	1,656,433	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.8	4-8.5	121	64	27	2,869	*Atchison, Topeka and Santa Fe*.... Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,893	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	864	Atlanta & Char. A. L..... N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	153,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	176	Atlanta and West Point ..... Georgia	1,192,499	*	52,660	97,766	1,282,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	2,935,149	.....	.....	34,675,800	68,360,311	.....	.....	422.8	5,373,414	968,491	2,259,843	4,135,296	638,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	*	.....	.....	5,484,000	3,000,000	.....	.....	149.5	June 30	185,755	543,931	824,789	93,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio ¶ .. Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,812,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)..... Mass.	120,707	—	1,350	87	181,700	—	444	.....	4.0	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,543,315	12,203,068	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	3,679,346	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1878	104.6	—	26.0	4-8.5	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	8,864,827	4,341,245	8	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Parkersburg Branch..... W. Virginia.	8,343,715	*	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	285,007	223,674	10	100	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	289	Baltimore and Chicago. O., I. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,509,498	741,788	—	50	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Baltimore and Potomac..... Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	566,121	896,965	347,456	669,772	173,570	—	100	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bald Eagle Valley (Pa.)..... Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	51.7	.....	.....	.....	159,581	71,195	6¼	50	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bath and Hammondsport..... N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe..... Penn.	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland..... Vt.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	26.7	46.4	64.8	4-8.5	61	72	30	748	Boston and Lowell..... Mass.	24,516,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine..... Mass., N. H. & Me.	5,247,692	441,834	1,112,574	731,181	3,250,000	2,396,400	406,082	580,786	88.5	1,225,353	2,876,531	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.... Conn.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,778	1,761,995	126.8	1,735,103	4,829,028	810,122	2,532,652	984,434	6	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence..... Mass. & R. I.	4,454,338	*	49,311	28,884	3,559,027	732,500	18,647	187,309	53.6	138,585	88,776	58,674	281,892	159,451	—	100	....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner..... Mass.	4,612,774	—	665,043	220,753	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	39	30	17	593	Boston, Concord and Montreal .... N. H.	1,383,397	*	1,451	48,903	871,002	554,300	217,442	L. 208,982	38.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	586,694	166.8	124,307	119,015	178,235	183,866	40,455	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn..... Mass.	1,831,242	*	257,599	5,665	415,430	—	1,633,987	45,060	39.0	637,307	49,800	....	13,197	deficit.	—	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley..... Mass.	466,681	94,219	158,303	25,588	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope..... Virginia	¶ 47,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.6	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is..... N. Y.	¶ 110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,600	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island. N.Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,309	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	123,060	875,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	336	Buffalo and Southwestern..... New York.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila.. N. Y. & Penn.	1,228,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille..... Vermont.	6,734,454	*	443,919	22,632	2,004,350	3,546,900	1,401,765	248,391	120.5	617,728	207 239	1,063,256	954,683	380,355	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern..... Ia.	1,413,962	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39.775	4,492	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	48.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor.. Ia. & Minn.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	.....	.....	.....	206,703	7,516	—	100	....
June 30, 1880	146.5	—	54.2	3-0	24	7	7	611	Cairo and St Louis..... Ill.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	166,921	1,700,280	424.6	911,305	253.107	764,183	1,410,260	459,702	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes ..... Illinois & Ind.	7,103,035	*	.....	.....	4,535,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,497	342,002	62,491	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.)..... California	18,965,068	395,014	In Receiver's hands. No returns.						157.0	291,276	66,959	199,232	366,648	.....	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic..... New Jersey.	1,997,886	163,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	550,800	519,216	—	100	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... Canada.	3,661,235	*	.....	.....	983,800	2,433,335	200,000	.....	59.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.0	62.5	65.0	4-8.5	76	25	17	3,012	Canada Southern..... Canada.	23,717,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,366	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	.....	.....	.....
Mar. 31, 1880	142.0	—	12.2	4-8.5	22	15	5	325	Carolina Central..... N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept. 30, 1879	84.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq..... New York.	612,135	79,541	.....	.....	589,110	—	18	13,211	84.6	75,090	21,672	73,578	57,929	2,559	6¼	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	89	93	37	1,579	Central, of Georgia..... Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	104,705	.....	3,190,490	1,537,935	—	100	....
Sept. 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa..... Iowa.	9,653,342	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	151,242	235,952	715,663	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey..... New Jersey.	17,029,378	3,150,000	.....	.....	18,583,200	32,766,600	6,341,299	.....	130.2	4,324,988	.....	.....	836,168	4,317,218	1,371,579	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific* ¶ ..... Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,798	54,275,500	95,192,285	306,605	16,582,538	1,213.1	7,203,591	6,942,236	.....	1,875,343	17,153,163	6,945,300	100	....
Sept. 30, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,154	1,204,687	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	18.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	144,941	106,122	195.0	366,525	52,384	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.)..... Penn.	1,084,893	—	37,142	26,037	648,763	500,000	990	.....	22.6	67,547	13,743	167,571	84,660	30,596	—	100	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Ch raw and Darlington..... S. C	660.000	*	.....	.....	392,100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,581	—	100	....
Sept. 30, 1879	423.0	9.3	93.6	4-9	81	34	16	2,19	Chesapeake and Ohio ..... Va. & W. Va.	54,238,716	*	534,267	183,243	28,762,156	22,526,215	5,716,662	457,197	432.3	2,060,844	166,369	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire..... N. H. & Mass.	2,396,239	322,266	.....	305,141	2,153,300	806,500	.....	.....	64.0	574,247	134,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton..... Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,983	579,373	340.4	3,609 638	843,429	2,634,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois..... Illinois.	4,136,349	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,660,088	146,219	749,340	1,020,724	389,445	—	100	....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa..... Illinois.	8,410,202	*	.....	.....	.....	1,750,000	.....	196,841	104.0	.....	.....	.....	363,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	23.6	4-8.5	29	15	12	715	Chicago & West Michigan..... Mich.	6,238,201	429.640	33,923	119,443	6,151,000	480,000	174,740	75,467	245.8	537,908	218,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,865,795	*	8,818,765	2,811,606	36,513,610	37,688,000	11,448 446	5,983,060	1,627.5	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah..... Illinois.	7,227,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	....
Sept 30, 1879	30.3	—	1.5	3-0	2	2	—	73	Chi ago and Tomah ..... Wisconsin.	211,342	*	.....	.....	13 400	88,000	109,942	.....	30.6	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	496 5	1,273	474.9	4-8.5	374	149	70	11622	Chicago, Burlington & Quincy... Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,865	1,857.3	6,600,517	2,076,184	4,686,353	14,817,105	1,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,230.193	233,825	730,016	115 027	5,151,440	953,000	253,520	45,100	208.1	830.734	71,007	101,562	491,076	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,591,292	3,531,638	2,231.0	7,655,701	1,555,446	2,559,784	10,012,820	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1879	540.4	484 2	606 7	4-8.5	495	134	116	10533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,000	4,807,829	2,477,133	50 000,000	37,439,000	2,545,881	3,078,562	1,176.8	13,866,875	2,822,121	7,641,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,830	.....	.....	27,428,786	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,046,241	*	1,965,942	34,724	4 637,300	2,015,000	34,946	259,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	6	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	239	*Little Rock and Ft. Smith* ¶.....Ark.	7,010,817	*	961,167	8,199	4,096,135	2,648,500	1,525,826	L. 293,278	165 2	233,829	54,616	.....	362,160	156,829	—	100	....
Sept. 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶.....N. Y.	6,271,360	*	.....	.....	3,250,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,960	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	2,032	48.403	502,500	—	—	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.2	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville..Ill., T.,Ky. & Ala.	32.703,982	*	13,826,077	1,267,520	9,059,361	23,902,820	10,495,589	3,909,759	1,359.9	5,627,177	.....	.....	7,436,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,352	*	86,083	307,983	1,860,603	3,764,700	622,498	241,667	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2,502	3,000,000	—	57,356	—	288.2	.....	169,286	415,998	696,621	99,974	—	100	....
Jun. 30, 1879	35.5	—	0.2	4-8.5	2	1	—	5	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,308,885	*	.....	3,937	379,100	—	946,104	L. 1,382	35.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,135	.....	387,600	398,000	48,114	.....	22.1	40,055	23,802	100,349	50,235	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	116,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	563,364	396,107	1,508,477	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53,132	1,000,000	—	21,964	103,292	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	68.1	25.4	19 6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	88,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 984	*	1,873,069	412,558	5,312,725	4,220,000	1,360,425	L. 466,579	292.0	520,486	.....	148,277	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,253	428,621	188,867	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5½	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17.732	14,860	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.8	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,068	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 26, 1879	152.8	6.0	9.3	4-8.5	15	8	4	288	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,886	6,000,000	1,110,000	107,781	.....	158.8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 20, 1879	108.0	—	8.0	4-8.5	13	6	3	286	Minneapolis and St. Louis.....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,600	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	112.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,840	2,147,500	2,365,000	41,240	.....	118.0	118,620	.....	.....	155,520	81,458	—	100	....
Dec. 31, 1879	576.0	232.0	161.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,322	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,857	1,564.245	800,000	15,123,000	675,970	1,560,523	421.6	2,641,542	896,401	1,593,657	3,922,8s8	1,783,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	796,892	1,143,042	5,320,600	16,250,000	160,116	667,468	506.0	1,468,475	238,960	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37.909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	349,650	9,800	.....	.....	124 450	160,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 20, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,475	282,738	800,000	300,000	207,739	142,732	53.6	328,530	546,963	829,031	435,235	148,911	7	100	....
Mar. 31, 1880	43.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	182.5	46.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,150	6,843.900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	618	Naugatuck.....Connecticut.	1,903,434	224,086	68,525	150,188	2,000,000	—	33,563	317,670	55.5	295,826	352,288	228.196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19,814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	121.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	116,237	32,324	96,565	161,315	36,403	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	58,224	887,350	1,164,500	249,154	.....	58.6	113,703	69,892	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	280,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,318	123,445	62,827	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84 222	160,729	2,460,000	2,689,000	271,386	214,323	144.6	460,007	360,940	360,234	708,206	293,156	—	100	....
Sept. 30, 1879	81.5	—	5.7	6-0	5	15	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,818	.....	36.0	157,664	391,500	47,588	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	100,000	136,528	1,500,000	1,499,500	99,006	156,108	121.0	517,233	365,008	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,258	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66.0	62.8	4-8.5	87	119	40	1,588	N. York & N. England..M., R. I. & Conn.	27,087,925	1,616,306	322,785	665,809	20,000,006	4,468,000	2,491,564	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	469	167	—	New York Central & Hudson River.N.Y.	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,543	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	6,500,000	.....	.....	17.5	2,979,666	29,575,912	....	5,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western..N. Y. & Pa.	158,035,707	*	1,537,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,138	1,009.5	14,293,576	5,491,431	8.715,892	18,693,109	7,049 182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,164,455	768,623	2,104 052	15.500,000	—	331,431	2,145,288	152.3	2,462,832	4,600,607	1,348,687	4,294,231	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Oswego Midland.....N. Y.	26,377,340	*	.....	.....	6,800.522	16,078 500	6,524,436	....	344.0	410,479	213.161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2.646.021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	659,009	255,176	8½	100	....
Sept. 30, 1879	228.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219,629	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,131	*	58,610	21,289	985.350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	62	32	1,148	North Pennsylvania (P. & R.).....Pa.	8,894,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	.....	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69.582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	6.6	154.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,530,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern.....New Hampshire.	3,068,400	*	424,147	491,913	5,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	489,006	112,489	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.,&c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Pittsburgh, Bradford and Warren.....Pa.	135,816	*	.....	.....	150,000	—	750	.....	10.4	46,324	151,838	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	218	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	539,433	7,168,800	5,787,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	169.1	—	13.7	4-8.5	14	11	4	269	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	—	10,950,000	62,570	.....	199.1	270,950	105,133	64,723	503,158	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,866,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	(Five m	os. ending	May 31, '80	1,138,627	721,089	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,864	2,853,000	1,441,194	48,283	83,240	185.7	386,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	445	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,9o7	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	226.915	451,400	91,104	.....	55.0	.....	47,670	22,624	89,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,867	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.....Pennsylvania.	59,975,140	*	81,173,558	12,834,952	68,870,200	60,267,756	14,621,161	5,424,533	1,017.6	16,110,667	5,948,645	13,684,047	21.743,628	9,992 008	4½	50	....
Jun. 30, 1879	88.0	—	15.0	4-8.5	13	7	4	164	Peoria, Pekin & Jacksonville.....Ill.	3,229,700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,943,345	—	125,092	47,896	38,040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va.& N. C.	1,035,750	*	.....	.....	1,384,200	1,041,000	446,223	.....	64.0	142,598	29,624	67,782	202,986	54,767	—	100	....

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending August 20, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad, ..	168,880	5,347,535	4,587,980
Schuylkill Canal	16,829	835,609	258,654
Lehigh Valley	110,732	3,928,071	2,992,174
Del., Lack. & Western	91,098	2 492,948	2,015,318
Shamokin Valley	24,143	669,532	503,711
Central New Jersey.	100,003	2,641,111	2,083,400
United R. R. of New Jersey..	26,529	950,353	657,847
Pennsylvania Coal ..	36,387	812,941	617,187
Delaware and Hudson	86,180	2,179,835	1,767,850
Huntingdon & Broad Top Mt.....	10,024	323,082	286 141
Penn. and New York.	30,246	1,031,988	763,810
Clearfield, Pa..	50,117	1,524,330	965,261

The total tonnage of anthracite coal from all the regions for the week ending August 20, as reported by the several carrying companies, amounted to 604,376 tons, against 424,387 tons in the corresponding week last year, an increase of 179,989 tons. The total amount of anthracite mined for the year is 16,881,089 tons, against 13,253,452 tons for the same period last year, an increase of 3,627,617 tons. The quantity of bituminous coal sent to market for the week amounted to 95,575 tons, against 84,033 tons in corresponding week last year, an increase of 11,542 tons. The total amount of bituminous mined for the year is 8,042,846 tons, against 2,587,769 tons for the corresponding period last year an increase of 455,077 tons. The total tonnage of all kinds of coal for the week is 699,951 tons, against 508,420 tons in corresponding week last year, an increase of 191,531 tons, and the total tonnage for the coal year is 19,923,915 tons, against 15,841,221 tons to same date last year, an increase of 4,082,694 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending August 20 was 181,215 tons, of which 139,381 tons were coal and 41,834 tons coke. The total tonnage for the year thus far has been 5,666,451 tons, of which 4,107,093 tons were coal and 1,559,358 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended August 20 were 44,154 tons, and for the year to that date 1,279,250 tons, a decrease of 26,036 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows : Baltimore and Ohio Railroad—week 25,252 tons ; year, 828,252 tons ; increase as compared with 1880, 141 tons ; Chesapeake and Ohio Canal—week, 12,886 tons; year, 285,019 tons ; decrease as compared with last year, 46,504 tons. Pennsylvania Railroad—week, 5,123 tons ; year, 165,275 tons ; increase compared wi h 1880, 19,623 tons. The coal was brought from the mines as follows : Cumberland and Pennsylvania Railroad—week, 34,732 tons; year, 1,160,144 tons. George's Creek and Cumberland Railroad—week, 7,782 tons ; year, 74,786 tons ; Baltimore and Ohio Railroad—week, 1,460 tons; year, 41,167 tons. The Reading Railroad tonnage for last week ending August 27, was 188,000 tons, of which 40,500 tons were sent to and 54,900 tons shipped from Port Richmond, and 18,000 tons sent to and 16,500 tons shipped from E izabethport.—[Phila. Ledger, Aug. 29.

The report of the directors of the Buffalo and Lake Huron Railway company for the half year ending 30th June, 1881, states that the balance of revenue, including the balance from the previous half year, after providing for the payment of interest on the bonded debt, is £14,410, which will allow of a dividend of 5s. 8d. per share of £10, less income tax, carrying to the next account £625. The bond account remains as previously stated.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, Aug. 30, 1881.

There has been no change in the market since our last report. Stocks in hands of makers and consumers are light. The immense consumption noted in our previous reports continues and the reports from all points are very favorable. Furnaces as a rule feel confident of higher prices and are declining to sell for future delivery longer than 2 or 3 months ahead at present prices.

FOUNDRY.

	No.		Mor.
Hanging Rock Charcoal	1	26 00@27 00	4
Strong Nutral Coke	1	22 50@23 50	4
American Scotch	1	20 00@21 50	4

GREY FORGE.

Neutral Coke		20 00@21 50	4
Cold Short		19 00@20 00	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast		36 00@38 00	4
" Warm "		30 00@32 00	4
Lake Superior 1 and 2		32 00@33 00	4
Lake Superior 3 to 6		34 00@36 00	4
Southern Car Wheel		34 00@35 00	4

A mortgage for $5,500,000, given by the New York, Susquehanna and Western Railway Company to the Central Trust Co. of New York was recently recorded in the Bergen County Clerk's office, at Hackensack, N. J. It embraces all the franchises of the old New Jersey Midland Railroad, the Paterson Extension, Midland Connecting Railroad, North Jersey Railroad, Delaware Water Gap Railroad, and the Pennsylvania Midland Railroad. The mortgage recently filed in Albany, N. Y., of the New York, West Shore and Buffalo Railroad company for $50,000,000 to the United States Trust Company has also been filed in the Bergen County Clerk's office.

The Soyran and Orenberg Railway, bridge across the river Volga, in Russia, just finished, cost $8,000,000. Where the bridge is built the river is more than a mile wide. The fourteen piers which support the girders are 100 feet above the mean level of the water, and the girders 364 feet long and 30 feet wide.

The Mexican government has paid the Palmer Sullivan Company $96,000, the first installment of the subsidy for completing the first section of the Zacatecas division of their railway. They get $8,000 a mile on this division and $11,000 on the Matamoras branch.

The Proliminary Survey for the Morrisburg and Ottawa Railway is about half-completed, Metcalfe village having been reached. The route so far is very feasible and a line can be readily and cheaply built.

The Canada Atlantic Railway is completed from Coteau to Alexandria village, and the number of men employed on the other portion of the line is being increased as rapidly as possible.

The gross earnings of the Philadelphia and Erie Railroad for the month of July, 1881, were $291,669 47, the gross expenses $219,070 63, and the net earnings, $72,598 84.

Philadelphia Stock Exchange.

Closing Prices for the week ending Aug. 30.

	W. 24	Th. 25	F. 26	Sat. 27	M. 29	Tu. 30.
Allegheny Val. 7s-10s	....	....	....	....	....	....
7s, Income..... 55	....	....	....	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic.. 21	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	124¼	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	14¼	....	....
Preferred	....	....	....	22¾	23¾	24¼
2d mortgage	....	....	....	....	....	....
Lehigh Navigation 43¾	42¾	42¾	43¾	44¼	44¼	
6s, 1884	....	....	....	....	....	....
Gold Loan..... 116¾	....	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	120¾	120¾	....	....	....	119
Lehigh Valley 61¾	61¾	61¾	....	61¾	61¾	
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	....	....	....	56	55¾	....
Minehill & Sch. Haven. 61	61¾	....	....	59¾	....	
North Pennsylvania .. 60	....	....	59¾	....	....	
1st mortgage 6s	....	....	108	....	....	
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central.	52	52	52¾	52¾	53	
6s	....	....	....	....	....	100¾
Northern Pacific 39¾	38¾	38¾	39¾	39¾	40¾	
Preferred 79¾	78¾	78	79¾	79¾	81¼	
Pennsylvania R. R. ... 63¾	63¾	63¾	63¾	64¼	64¾	
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	101¾	101¾	....	....	
do. 5s, new	....	....	118	....	118	
do. 4s	....	....	....	....	....	....
Phila. and Reading..... 30¾	30¾	29¾	30¾	31¼	31¾	
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	....	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s 94	93¾	93¾	....	94	94	
Philadelphia and Erie	....	21¾	22¾	23¼	....	
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.. 21¾	21	21¼	21¾	21¼	21¾	
7s..... 100	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
6s, 1872	107¾	....	....	....	....	....
6s, 1882 94	94	....	94	....	....	
United Co. of N. Jersey 190¾	....	....	....	....	190	
Westonville, (Horse). 22¾	22¾	22	....	22¾	....	
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Aug. 30.

	W. 24	Th 25	F. 26	Sat. 27	M. 29	Tu. 30.
Baltimore and Ohio	....	198¾	....	197¾	197	
6s, 1880	....	....	....	....	....	....
6s, 1885	112	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	....	122	122	....	
2d mortgage, 7s	87	87¼	87	87¼	87¾	
3d mortgage, 6s	46¾	....	46¾	....	....	46¾
Northern Central ($50)	52¾	....	52¾	52¾	52¾	....
3d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	116¾	....	116	....	....	....
6s, 1904, gold	....	....	114	....	114	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 6s	....	....	....	....	....	....
4th mortgage, 6s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	123¾	....	....	....	....	....
Virginia 6s, Consol	79¾	78¾	77¾	78¾	78¾	78¾
Consol. Coupons	92¾	92	92¾	93	93	
10-40 bonds	52¾	52¾	52¾	53¾	....	53
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	....	....	10	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	115	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	108	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 31.

	Th.25.	F.26	Sat.27.	M.29.	Tu.30	W.31.
Adams Express	....	....	....	....	140	138
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	84½	84	84	85	86½	86½
Atlantic & Pacific Tel	....	....	....	....	....	....
Burl., C. R. & Nor.	....	....	....	....	....	....
1st mortgage 5s	102	101¾	....	....	....	....
Canada Southern	63	63½	64¼	65	65¾	....
1st mortgage guar.	100	100	100	100	100	....
Central of N. Jersey	91¼	91¼	92¾	94¼	94¾	93¼
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	116	....	....	....	116	....
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Adjustment	....	....	....	....	106	....
Central Pacific	88¼	88¼	89¼	90¼	91¼	89¾
6s, gold	114	114¼	....	....	....	....
1st M. (San Joaquin)	....	....	....	....	112	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	25	26¼	27¾	....	....	27
Chicago and Alton	127¾	128¼	129	129	130	129¼
Preferred	....	....	....	....	....	....
1st mortgage	119	....	....	....	....	....
Sinking Fund	....	114¾	....	....	....	....
Chic., Burl. & Quincy	152	151¾	152¾	151¾	152¾	152
7s Consol, 1903	....	....	....	....	....	....
Chic., Mil. and St. Paul	112¾	113¼	114¼	115¼	116¾	114¼
Preferred	129¼	....	....	....	130¼	130
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1s M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	115	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	123	....	....	....	123¾	....
Chic. & Northwestern	124	124¼	125	126¾	126	124¼
Preferred	....	....	....	139¾	....	....
1st mortgage	....	....	....	107	107¾	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	133	....	....	....	....	....
Consol. Gold bonds	126	126	125¾	....	....	....
Do. reg	....	....	125¾	....	....	....
Chic., Rock Isl. & Pac	132	134	133¾	136	136	134¾
6s, 1917, c.	130	....	....	....	....	....
Clev., Col., C. and Ind.	86¾	86¾	87	87¾	87	87
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	137	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	20	20	20	21¼	22	21¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	107	107¼	107¾	108¾	108	107¾
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	121¾	122¾	122¾	124¼	125	123¾
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mort. 5s, ext.	110	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	130	....	....
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	112¾	....	....	....	....	....
Hannibal & St. Joseph	93¾	93¾	94	94¾	94¾	94¼
Preferred	113¾	113¾	114	114	114	....
8s, Convertible	....	113¾	114	....	....	....
Houston & Tex. Cent.	89	90	90¼	....	93¾	92
1st Mortgage	111¾	....	....	....	....	....
Illinois Central	126¾	127¾	128	129¾	129¾	127¾
Lake Shore & Mich So.	122¾	123	125¾	123¾	123¾	123¾
Consol. 7s	....	128¾	....	....	....	....
Consol, 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	95¾	95¾	97	97¼	98	96¾
7s Consolidated	....	122¾	....	....	....	....
Manhattan	20	20¼	20¾	20¾	21	20¾
Metropolitan Elevated	78¾	79¾	79	79¾	81¼	80
1st Mortgage	....	98¼	98¾	98¾	98	98¾
Michigan Central	93	93¾	93¾	94¼	94¼	93¾
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	....	....	123¾	123¾	125	....
1st mortgage	....	....	....	....	....	....
2d mortgage	118	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	141¾	141¾	142¾	142¾	143	142
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	112	—	112¾	....	....	....
1st mortgage	....	....	137¾	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	97¼	97¼	97¼	96¾	101¾	98¼
1st mortgage	116¾	113¾	....	....	114¾	114¾
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31.
N. Y., Lake Erie & W.	42¼	42¼	42¾	43¼	43	42¾
Preferred	83	83	83	84¼	84¼	....
2d Consolidated	100	100¼	101	101¼	101¾	100¾
New 2d 5s fund	98	....	....	....	97¼	....
N. Y., N. Haven & Hart	....	....	....	....	....	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	38	38	39	40	40¾	40
Preferred	78	78	79¾	80	81¾	80¾
Ohio and Mississippi	36	36¼	37¾	37¾	38	37¾
Preferred	....	100	100	105	....	....
3d mortgage	122	122	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	48¾	48¼	48¼	49¾	49	48¼
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	60	59¾	61¼	62¼	62	61¼
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	140	140	....	141¾	140	....
Quicksilver Mining Co.	15	....	....	14¼	....	....
Preferred	58	59	59	....	....	....
St. Louis & San Fran.	44¼	44	45	46	46¼	46¼
Preferred	68¼	69	....	70¾	72¾	71¾
1st Preferred	104¾	....	107	107	....	....
St. L., Alton and T. H.	....	....	....	40	43¾	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	110¼	....	....	....	112¾	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	119¾	119¾	121¼	122¾	123¾	121¾x
1st mortgage	118	....	....	....	117¾	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
United States Express	68	67¼	....	....	....	....
Wabash	....	....	....	....	....	....
1st mortgage	109	110	....	....	109¾	....
2d mortgage	....	....	....	....	110	....
7s, Consolidated	....	....	....	112	....	110
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	47	47	48¾	48¾	49¾	47¾
Preferred	83¾	83¾	84¼	86¾	85¾	84¾
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	130	130	....	....	....	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	86¾	87	87¾	88¼	88¾	87¾
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending Aug. 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31.
Atch., Top. and San. Fe.	134¼	134¼	135	136¼	137¾	135¾
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	169	....	168¾	168¾	....	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	115¾	115	....	....	....	....
Boston and Maine	....	....	152	153¾	153	....
Boston and Providence	165	....	....	....	....	....
Boston, Hart. & Erie 7s	67	67	68	70¼	72¼	72
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	106¾	....	....
Chi., Burl. and Quincy	151¾	151¾	151¾	152¾	152¾	152¾
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	22¾	23	23¾	24¼	24¾	24¼
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	48¼	....	....	....	50	....
New 4½ Bonds	110¼	....	....	110	110	....
Fitchburg	....	150	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	70	....	....	....	....	71
7s	120	....	....	119¾	....	119¾
Northern, N. H.	112	....	....	....	....	112
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ.	....	....	....	45	....	....
Preferred	....	....	....	....	....	....
Old Colony	....	126	....	126	....	....
Ph., Wil. & Balt. ($50)	....	....	....	....	....	....
Portl'd, Saco & Ports.	117	....	....	....	....	118
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	....	....	....	140¾	142	....
Union Pacific	121	....	....	122¼	....	....
8s	....	....	....	....	116¾	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	124
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	77	....	77	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	216¾	216	217	216¾	216	216
Quincy	82¼	....	83¾	83	....	83

New York Stock Exchange.

Closing Prices for the week ending Aug. 31.

Th.25. F.26. Sat.27. M.29. Tu.30. W.31.

Federal Stocks:—						
U. S. 4s, 1907, reg.	115¾	....	114¾	....	115¾	115¾
U. S. 4s, 1907, coup.	115¾	114¾	114¾	115¾	115¾	....
U. S. 4½s, 1891, reg.	112¾	....	....	....	....	....
U. S. 4½s, 1891, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	101¾	101¾	101	101¾	....	....
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s continued at 3½	....	101¾	101¾	....	101¾	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Aug 19	Aug. 26
Baltimore and Ohio (sterling)	116 —118	116 —118
Cairo and Viecennes common stock	50 — 52	52 — 54
Do. pref. 5 per cent	95 — 97	96 — 95
Central of New Jersey $100 shares	93 — 98	96 —100
Do. Cons. Mort. Oct. '79 coupon	120 —122	120 —122
Do. Adjustment bonds	108 —111	108 —111
Do. Income bonds	102 —106	102 —106
Det., Gd. Haven & Mil. Equip. bds.	116 —120	117 —119
Do. Con. M. 5 p.c. till '84 after 6 p.c.	111 —113	111 —113
Illinois Central $100 shares	134—136	139 —140
Lehigh Valley Consol. mortgage	118 —122	118 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 —140	137 —140
Do. $100 shares	147 —149	148 —149
Do. Mort. bonds (sg.)	122 —124	122 —124
N. Y., Lake Erie & West., $100 shs.	44¼ — 44¾	44¼ — 44¾
Do. 6 p. c. pref. $100 shares	87 — 89	88 — 90
Do. 1st Con. Mort. Bonds (Erie)	132 —135	132 —135
Mort. Funded Coupon bonds	120 —126	120 —120
Do. do. 2d do.	105 —107	105 —107
Do. 2d Consol. Mort. bonds	101 —103	101 —103
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	57 — 58	58 — 59
Do. Prior Lien Bonds (sterling)	110 —112	110 —112
Pennsylvania, $50 shares	65¼ — 66¾	66¼ — 67¾
Do. Con. Sink. Fund Mort.	122 —124	122 —124
Philadelphia & Reading $50 shares	31¾ — 32¾	32 — 33
General Consol. Mortgage	117 —119	117 —119
Do. Improvement Mortgage	106 —107	106¼ —107¾
Do. Gen. Mort. '74, ex-defcd. cou.	98 — 99	98 —100
Do. Scrip for the 6 det. ¼ coupons	94 — 98	94 — 98
Pittsbg, Ft. W. & Chic. Equip. bds.	104 —108	104 —108
St. Louis Bridge 1st mort. gold bonds	129 —131	130 —132
Do 1st pref. stock	104 —106	102 —104
Union Pacific Land Grant 1st mort.	118 —122	118 —122

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, Sept. 1, 1881.

In the morning 5@6 per cent was the ruling rate for call loans and prime mercantile paper; in the afternoon the quotation was 6 per cent, plus a commission of 1 64 of 1 per cent a day; and in the last hour the rate fell to 3 per cent.

The posted rates for prime bankers' sterling were 4.80½@4 84. The actual rates were 4.79 to 4.79¾@4.82¾ to 4.83¼. Cable transfers were 4.83¼@½ and prime commercial bills, 4.77½@¾. The actual rates for continental exchange are as follows: francs, 5.25⅛@⅜ and 5.33⅛@¾; marks, 93⅜@⅞ and 94⅜; and guilders, 39⅝@¾ and 39⅞@15 16.

The public debt, during the month of August, has been decreased $14,181,221.

The Treasury disbursements for August, exclusive of interest or principal on the public debt, were $18,105,414.

To-day, September 1, the quarterly interest on the United States 4½ per cent funded loan is payable at all the United States Sub-Treasuries. The entire amount on which 1⅛ per cent quarterly interest is payable is $250,000,000.

United States registered 5 per cents, "called" and due October 1, will be anticipated and paid on presentation with interest to that date. This will be the final settlement of the refunding operations. The call of the coupon Fives matured August 12

Of the $2 896,000 Marquette, Houghton and Ontonagon consolidated mortgage sixes, due 1908, $1,750,000 have been drawn by lot, and the principal will be paid September 1 in this city

after which interest will cease. The coupons due September 1 are payable at the New England Trust Company, Boston. This will leave $646,000 of these bonds outstanding.

United States pensions, both for soldiers and sailors, are paid quarterly on the 4th days of March, June, September and December.

The Wabash, St. Louis and Pacific Railroad Company notified the Stock Exchange on the 29th ult. that at the expiration of thirty days they would issue 5,632 shares common and 5,632 shares preferred stock to cover the Toledo, Butler and St. Louis Railroad consolidation.

The capital stock of the Pittsburgh, McKeesport and Youghiogheny Railroad Company has been fixed at $3,000,000.

The capital stock of the Sabine and Western (Texas) Railway Company has been increased to $3,000,000. It has also been decided to bond and mortgage the road.

The Canadian Pacific Railway directors have arranged with a syndicate of Montreal and New York bankers to float $10,000,000 of bonds secured in their land grant in the Northwest. The bonds will bear 5 per cent interest, and the syndicate has purchased them at 92½. The Bank of Montreal has $2,500,000.

The Evansville and Terre Haute Railroad has been bonded to the Farmers' Loan and Trust Company, of New York, and Joseph Collett, of Terre Haute, to the amount of $3,500,000.

The net revenue of the Grand Trunk Railway Company of Canada for the past half year will admit of the payment of the Second Preference in full, viz: 5 per cent per annum, leaving $40,000 to be carried forward. This compares with 3 per cent per annum, with $43,000 carried forward the last year.

At a meeting of the directors of the Canada Pacific Railway Company, held in Montreal on the 30th ult., George Stephen, President, in the chair, contracts for the sale of twenty millions of the company's 5 per cent land grant gold bonds were executed and the board authorized the President and Secretary to execute a mortgage as authorized at the shareholders meeting held on the 19th of July. The mortgage securing the bonds is made in favor of Sir Alexander Campbell, C. B., K. C. M. G.; Alexander McKenzie, M. P., late Premier of the Dominion, and Samuel Thorne, of New York, as trustees.

The closing quotations on Thursday were: Adams Express, 137@140; American Express, 86@86½; American District Telegraph, 47¾@50; Chicago, Burlington and Quincy, 148½@149; Canada Southern, 63½@64; Chicago and Northwestern, 128½@128¾; do. pref., 136@136¼; Central of New Jersey, 92@92¼; Chicago and Rock Island, 133½@134; Central Pacific, 88@88; Chicago, Milwaukee and St. Paul, 114@114¼; Cleveland, Columbus, Cincinnati and Indianapolis, 86@86¼; Columbus, Chicago and Indiana Central, 20½@20¾; Delaware and Hudson Canal, 107⅝@107¾; Delaware, Lackawanna and Western, 123⅜@123½; Hannibal and St. Joseph, 94¼@95; do. pref., 113@114; Illinois Central, 126¼@126¾; Lake Erie and Western, 52⅝@53; Lake Shore and Michigan Southern, 122⅝@122¾; Metropolitan Elevated, 78¼@78½; Manhattan Elevated, 20¾@21; Michigan Central, 92¾@98; New York Elevated, 98@98½; New York, Lake Erie and Western, 42¼@42⅜; do. pref., 83½@—; New York Central and Hudson River, 141½@141¾; Ohio and Mississippi, 37⅛@37⅜; Ohio Central, 25¼@26; Pacific Mail, 48@48¼; Panama —@—; Texas and Pacific, 51¼@52; Union Pacific, 119⅝@119¾; United States Express, 67½@68½; Wells Fargo Express, 128@130; Western Union Telegraph, 87⅛@87¼; Wabash, St. Louis and Pacific, 46⅞@47.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, 135½; Atchison, Col. and Pacific 1st consol., 101; Cedar Falls and Minnesota, 25½; do. 1st, 115; Chicago, St. Louis and New Orleans, 75; Chesapeake and Ohio 1st pref., 39¾; do. 2d pref., 29; do. cur. int., 56¼; do. 1st, Series B, 86; Chicago, St. Paul, Minneapolis and Omaha, 59½; do. pref., 102¼; do. consol., 102; Chicago, Milwaukee and St. Paul S. M. div., 105; do. La C. and Dav. div., 93½; Col., Chi. and Ind. Cent. Inc., 75; do. 1st, Trust Co. certif. ass., sup., 125; Cairo and Fulton 1st, 110½; Cairo, Ark. and Texas 1st, 110; Central Iowa 1st, 115; Chicago, Burlington and Quincy 8s, 106½; Denver and Rio Grande, 87¼; do. 1st, 116; do. consol., 111; Denver, South Park and Pacific 1st, 106; East Tenn., Va. and Ga. pref., 32; Galveston, Houston and Henderson 1st, 81; Houston and Texas Central Gen'l mort., 104; do. 2d M. L., 127; Indianapolis, Bloomington and Western, 43½; do. 1st, 91; do. 2d, 80; Indianap., Decatur and Springfield 1st, 105; International and Gt. Northern 1st, 111; do. 2d inc. ass, 99; Kansas Pacific 1st consol., 107½; Louisville and Nashville Gen'l mort., 6s, 104⅞; Laf., Bloom. and Muncie 1st, 105; Long Island, 48; Lake Erie and Western, 53¼; do. 1st, 109½; do. inc., 67; Louisville, New Albany and Chicago, 85; do. 1st, 106; Lehigh and Wilkesbarre consol. ass., 111¾; Memphis and Charleston, 79½; Manhattan Beach, 29; Mobile and Ohio, 84; do. 1st deben., 96; do. 2d deben., 66; do. 1st mort., 112; Missouri, Kansas and Texas, 40¼; do. Gen'l mort. 6s, 89; do. consol. 7s, 104½; do. 2d, 80; Missouri Pacific, 103⅜; do. consof., 108; Milwaukee, Lake Shore and Western, 46; Marietta and Cincinnati 1st pref., 11½; do. 2d pref., 5; Metropolitan Elevated 2d, 85; Minneapolis and St. Louis 1st, 116; New York, Ontario and Western, 30; Norfolk and Western pref., 55¾; do. Gen'l mort., 107½; Nashville, Chattanooga and St. Louis, 86½; do. 1st 6s, 118; Northern Pacific 1st, 103; New Orleans Pacific 1st, 96; New York City and Northern Gen'l mort., 92⅞; Ohio Central, 26¼; do. 1st, 100; do. Inc., 50; Oregon Railway and Nav., 159; do. 1st, 110; Ohio Southern, 26; do. 1st, 94; do. inc. 43; Ohio and Mississippi 1st, Springfield div., 118; Peoria, Decatur and Evansville, 86; do. 1st, 109; do. inc., 78; Rome, Watertown and Ogdensburg 1st consol., 97; Rensselaer and Saratoga, 142; Rochester and Pittsburg, 30; do. 1st, 102½; do. Inc., 44; Richmond and Allegheny, 46; do. 1st 105; St. Louis, Kansas City and Northern, Omaha div. 1st, 117½; St. Louis and Iron Mt. 1st, pref. inc., 98; do. 5s, 89; St. Paul, Minn. and Man., 101; do. 1st Dakota Ext., 107; St. Paul and Duluth, 32; do. pref. 82; St. Paul and Sioux City 1st, 112; Souther Pacific of Cal. 1st, 105; St. Louis and San Francisco 2d, Class B, 93; Syracuse, Binghamton and New York 1st, 125½; Toledo, Delphos and Burlington, 27⅞; do. 1st, 95; do. Inc., 50; Texas and Pacific, 53; do. Inc., L. G., 79; do. Rio Grande div. 1st, 91¾; Utah Southern Gen'l mort. 7s, 109⅞; Union Pacific col. trust, 108½; Wabash, St. Louis and Pacific Gen'l mort. 6s, 100; do. Chicago div. 1st, 93⅛; do. Havana div., 104; Alabama, Class A, 75; Louisiana 7s, consol., 66½; Tennessee 6s, old, 68; do. new, 68; Colorado Coal and Iron, 51½; do. 6s, 92¾; Cam. Coal, 40; Maryland Coal, 24; New Central Coal, 26; Sutro Tunnel, 1⅝; Central Mining, 2; Deadwood, 7⅛; Little Pittsburg, 2⅝; Ontario, 36; Standard, 21.

Philadelphia.—Am. S. S. Co. 6s, 112; Belvidere Delaware 2d, 108¾; Central Transp., 41½; Delaware Division Canal, 44⅞; Huntingdon and Broad Top Mt. 1st, 120; Nesquehoning Valley, 57; Oil Creek 1st mort., 102½; Philadelphia and Trenton, 189; People's Passenger R. R. 5s, 105; Philadelphia and Reading scrip, 75; St. Paul and Duluth pref., 80; Steubenville and Indiana 6s, F. & A., 104; Texas and Pacific consol. mort. 6s, 100¼; do. Ric Grande div. 1st, 91½; West Jersey and Atlantic, 24. The latest quotations are: City 6s, 115@116; do. free of tax, 129@132½; do. 4s, new, 101@112; Pennsylvania State 6s, 3d series, 101¼@102; do. 5s, new. loan, 117¾@118¼; do. 4s, new, 111@—; Philadelphia and Reading R. R., 31@31½; do. consol, mort. 7s, coup. 126½@127; do. reg., 126½@127½; do. mort. 6s, 122@125; do. 7s, 1893, 121@122; do. new conv., —@—; United New Jersey R. R. and Canal, 190@190¾; Buffalo, Pittsburg and Western, 21⅝@21¾; Pittsburg, Titusville and Buffalo 7s, 100@100¾; Camden and Amboy mort. 6s, 1889, 115⅝@116½; Pennsylvania R. R., 64½@64⅝; do. gen'l mort., coupon, 124¼@125; do. reg., 127@128; do. consol. mort. 6s, reg., 121¼@121¾; Little Schuylkill R. R., 55½@56; Morris Canal, —@—; do. pref., 160@—; Schuylkill Nav., 6½@—; do. pref., 12½@13½; do. 6s, 1882, 93@95; do. 1872, 107@108; Elmira and Williamsport pref., 55@60; do. 6s, 110@—; do. 5s, 100@106; Lehigh Coal and Navigation, 44¼@44½; do. 6s, 1884, 106½@107; do. R. R. loan, 116¼@116¾; do. Gold Loan, 116¼@117½; do. consol. 7s, 119@120; Northern Pacific, 40¼@40⅜; do. pref., 81⅛@81¼; North Pennsylvania, 59⅞@60¼; do. 6s, 105@—; do. 7s, 122@124; do. Gen'l mort. 7s, reg., —@—; Philadelphia and Erie, 22½@—; do. 7s, 118@118¼; do. 5s, 107½@109; Minehill, 61@61¼; Catawissa, —@—; do. pref., —@57; do. new pref., —@56½; do. 7s, 1900, 118@125; Lehigh Valley 61½@62; do. 6s, coupon, 122@123½; do. reg., 126@127½; do. 2d mort. 7s, 130@137; do. consol. mort., 121@122¾; Fifth and Sixth streets (horse), 136@150; Second and Third, 113@116; Thirteenth and Fifteenth, 75@84; Spruce and Pine, 45@50; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, 22@22½; Germantown, —@80; Union, 110@125; Lombard and South 25@25; West Philidelphia, 109@115; People's, 33⅞@34¼; Continental, 105@108.

Baltimore.—Atlanta and Charlotte, 79; Atlan-

tic Coal, 1.35; Baltimore and Ohio 1st pref., 125; Baltimore City 6s, 1890, 119; do. 6s, 1886, 110⅛; do. 5s, 1894, 120; Columbia and Greenville 1st, 104; Canton 6s, gold, 108⅞; Consolidation Coal, 37; Maryland Defense 6s, 106; Marietta and Cincinnati 1st coupon, Aug. 1878, 75; do. 1st Sterling, 118; Richmond and Danville bonds, 1885, 105; San Clara, 2.00; Virginia Midland 1st pref., 75; do. 2d mort., 111⅞; do. 4th, 56¾; do. 5s, 100; Virginia Peelers, 38½; do. Peeler coupons, 21½. The latest quotations are: Atlanta and Charlotte, 77½@78; Baltimore and Ohio, 196@—; do. 1st pref., 126@127½; Baltimore City 6s, 1890, 119⅛@—; do. 5s, 1894, 119@120; do. 5s, 1916, 125⅝@126; Northern Central, 52¾@53⅜; Norfolk and Western pref., 56@—; Richmond and Danville, 109@111½; Richmond and Allegheny, 41@—; Virginia Midland 1st pref., 78@—; do. 2d pref., 63@66; Virginia Consols., 78⅛@78½; do. consol. coupons, 93@93¼; do. 10-40s, 52¼@52⅝.

Boston.—Atchison, Topeka and Santa Fe mort. 5s, 103; Atlantic and Pacific Inc., 6s, 50; Boston Water Power, 8¼; Boston Land, 8⅛; Burlington and Missouri River in Nebraska 6s, non-exempt, 106½; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 107½; Chicago and West Michigan, 86; Connotton Valley 7s, 99; Connecticut and Passumpsic Rivers R. R., 96⅛; Denver and Rio Grande, 87¾; Detroit, Lansing and Northern pref., 113; do. 7s, 122; Flint and Pere Marquette, 81¾; do. pref., 102½; Iowa Falls and Sioux City, 87½; Kansas City, St. Joseph and Council Bluffs 7s, 119; Kansas City, Topeka and Western 7s, 125; Kansas City, Fort Scott and Gulf, 93; do. 7s, 113; do. Branch, 112; Little Rock and Ft. Smith, 76¾; do. 7s, 114½; Louisiana and Missouri River pref., 44; Mexican Central 1st, 90; do. Block, new, 96; Marquette, Houghton and Ontonagon, 72; do. 6s, 105½; Massachusetts Central, 55; do. 1st, 100; New York and New England 6s, 111¼; Northern Pacific 6s, 102¾; New Mexico and Southern Pacific 7s, 119; Ogdensburg and Lake Champlain consol. 6s, 103; Portsmouth, Gt. Falls and Conway, 28; Rutland, 57⅛; do. pref., 28½; do. 5s, 85; do. 6s, 105; Summit Branch, 20½; Toledo, Delphos and Burlington, 14⅜; Wisconsin Central, 24; Allouez Mining Co., 2⅞ Brunswick Antimony, 9; Catalpa, 1¼; Copper Falls, 3¾; Crescent, 1; Duncan, 50c.; Douglas, 2⅛; Franklin, 11⅛; Harshaw, 6⅛; Huron, 8⅛; Mesnard, 50c.; Napa consol. Quicksilver, 7; Osceola, 29; Silver Islet, 43; Sullivan, 8⅝.

Horace Porter, President of the New York, West Shore and Buffalo Railroad Company, says that 200 miles of the road are under contract between New York and Buffalo, and that that part of the line will be done in eighteen months. The highest grade will be twenty feet to the mile going east, and not more than thirty going west. The company owns one and three-quarter miles of water front at Weehawken, opposite Twenty-third street ferry, New York.

There are now five corps of engineers locating the Macon and Brunswick Railroad between Atlanta and Macon, and it is expected that in the course of a few weeks the whole line will be ready for the contractors. Several parties are at work on parts of the line already located, not less than 2,000 hands being in the employ of the company.

American Exports and Imports.

The Chief of the Bureau of Statistics, in his first monthly statement for the current fiscal year of the imports and exports of the United States, reports that the excess of exports of merchandise was as follows: Month ended July 31, 1881, $10,699,460; month ended July 31, 1880, $13,710,587; 7 months ended July 31, 1881, $108,689,426; 7 months ended July 31, 1880, $44,874,081; 12 months ended July 31, 1881, $256,691,591; 12 months ended July 31, 1880, $171,750,150. The excess of exports or of imports of gold and silver coin and bullion was as follows: Month ended July 31, 1881, excess of exports, $177,222; month ended July 31, 1880, excess of imports, $824,451; 7 months ended July 31, 1881, excess of imports, $22,633,432; 7 months ended July 31, 1880, excess of imports, $1,196,277; 12 months ended July 31, 1881, excess of imports, $90,666,977; 12 months ended July 31, 1880, excess of imports, $76,156,569. The total values of the imports of merchandise during the 12 months ended July 31, 1881, were $683,972,221, and during the previous 12 months, $637,724,475. The total value of exports of merchandise for the 12 months ended July 31, 1881, were $855,722,871, and for the 12 months ended July 31, 1880, $894,416,066.

Negotiations are now pending for the ratification of a contract under which the Detroit, Hillsdale and Southwestern Railroad will hereafter be operated by the Lake Shore and Michigan Southern Railway Company. The length of the Detroit, Hillsdale and Southwestern road is sixty-four miles. It was organized in July, 1871, as the Detroit, Hillsdale and Indiana Railroad, sold under foreclosure December 28, 1874, and reorganized under the present title January 30, 1875. The road was bought by the first mortgage bondholders for $16,000 over the mortgage of $1,152,000.

The contract for the construction of the extension of the Pittsburg and Western Railroad has been awarded to Col. Thomas P. Simpson of New York. The road commences at Allegheny City, Pa., and now ends at the mouth of Slippery Rock in that State. From Slippery Rock Col. Simpson will build the road down the Conneconnessing Creek, from thence to New Castle, Pa., and to Youngstown, Ohio, a distance of forty miles. The present line from Allegheny City to mouth of Slippery Rock is narrow gauge, but will be immediately widened to a standard gauge.

It is stated that the new Welland Canal will be partially open next week. It is not thought however, that the canal will be completed till the season of 1882, when a full tide of traffic may be expected to pass down it.

The grading on the Homestake and Custer Railroad has been completed to California Gulch, a distance of about ten miles, and about one mile of track has been laid.

It is officially reported that 75 miles of the Central railroad of Mexico have been completed, and that 14,000 men are employed in the work of constructing the road. Nearly 9,000 men are employed on the Tehauntepec road, 11 miles of which have been completed.

Northern Central Railway.

The gross earnings, operating expenses and net earnings of the Northern Central Railway for the months of July, 1881 and 1880, was as follows:

	1881.	1880.
Gross earnings	$440,811 45	$450,297 71
Operating expenses	377,548 39	288,774 15
Net earnings	$63,263 06	$161,523 56

—showing a decrease in earnings of $9,486 26, with an increase in expenses of $88,774 24, making a decrease in the net earnings of $98,260 50.

For the seven months ending July 31, the gross earnings, operating expenses and net earnings were:

	1881.	1880.
Gross earnings	$3 102 679 42	$2,666,088 78
Operating expenses	1,998,954 76	1 815,849 83
Net earnings	$1,103,724 66	$850,238 90

—showing an increase in gross earnings of $436,590 69, with an increase in expenses of $183,104 93, making the increase in net earnings $253,485 76.

Contractor Ryan, who is grading the Philadelphia, Marlton and Medford Railroad, states that he will complete the work on Monday next, and that the rails are to be laid by the 1st proximo. This will complete the road to Medford, that portion between Haddonfield and Marlton having been in use for some weeks.

The survey of the Pennsylvania and Martins Creek Railroad has been completed and the work of construction commenced. A conference has been had with the officials of the Belvidere Delaware branch of the Pennsylvania, for the purpose of locating the connections with that road.

The contract for grading the first fifteen miles southwest from Springfield, Mo., on the Kansas City, Springfield and Memphis Railroad has been awarded, and fifty miles more will be let this week. The object of letting in sections is to expedite the completion of the road.

The engineer corps of the Pittsburgh Southern Railroad have located two tunnels between Library and Pittsburgh, to avoid the long curves and steep grades and shorten the road at least three miles.

The railroad through the Stony Clove, in the Catskills, is completed for a distance of nine miles from Phœnicia. It "climbs" the mountains, rising 1,300 feet in 11 miles, 185 feet to the mile being the heaviest grade.

If the season is favorable the Burlington, Cedar Rapids and Northern Railroad will reach Estherville, in Emmet County, Ia., October 15, and Spirit Lake, in Dickinson County, November 18.

The end of the track on the Rio Grande Division of the Texas and Pacific Railway is now 405 miles west of Fort Worth, Texas.

The Cairo Extension of the Mobile and Ohio Railroad will be opened early in September.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'81 2
Atlanta and West Point.100	1,282,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'81 3
Augusta and Savannah..100	1,022,900	J. & D.	June'80 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 3
" " pref.100	4,549,578	J. & J.	July '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany.....100	20,000,000	quarterly	Sept.'81 2
Bos., Clin., F. & N. Bed.100	1,297,000	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July 81 2
Boston and Maine.....100	5,921,274	M. & N.	May 81 4
Boston and Providence..100	4,000,000	M. & N.	May 81 4
Attleborough Branch..100	131,700	J. & J.	July '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'81 5
Burl. & Mo. Riv. in Neb.100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,159,500	October	Oct.'80 3½
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref.....50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,350,400	F.M.A.N	Aug. '81 1½
" " pref.100	769,600	F. & A	Aug. 81 3½
Central of Georgia.....100	7,000,000	J & D.	June '81 4
Central of New Jersey.100	18,563,200	quarterly	Apl. '78 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '81 3
" pref..... 50	400,000	J. & J	July 81 3
Central Pacific.....100	54,276,500	F. & A.	Aug. '81 3
Chemung*.....100	380,000	quarterly	July '81 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '81 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 81 4
" " pref..100	2,425,400	M. & S.	Sept. 81 4
Chicago, Burl. & Quincy.100	31,004,456	quarterly	Sept. '81 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12,279,483	A. & O.	Apl. '81 3½
Chicago & N. Western..100	14,988,257	J. & D	June'81 3
" pref.100	21,625,258	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	50,000 000	quarterly	Aug.'81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	5,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Sept. '81 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Sept.'81 2
Colum. & Hocking Val..100	2,000,000	F. & A.	Aug'81 2½
Concord..... 50	1,500,000	M. & N.	May 81 5
Concord and Ports.*.....100	350,000	J. & D.	June'81 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Aug.'81 3
Connecticut River.....100	2,100,000	J. & J.	July '81 3
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk.. 50	600,000	quarterly	June 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 81 2
Delaware*..... 2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*....100	1,584,400	quarterly	Aug.'81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80 2½
" " pref.100	2,503,380	F. & A.	Aug '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*..... 50	1,309,200	J. & J.	July 81 3
East Mahanoy *..... 50	392,950	J. & J.	July 81 3
East Tenn., Va. & Ga....100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,000	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	June '81 2½
Eel River.....100	3,000,000	quarterly	Sep.'81 90c
Elmira, Jef. & Canand*..100	500,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '81 1½
" " pref. 50	500,000	J. & J.	July '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'81 1½
Fitchburg.....100	4,800,000	J. and J.	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia.....100	4,200,000	J. and J.	July '81 3½
Hannibal & St. Jo. pref..100	5,183,924	F. & A.	Aug. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref.....100	1,180,000	quarterly	July '81 2
Illinois Central.....100	29,000,000	M. & S.	Sept.'81 3½
Iowa Falls & Sioux City*100	4,653,000	quarterly	Sept. '81 1½
Iowa Railroad Land Co 100	7,620,000	quarterly	Aug. '81 1
Jo. Co. & Mo. Northern. 25	600,000	quarterly	May,'81 2
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May,'81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West..100	2,350,000	quarterly	May,'80 1½
Kentucky Central.....100	500,000	J. & D.	Dec. '80 1
" " pref.100	500 000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	49,466,500	quarterly	Aug. '81 2
" " (guar.).100	533,500	F. & A.	Aug. '81 5
Lawrence*..... 50	450,000	quarterly	July '81 2
Lehigh Valley 50	27,232,555	quarterly	July '81 1½
" " pref. 50	100,300	quarterly	July '81 1½
Little Miami*..... 50	1,871,450	quarterly	Sept. '81 2
Little Schuylkill*..... 50	$2,646,100	J. & J.	July '81 3½
Louisville & Nashville...100	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 5½
Lowell and Lawrence....100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 5s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 5s
Massawippi*..... 100	400,000	F. & A	Aug. '81 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	Aug. '81 1
Middlesex Central.....100	2,136 shs	F. & A.	Aug. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '81 3½
Missouri Pacific.....1 0	2,416,000	quarterly	July '81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '81 6
Nashua and Lowell 100	800.000	M. & N.	May '81 3½
Nashua and Rochester..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,250	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'81 3½
N. Castle & Beaver Val.* 50	1,500,000	quarterly	July '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	....
" " pref...100	8,146,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Aug.'81 2
Ning. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*..... 100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Aug '81 1½
Northern Central 50	5,812,000	J. & J.	July '81 3
Northern N. Hampsh....100	3,068,400	J. & D.	June'81 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2 004,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	Aug. 81 2
Oswego and Syracuse*..100	432,400	F. & A.	Aug 80 4½
Panama.....100	7 000,000	Aug. 1, 1	881, $24.26
Paterson and Hudson*..100	632,000	J & J.	July '81 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Sept. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,250,100	quarterly	July '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '81 1½
" Special Imp..100	5,504,300	quarterly	July '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '81 3
Profile and Franconia....100	.....	Annual.	Nov. '80 3
Providence & Worces..100	2,000,000	J. & J.	July '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. 81 3
Richmond & Petersb....100	1,008,800	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	655,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,163,700	F. & A.	Aug. '81 1½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,469,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'75 50c
Schuylkill Valley* 50	576,050	J. & J.	July '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	369,450	F. & A.	Aug. '80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,592,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & D.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug. '81 4
Troy and Boston.....100	1,309,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Oct. '81 1½
United Cos. of N. J*....100	20,490,400	quarterly	July '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	.....	.....
" pref.100	20 000,000	quarterly	Aug. 81 1½
Ware River*.....100	$750,000	J. & J.	July '81 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,456,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	July '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Milla...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug. '79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	July '81 6
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600,000	A. & O	Apl '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	July 81 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,556	— & —	.....
People's (Phila.)..... 25	206,054	.....	July 79 2
Philadelphia City..... 50	475,000	J. & J.	July '81 5
Philadelphia and Darby 25	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	118,000	M. & N.	May '81 3
South Boston 100	100,000	J. & J.	July '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '81 2
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	July '81 4
Union (Phila.) 50	400,000	J. & J.	July '81 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'81 $1
Delaware and Hudson....100	20,000,000	.....	Sept'81 1½
Delaware and Raritan*..100	5,847,400	quarterly	July '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '81 $2
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	Au.'81 50c.
" " (pref.). 50	2 888,977	annually	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	3,000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'81 $5
Central Mining Co.....100	.....	F. & A.	Aug '81 3
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81
George's Creek C. & I...100	.....	J. & J.	July '81 3
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	July '81 4
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July 81 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	6,990.200	F.M.A.N	Aug.'81 2
Quicksilver, common ...100	5,768.706	.....	Aug.'81 2½
preferred ...100	4,291,300	.....	Aug.'81 9½
Quincy Mining Co..... 25	40,000 shs	F. & A.	Aug. '81 3
Quincy K. R. Bridge....100	1,750,000	J. & J	July '81 5
Sioux C. & I. F. L. & L. Co.100	500,000	J. & J.	July '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	Aug.'81 1
Wells-Fargo & Co. Exp.100	6,000,000	J. & J.	July '81 4
West. Union Telegraph.100	80,000,0 0	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,653	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,483	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,859,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,771,314	1,957,951	2,031,000	1,820,600	1,490,328	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,463,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,569,000	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	318,093	236,995	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	.....	.....	.....	.....	.....	.....
Cin., Ind , St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	204,138	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	158,256	178,861	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,927	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	380,134	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,883	191,695	295,455	372,190	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	584,230	548,284	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	198,110	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	188,120	195,329	227,679	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,082	226,399	227,323	237,666	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	85,733	106,953	103,438	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	96,586	83,764	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	667,300	772,537	.....	.....	.....	.....	.....	.....
1881	916,960	803,490	941,699	846,000	809,700	807,900	820,000	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	130,740	.....	.....	.....	.....	.....	.....
1881	318,243	211,353	226,358	164,027	145,416	132,692	131,009	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,130	151,594	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	210,357	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	241,822	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,344	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	440,811	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	241,277	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	299,880	368,276	404,180	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,024	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	350,585	291,609	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,293	283,399	260,254	252,333	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,923	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	201,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490,195	451,560	408,241	349 053	353,454	442,655	542,555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	243,407	272,089	.....	.....	.....	.....	.....	.....
1881	264,187	159,483	320,963	425,685	382,642	405,322	387,488	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,528	2,143,000	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,393,467	2,590,969	2,526,000	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	978,629	892,024	946,773	953,468	1,066,742	1,188,235	1,177,134	1,526 475	1,105,616	962,663	12,336,133
1881	811,617	816,922	1,119,591	1 093,482	1,144,660	1,308,993	1,131,761	.....	.....	.....	.....	.....	.....

The land telegraph line on Anticosti Island, 200 miles long, is now finished and in operation.

NEW YORK, July 28, 1881.

THE 38TH SEMI-ANNUAL CASH DIVIDEND of the ILLINOIS CENTRAL RAILROAD COMPANY, being THREE AND A HALF (3½) PER CENT on its Capital Stock, will be paid by the undersigned September 1, 1881, to shareholders as registered at the close of business on the 13th August, after which and until the 5th day of September the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

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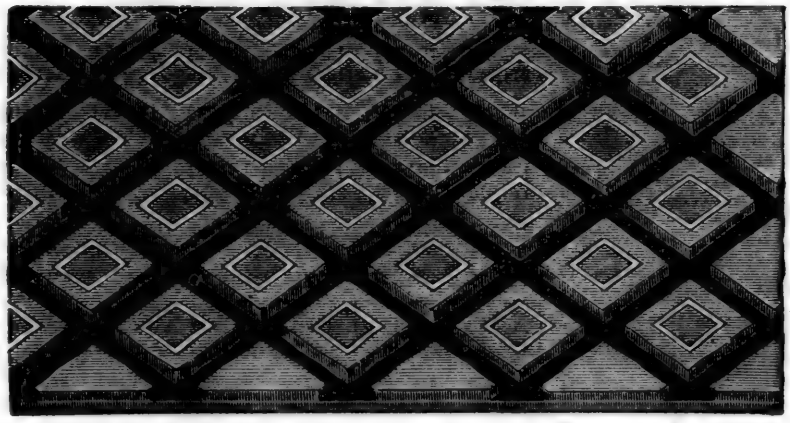


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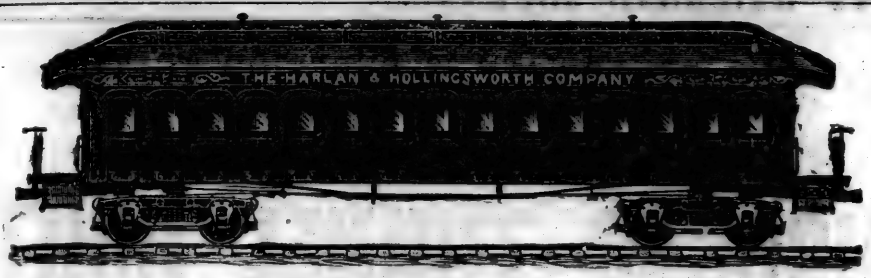
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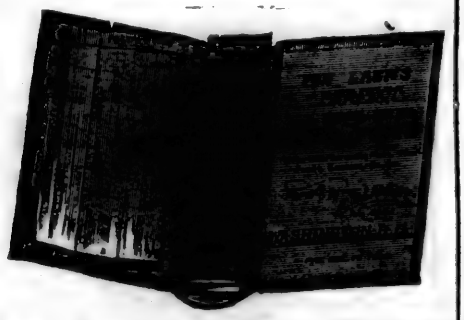
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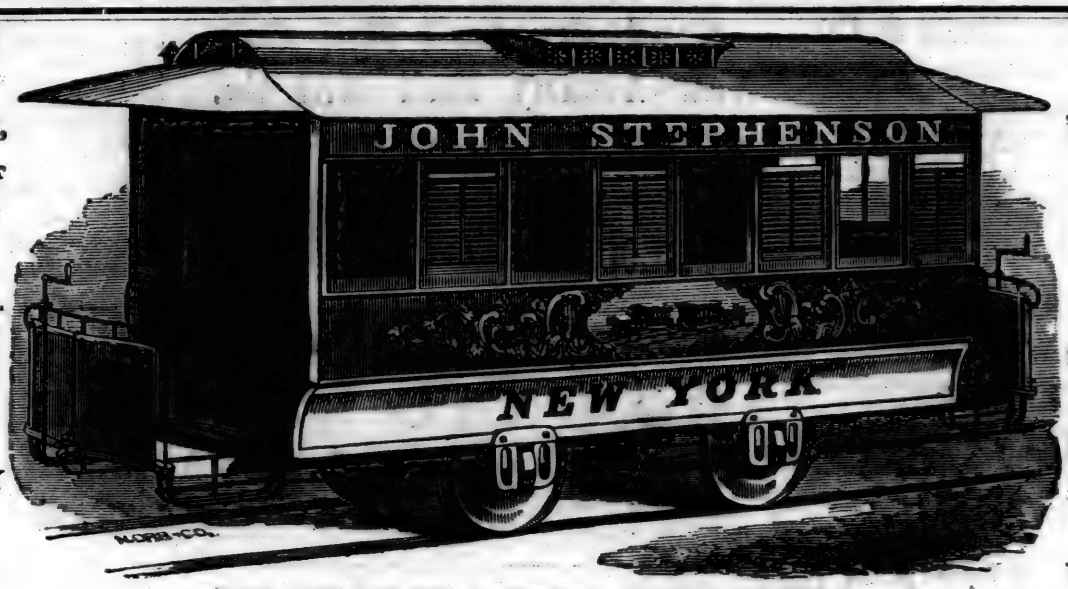
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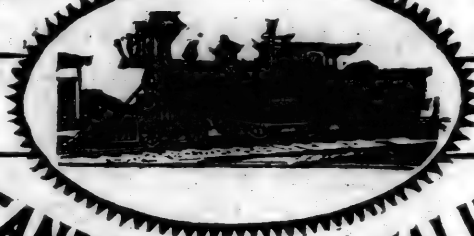
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AMERICAN Railroad Journal.

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SECOND QUARTO SERIES, VOL. XXXVII., No. 37.] NEW YORK, SEPTEMBER 10, 1881. [WHOLE No 2,368, VOL. LIV.

WESTERN GRAIN CROP REPORTS.

The Ohio State Board of Agriculture, having adopted original and thoroughly systematic measures for obtaining information in detail concerning the grain yield of that State, have just issued a report for August on the condition of the crops, which is of great interest and value on account of its authenticity. It gives the following as the real condition of that section in regard to grain so far as could be determined, August 20th, the day on which the returns from the threshers were condensed and summarized:

"In Ohio, we have, by our present estimate, in round numbers, 38 million bushels of wheat. This should be compared with our estimate for 1880, viz: 52½ millions, and not with that of the National Department, 37¾ millions, or with that of the Ohio Secretary of State, viz: 48½ millions. The latter is of course more minute and careful than ours, but always allows more or less (in the minds of the farmers, who report to the tax assessors in May of the following year) for "seed and bread." So that, taking this into the account, it is really in most exact harmony with our estimate, made and published the previous fall, immediately after harvest. This gives the actual yield of Ohio this year, as only 72 per cent of the crop of 1880. Now how does such a shortage affect the amount to be sold.

"Take the two States of Ohio and Illinois, which will fairly represent the condition of the Western wheat States, Ohio being above, and Illinois below the average. Secretary Fisher's latest report is for 22,000,000 bushels from Illinois. Remember, now, that four bushels for each inhabitant is required for seed and consumption, and we have

For 1880.

States.	Total spring and winter wheat.	Required for home use.	Surplus for sale.
Illinois	54,000,000	12,000,000	42,000,000
Ohio	52,500,000	12,000,000	40,500,000
Total surplus			82,500,000

For 1881.

Illinois	22,000,000	12,000,000	10,000
Ohio	38,000,000	12,000,000	26,000
Total surplus			36,000

"In other words, we have a good deal less than half as much wheat to spare from these two States as we had last year. And the same is probably true for the whole "winter wheat belt" of the country. It is known, too, that the spring wheat crop will also be somewhat short, and that the foreign demand will probably be fairly an average one. The reports about Russia's having such immense crops, that "the farmers think they could dispense with harvests for four years to come," have an exaggerated and suspicious air that give them entire discredit. And the effect on the foreign demand is not deemed to be alarming, when it is remembered that for three years past, the surplus of Russia has not been equal to the deficiency in France alone.

"And so it is plain that the advance in prices of wheat though largely speculative in its suddeness and feverishness, is legitimately based on a knowledge of the real facts, and is likely to be permanent even at a higher figure than $1 35. Money is plenty and seeking investment. Crops are short, business is active, and general prices are advancing. And if any one has a right to take the advantage of this firmness of price in wheat, it is the men who have spent the whole year in raising the crop and who have a greatly diminished number of bushels to sell. And so the opinion of our July report is still held, that it will be wise not to sell till the wheat is sweated and fairly ready for market, and the market has found its level as determined by actual threshers' yields for the whole West, including the northern spring wheat belt.

"One fact is worthy of notice. Our May estimate on wheat was that the total yield would be 85 per cent of the crop of 1880; the July estimate was 77 per cent; the August estimate from three weeks' actual threshing is 72 per cent, and it seems to be generally believed that even this is too high, and that the full threshing will not show over 66 per cent. The crop has gone back slightly ever since May 1. Drought, Hessian fly, and extreme heat were the main causes. The heads did not fill so well as was expected for a moderately thin stand.

"The figures show (with average weather till September 5) probabilities for 74 million bushels corn against 105 millions in 1881, or 70 per cent. In some sections the crop is nearly a failure, but in most of the heavy corn counties the yield is likely to be fair. The corn prospect, therefore, in Ohio, is not alarming—[N. B. Since our correspondent reported, however, a very severe drought has begun, and if rain does not come soon the yield will quite likely be reduced to 50 per cent. Oats are not a crop of heavy sale or of special export importance in this State. In most counties they are better than a year ago; in a few not so good. The average is 107 per cent as compared with 1880, or a total of 22½ millions against 21 millions in 1880."

A NEW MOTOR FOR STREET RAILROADS.

It is a question difficult to answer, why steam has not come into general use as a substitute for horse power on street railways. We are of the number who have looked to steam as the way of effectual deliverance for the over-worked horses. Nor do we yet give up this hope; but, in the meantime, regulation by law of the number of passengers to a horse, which a company may carry in its cars must be demanded. The newspapers are telling us now, however, of an experiment of great promise at Berlin with electricity. "A single car is propelled by the current at an average speed of nine miles an hour, though this rate can be doubled if necessary." The electric railway at Berlin is about a mile and a half long. No difficulty has been experienced in using one rail as the positive and the other as the negative conductor. The car is constructed to hold twenty persons, the dynamo machine being placed underneath the car. "Over any other system," says Harper's Weekly, "worked by steam or compressed air, the electrical has the advantage that no heavy machinery has to be carried about to set the train in motion. The carriages can, therefore, be built in a lighter manner, thus reducing the power necessary to move them, and permitting all bridges and other superstructures to be

built more cheaply than usual. Several carriages, each with a dynamo machine, can be joined to one train, and by this distribution of motive power much steeper inclines can be overcome than when the same train is drawn by a single locomotive."—[Our Dumb Animals.

A Russian's Views of Railways.

Mr. William Robert Ebell, a Russian gentleman of broad education and close observation, is stopping in the city for a few days. To a reporter of the Times, who made some inquiries concerning the railroad system in Russia, he gave most comprehensive answers:

"How extensive is the railway system of Russia?"

"There is spread over Russia a net of railways of nearly 10,000 English miles. The different roads are the Nicolai, from St. Petersburg to Moscow, 300 miles; St. Petersburg and Warsaw, 600; Moscow and Nishnivogorod, 200; Baltic, 300; Riga and Dunaburg, 100; Volga and Don, 40; Moscow and Rjazan, 120; Kosloff and Voronesh, 80; Voronesh and Kosloff, 300; Kosloff-Voronesh and Rostoff, 400; Dunaburg and Vitebsk, 120; Rjazan and Kosloff, 100; Warsaw and Terespol, 100; Moscow and Kursk, 250; Rjebsk and Morshansk, 260; Orel and Grazz, 140; Shuja and Ivanova, 80; Orel and Vitebsk, 250; Kursk and Kieff, 220; Mitau, 60; Kyrsk, Charkoff and Azoff, 400; Grjazi and Zarizin, 300; Tamboff and Saaratoff, 200; Moscow and Brest, 500; Poti and Vifis, 140; Liban, 240; Riga and Bolderaa, 10; Warsaw and Bromberg, 60; Lodz, 15; Iaroslaw and Vologda, 90; Rjask and Vjasma, 40; Odessa, 500; Charkoff and Nicolajeff, 300; Kijeff and Brest, 400; Landwaroos and Rombj, 220; Lozovo and Sevastopol, 100; Brest and Grajewas, 100; Zarskoje Sselo, 15; Tamboff and Kosloff, 35; Novotorgok, 15; Rybinsk and Bologgoje, 140; Konstantin, 40; Warsaw and Wien, 160; Livno, 30; Rostoff and Vladikafkas, 350; Morshansk and Sizran, 250; Borovitchi, 15; Fastoff, 100; Orenburg, 300; Schtja and Ivanova, 30; Livni, 50; Lodz, 20. The government railways of Finland are: The St. Petersburg and Helsingfors, 200 miles. It has three branches, viz: Hango and Hyvinge, 80 miles; Richimakka and Tammerfors, 60; Riebimakka and Abo, 100. Then there are the Kervo and Borga, of 15 miles, and the Sestrorezk and Walkeasari, of 4 miles, making in Finland in all 459 miles of railway, and in Russia, 9,165 miles."

"At what time was the first railway built in Russia?"

"The first railway for passenger and freight traffic opened in Russia was the Nicolai, so called after Nicholas I. It was in November, 1851, and in January, 1857, a law was passed which authorized the building of a system of railways in the empire. In 1865 there was created a board of land and water communication, which had control of all matters pertaining to internal transportation. All railway building is carried on under and by approval of this board. A project for a new road has to be indorsed by this board, and then the emperor writes the word 'Utvershdaja' (I grant it), and signs his name. Then a statute is framed and promulgated, and from this time the limited company can issue stock and place it on the market. The material for constructing a road being contracted for, the grading is then let in sections of ten versts, or five miles, each. The contractors have their agents in the country and engage the peasants to do the work. The wages range from ten to twenty copeuns a day, five to ten cents, and even then these poor fellows are often cheated out of their small wages by rascally sub-contractors. Not infrequently these men have to deposit their passports with the contractors to get a small advance to leave with their families, and, no matter how great may be their dissatisfaction, they have to continue at work during the sweet will of the grasping boss. While these peasants are away at work on the railroads their wives and children do the farm work at home."

"What is the cost per mile of building a railroad in Russia?"

"Thirty-five Russian miles, or about 165 English miles of the Richimakka Travasthehus Finnish railway have cost $7,000,000, or $42,424 per English mile. The Russian railways cost nearly three times as much, yet could be built for the same price as Finnish. It costs to build and equip a road from 20,000 to 70,000 rubles. The government railways in Finland did not cost over 30,000 rubles per mile, and almost any of the roads could be built for about that sum; but there is so much dishonesty and extravagance connected with the whole system that the legitimate cost is just about doubled. When a railway is completed the governmental guarantee is attached to the bonds of the company, and they are sold in the foreign markets. The guarantee means that the government shall make good the interest on these bonds every year, should the road fail to pay it."

"How are the railway operatives and employes paid for their services there?"

"The officers of a railway are generally an inspector from the land and water board, the president of the company, and from three to five directors and several smaller officials, each drawing a salary of from 15,000 to 30,000 rubles a year. The next person in importance is the secretary, who is paid from 1,500 to 6,000 rubles a year. The book-keepers and other employes receive from 300 to 1,000 rubles each year, and work from 9 o'clock in the morning until 4 or 6 in the afternoon. The superintendence of the line is in the hands of an engineer, who is the chief manager and acts for the board of directors. He has a salary of from 6,000 to 10,000 rubles a year, and he is commonly the engineer who has built the railway. Station inspectors and their clerks have salaries ranging from 600 to 1,000 rubles a year. The salaries of chief conductors and conductors range from 300 to 1 000 rubles a year, and those of the small employes from 100 to 300 rubles a year; on Finnish railways the pay of conductors and small employes range from 1,000 to 3,000 marks, a mark being 25 copecks in gold or silver."

"What system of ticket is in vogue on the Russian railroads?"

"Through tickets for long distances, extending over several lines of railways are unknown in Russia. Each road sells its own tickets over its own line, and there the matter rests. The through-ticket system, as in the rest of Europe and in this country, would be a great help to the Russian people and largely increase travel on the railways of the country. There is only one or two railways which make through rates in freight beyond the empire. All the Russian railways are divided into groups, and the railways belonging to one group must give free passes to members of the board of management of the other groups—and thus you can see a Russian priest, traveling with wife and children on passes issued to members of the board of directors, which he obtained through friends, be they directors or conductors."—[Chicago Times.

Articles of consolidation of the Evansville, Seymour, and Bellefontaine and the Bellefontaine, Troy and Indiana Railway companies, under the name of the Evansville, Seymour and Bellefontaine Railway Company, have been filed in Indianapolis, Ind. The line will run from Evansville to Bellefontaine. Capital, $6,000,000.

The first narrow gauge car completed in the shops of the New York, Lake Erie and Western Railroad made a trial trip to Paterson on the 1st inst. It is a smoking and baggage car, finished in light woods with very high roof and abundant ventilation. It is one of the handsomest passenger cars on the road. It is to be followed by a number of ladies' cars of a still handsomer description. With the lighter cars the company expects to shorten its running time materially.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.

	1880.	1881.
Manufactures of wool...	$3,071,107	$3,299,191
" cotton .	2,090,654	2,865,826
" silk	4,032,289	3,987,174
" flax....	995,888	1,459,694
Miscellaneous dry goods.	968,679	1,020,631
Total	$11,165,617	$12,132,016

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$1,414,586	$1,276,155
" cotton..	629,029	467,231
" silk.....	994,025	709,256
" flax.....	550,136	456,115
Miscellaneous dry goods.	178,774	210,034
Total	$3,766,550	$3,118,791
Add entered for consump.	11,165,617	12,132,016
fhrown upon market...	$14,932,167	$15,250,807

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool ..	$1,624,072	$1,055,504
" cotton .	492,023	312,281
" silk	947,164	501,085
" flax	641,838	411,253
Miscellaneous dry goods	897,227	220,485
Total	$4,102,324	$2,500,558
Add entered for consump,	11,165,617	12,132,016
Total entered at the port.	$15,277,941	$14,632,574

The Imports of foreign dry goods at New York for eight months from January 1, were:

ENTERED FOR CONSUMPTION

	1880.	1881.
Manufactures of wool...	$14,716,888	$12,526,944
" cotton ..	16,652,986	15,485,689
" silk	21,572,072	19,242,739
" flax	10,000,396	8,375,324
Miscellaneous dry goods	6,066,750	5,626,427
Total	$69,009,092	$61,257,073

WITHDRAWN FROM WAREHOUSE.

	1880.	1881.
Manufactures of wool....	$4,926,896	$5,787,902
" cotton ..	2,844,078	2,498,090
" silk	3,886,365	3,752 150
" flax	2,964,596	3,671,641
Miscellaneous dry goods.	1,262,728	1,647,482
Total withdrawn from warehouse	$15,884,663	$18,352,265
Add entered for consump.	69,009,092	61,257,073
Total thrown on the market	$84,893,755	$79,609,338

ENTERED FOR WAREHOUSING.

	1880.	1881.
Manufactures of wool...	$7,555,688	$4,846,069
" cotton..	3,886,556	2,889,581
" silk	4 494,872	3,327,727
" flax....	4,569,677	2 911,563
Miscellaneous dry goods	1,673,098	1,790 047
Total entered warehouse	$21,679,891	$15,764,987
Add entered for consump	69,009,092	61,257,073
Total entered at port....	$90,688,483	$77,022,010

AMERICAN Railroad Journal. ESTABLISHED 1831.

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New York, Saturday, September 10, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

A PLAN originated in New Orleans by Dr. S. S. Herrick, of the board of health of that city, for establishing a railroad sanitary service has attracted considerable attention, and has been received with favor by the managers of three of the leading railroad lines terminating in the Crescent City, as doubtless it will also be received by other railroad men with some modifications and alterations. In brief the plan proposes a system of medical service for attendance upon those injured in railroad travel and work, for the inspection of the sanitary conditions of depots, rolling stock, etc., for the physical examination and care of employes, for guarding against improper treatment of live stock in transit, and the danger of infectious diseases and for representing the railroad company in sanitary and quarantine consultations wherever its interests may be concerned. Some of the features of the plan, being managed by a company, would be of the nature of insurance, and if a further development of the scheme, which is rather crude in form as yet, should show as fair a proportion of good points as a hasty glance shows now, there would seem at least to be something in it worthy of consideration.

CONCERNING the care of live stock in transit, the Springfield Republican, which represents the most substantial and enterprising New England element, and is situated on the line of a great cattle carrying road, where near the end of their long journeys the suffering of the animals is notoriously apparent, and has attracted a great deal of public attention, in an editorial directly to the point says: "The fit carriage of live stock on long railroad journeys is at present an unsolved problem. There is no doubt that under the existing system cattle are seriously injured to the loss of the western producer, the risk of the eastern consumer, and the serious danger of diminishing our foreign export, which turns on the delivery of sound meat abroad. Congress has interfered in railway management at this point, the only place where it has interfered, and seven years ago passed an act requiring cattle to be fed and watered once in 24 hours; but the act has remained nearly a dead letter because of the practical difficulty of carrying out its provisions. The cattle cannot be unloaded, and each of the patents for baiting cattle on the cars, of which there are scores, involves more or less expensive changes in rolling stock, all out of the question in a traffic whose profit turns on close management. The Humane Live Stock Express Company of New York City proposes to solve the problem by erecting feeding stations from which cattle in cars will be fed by buckets supplied by a hollow pipe, and inserted in the cars by removing a single boarding at the proper height. The important feature of this method is that it requires no change in the cars, except provision for dropping a single side board, that it involves no delay, and that both food and water can be supplied at the same time. The shrinkage in weight, to say nothing of the unwholesome character of the meat, from the carriage of cattle for 40 or 70 hours without water is so great that any economical system which delivers cattle at the sea-board as heavy as they were loaded in the interior is certain of ultimate adoption. The plan of the Humane Live Stock Express Company seems to offer a practical device likely to effect this."

Judge Daniel's Timely Decision Concerning Subscriptions for Stock.

The recent decision of Judge Daniels, of the Supreme Court of this State, an abstract of which we give in another column, is exceedingly timely. Never in any year in the history of this country have such an immense number of stock companies been formed as during the last twelve months. Speculation has run wild. Rights and privileges which have only consisted of the power to compel assessments have sold frequently at a premium. This torrent of new stock ventures of various kinds has been so continuous and overwhelming that conservative corporations and worthy enterprises have been seriously and unjustly embarrassed by its unhealthy influence.

When the crash comes, as it will come, to this class of corporations, many unscrupulous methods and devices for avoiding the laws will come to light. Until then Judge Daniel's decision will at least make it a little more difficult to establish bogus corporations, although it will not suppress them.

The plan of paying "ten per cent. of the par value of the stock subscribed for in cash" by giving a check for the amount reminds us of the Englishman who received a legacy of five thousand pounds on condition that one half of that amount should be buried with the testator. He was sorely puzzled at first how to keep the whole of the money and comply with the conditions of the will, but upon taking legal advice was told to make out a check for twenty-five hundred pounds, payable to the order of the deceased, and put it in the old gentleman's coffin. Let us hear from Judge Daniels again.

Personal.

James Ferris has been elected president of the Montreal and Champlain Railway Company.

M. H. Smith has resigned as general freight agent of the Baltimore and Ohio Railroad.

W. H. Hurlbut, of Chicago, has been appointed general passenger agent of the Canada Southern Railway in place of Frank E. Snow, lately resigned.

H. G Marquand has been elected director of the Union Pacific Railroad, vice Joseph L. Stephens, deceased.

Geo. H. Crosby has been appointed general freight agent of the Kansas City, St. Joseph and Council Bluffs Railroad in place of J. E. Smith, resigned.

T. A. Phillips, formerly superintendent of the New York, Pennsylvania and Ohio (Western Division), last week assumed the general managership of the Toledo Delphos and Burlington (narrow gauge) Railroad.

Joseph Crandall it is said will be the superintendent of the Troy and Boston Railroad, succeeding E. E. Aldrich recently deceased, Mr. Crandall has of late been the general freight agent of that road.

William L. Scott of Erie, Pa., in 1846, was a page in Congress. General Chas. M. Read, member of Congress from Erie, took him home and gave him employment at weighing coal, Mr. Scott's fortune is now estimated at $4,000,000.

John W. Creigh, civil engineer, and party, are making surveys for the Pittsburgh Southern Railroad, commencing at the Springs and running northward to Taylor's Summit, on the National pike, a distance of 250 miles, to connect with the main line.

The officers of the American Telephone Association elected at their meeting in Saratoga on the 6th inst. are: President, George L. Phillips, of Boston; vice-president, Wm H. Eckert, of Cincinnati; secretary, Morris F. Tyler, of New Haven.

J. M. Murray Mitchell, a prominent civil engineer, has made an offer on behalf of English capitalists to construct the Gatineau Valley Railroad Canada, furnishing the funds, floating bonds, &c. A meeting of the provisional directors will be held at Hull on the 14th instant to consider the proposal.

John T. Odell, superintendent of the Western Division of the Kansas Pacific Railway, has resigned to accept the general superintendency of the Mexican Central Road, now being constructed westward from El Paso. Mr. Odell went to Kansas City in 1875, and

has been connected with the Kansas Pacific ever since.

Prof. Pumnelly, Geologist and Mining Engineer of the United States Geological Survey, has resigned, and been engaged by the Oregon Transcontinental Company to make a full survey of the region traversed by the Northern Pacific Railway Navigation Company, including all the adjacent Territories.

The funny man of the Morristown Herald says: "Astronomy is a beautiful science. We are told that if a railway was run from the earth to the nearest fixed star, and the fare was one penny for every hundred miles, and if you took a mass of gold to the ticket office equal to the national debt—$3,800,000,000—it would not be sufficient to pay for a ticket to the nearest fixed star aforesaid. If this be the case, it matters very little to us whether such n railroad is ever constructed. It would be mighty discouraging to go to the ticket office with a mass of gold equal to $3,800,000,000 and be informed that the fare was $5,678,032,000. If the ticket agent wouldn't trust until we got back we'd be compelled to forego the trip."

The New York Correspondent of the Baltimore Sun, September 3, in speaking of J. Gould's son starting in business, says: "Mr. J. Gould, it would appear, has resolved to take a more open part in the ordinary business of 'the street,' and with this view, it transpires this afternoon that he has become a special partner in a new banking and brokerage firm, under the title of W. E. Connor & Co. Mr. George Gould, son of Mr. J. Gould, goes in as 'special broker.' Mr. W. E. Connor and Mr. G. P. Morisini are the other partners. Mr. Connor has, for a long time past, been Mr. Gould's broker, and Mr. Morisini has been, for some fifteen years or more, the great railroad king's private secretary. Mr. George Gould is a bright young man, about twenty-two years old, and for four years past has been clerk in his father's office. He accompanied his father on his recent Western excursion over the Wabash and Southwestern system, and thereby acquired a fair knowledge of his railroad acquisitions. It is understood that Mr. Gould's chief object in entering into an arrangement of the kind is to educate his son to take his place. Mr. Connor is supposed to be worth $500,000. Mr. Morisini has been on a salary ever since he has been in Mr. Gould's employ, but his status in this respect, it is understood, will be improved under the new order of things."

J. B. Power has been appointed Land Commissioner of the St. Paul, Minneapolis and Manitoba Railway Company, vice Charles E. Furness, resigned.

Manufacturing.

There is talk of establishing extensive locomotive works at St. Louis, and A. N. Soper formerly general manager of the St. Louis, Iron Mountain and Southern Railway has been mentioned as a desirable man to lead the enterprise.

The new steamer City of Worcester for the Norwich and Boston line arrived in this city, Sunday from the works of the Harlan and Hollingsworth Company, Wilmington, Del., with superintendent Gardner and several friends from New London and officers of the route. The machinery worked perfectly on the trip, and the steamer left this morning for New London.

The use of sawdust in mortar is recommended as superior even to hair for the prevention of cracking and subsequent peeling off of rough casing under the action of storms and frost. A house, exposed to long storms on the seacoast, had pieces of mortar to be renewed each spring, and after trying without effect a number of substances to prevent it, the owner found sawdust perfectly satisfactory. It was first thoroughly dried and sifted through an ordinary grain sieve, to remove the larger particles. The mortar was made by mixing one part of cement, two of lime, two of sawdust, and five of sharp sand, the sawdust being first well mixed dry with the cement and sand.

The new metal of which it is proposed to construct pipes in which to lay telegraph wires underground is described as very light—only about one-sixth the weight of iron—and, being composed almost entirely of pure carbon, is indestructible; whether in the air or underground it does not rust or change by exposure, and is not affected by heat or frost. The most important characteristic claimed for it, however, in connection with underground wires, is its being a perfect insulator. The pipes of the metal need not, it is stated, be buried very deep in the ground, as they may be of a semi-elastic character, adjusting themselves to the slight upheaval and depression of the ground through the action of frost.

Organization.

The Markland Electric Light and Power Company has filed articles of incorporation in the County Clerk's Office. William Euclid Young, George Bovey and C. Jerome Liquet are the incorporators. The capital stock is $600,000 in shares of $1 each.

The West Side and Yonkers Railroad Company, an adjunct of the New York City and Northern Railroad, have elected the following directors: Messrs. R. M. Gallaway, J. F. De Navarro, C. F. Woerishoffer, W. R. Garrison, Arthur Leary, Geo. J. Forrest, C. K. Garrison, R. C. Livingston and A. V. Stout.

The Wabash Valley and Terre Haute Railroad Company filed articles of association in the office of the Secretary of State of Indiana on the 1st inst. The road will be forty-eight miles in length, and will follow as nearly as practicable the line of the Wabash and Erie Canal. Capital stock, $500,000.

Articles of association of the Toledo, Chicago and Burlington Railroad Company were filed with the Secretary of State of Indiana on the 1st inst. The line in Indiana extends from Kokomo, in Howard County, to the Illinois State line, in Newton County. The capital stock is $1,000,000, most of which is owned by Eugene Ellery, of Evanston, Ill.

The "National Elevated Railway Construction Company" has filed articles of incorporation in the County Clerk's office. Earle H. Smith, Charles D. Yale and William H. McDougall are the incorporators. The capital stock is $500,000 in shares of $50 each. The object of the corporation is to manufacture and erect patented elevated railway structures and rolling stock and machinery.

Articles of incorporation of the Chicago and Southeastern Railroad Company have been issued to John L. Beveridge, Eugene Ellery, D. B. Dewey, Alonzo Schroder and Robert B. Kendall, all of Evanston, Ills., for a road running from Chicago through Will and Kankakee counties, and to the boundary line between Illinois and Indiana, at a point in Kankakee or Iroquois county. The capital stock is $700,000.

Articles of association of the Jerseyville Construction Company were filed on the 2d inst. with the Secretary of State of Illinois. The capital stock is $1,000,000. The object is to construct the Quincy, Vandalia and Eastern Railroad. The incorporators are: John A. Shephard, Elias Cockrell and George W. Ware, of Jerseyville; John D. Wilson, of Plasa, Ill. and John H. Belt, of Fieldon, Ill.

A statement of incorporation was filed in the office of Secretary of State of Illinois on the 3d inst. of the Chicago Railroad Construction and Equipment company; capital, $1,000,000; object, the construction of railroads, depots, etc., and the manufacture of rails, spikes, and articles necessary for the operation of railroads generally. The incorporators are C. D. F. Smith, Samuel Pennock and J. J. McDallen.

At the annual meeting of the stockholders of the Brooklyn, Flatbush and Coney Island Railroad Company, held on the 5th inst., the following directors were elected: Henry C. Murphy, William Marshall, Stephen H. Herriman, Charles Storrs, John Lefferts, William C. Kingsley, James Jourdan, Edward L. Garvin, Albert Daggett, Abram B. Baylis, Benjamin F. Tracy, Robinson Gill and Henry D. Polhemus. Henry C. Murphy was re-elected president, and M. B. Washburn secretary.

Articles of incorporation were filed in Springfield, Ill., on the 30th ult. with the Secretary of State by the Peoria and Western Railroad Company, which proposes to construct a line of road from Peoria to Quincy. The capital stock is fixed at $3,200,000, and the corporators are John G. Fonda, Fred W. Menke and John A. Duker, of Quincy; John A. Finlay, of Warsaw; Henry A. Osborn, of Chicago; David M. Kelly, of Green Bay, Wis.; Henry Ketchum, of New London, Wis.; S. B. Kennick, of Fort Madison, Ia; E. W. Merrill, of Menominee, Mich.

At a meeting of the Mexican Oriental International and Interoceanic Railroad Company, held in New York city on the 1st inst., Jay Gould was elected president and O. D. Ashley and Major Francis De Gress of the City of Mexico vice presidents. Major De Gress will represent the company in Mexico. Three engineering parties are now in the field, employed in surveying the proposed line. The distance from Laredo to the City of Mexico by this route will be about 600 miles, and the promoters of the enterprise expect that the road will be completed within two years. It is stated that the Missouri, Kansas and Texas Railroad will reach Laredo, the point of connection in a few weeks.

Articles of incorporation of the Sandusky Street Railroad Company have been filed at Columbus, Ohio, also, Branch line of the Wheeling and Lake Erie Railroad Company, from the main line starting at Norwalk, through Bellevue and other points; also, the Central and Ohio River Railroad Company, commencing at Corning, Perry county, and passing through Perry, Meigs and Galia counties to the Ohio river opposite the terminus of the Point Pleasant and Ohio River Railroad in West Virginia. The principal office is to be in Columbus. The capital stock is $1,500,000. The incorporators are: S. A. Baxter, O. M. Hughes, Jr. Charles N. Lamison, George B. F. Cooper, Jonathan K. Brice and W. E. Hackedon, all of Lima. It is another southern outlet for the Ohio Central.

A new road, to be known as the Ottumwa and Kirkville Railroad Company, has just been organized under the laws of the State of Iowa. This company is to construct, own and operate a line of railway in Wapella County, Ia., between Ottumwa and Kirkville, and such branches and extensions as may hereafter be determined upon. This corporation is also organized for further purpose of buying, selling and owning coal lands, and mining, buying and selling coal and all kinds of minerals and dealing in all kinds of coal. The amount of capital stock is $500,000 divided into shares of $100 each. The incorporators are Thomas J. Potter, general manager of the Chicago, Burlington and Quincy; W. B. Bonnifield, President of the National Bank of Ottumwa, and J. C. Osgood, H. B. Scott and C. M. Ladd. These gentlemen have purchased in fee-simple about one thousand acres of coal lands near Kirkville and have op-

tions on a good deal more coal land in that vicinity, which is included in one of the very finest coal fields in Iowa.

A certificate of incorporation has been issued by the Secretary of State of West Virginia to the Baltimore and Western Railroad Company for the purpose of constructing and operating a railroad in the State of West Virginia, from a point in Jackson county, on the Ohio river, through the counties of Jackson, Roane, Calhoun, Gilmer, Lewis, Upshur, Barbour, Tucker, Pendleton, Grant, Hardy and Hampshire to the line between the two Virginias. The principal office of the company is to be at Capon Springs in Hampshire county, and the corporation is a perpetual one. The nominal capital stock of the company is $4,000,000. One thousand dollars of this has been subscribed for the purposes of incorporation and $100 paid in. The shares are 100 each, and the incorporators are P. B. Borst, J. E. Stewart, B. O. Bent, B. F. Grayson, Sr., C. S. Grayson and Thos. A. Almond, of Page County, Va., and A. J. Brand, of Culpeper County, Va.

Articles of incorporation of the Mexican Pacific Railway Company were filed in the office of the Secretary of State at Albany on the 6th inst. The incorporators of the company are John B. Frisbie, Isaac E. Gates, William C. Emery, Richard T Colbu n, Edward H. Pardee, James B. Hawes, F. H. Davis, Henry Sanford, Gardiner Witherbee and James E. Wheeler. The company is formed for the purpose of constructing, maintaining and operating in the Republic of Mexico, pursuant to a concession by that country to General John B. Frisbee, June 22, 1881, a railroad and a line or lines of telegraph along such line of railroad, and to connect with such other lines as may be deemed advisable, also such lines of steamboats or sailing vessels as may be proper or convenient for use in connection with the railroad. The organization is for ninety-nine years. The railroad is to run from the city of Guaymas, State of Sonora, to points on the Pacific coast mentioned in the concession by Mexico to Francis De Gress, representing the International Railway Improvement Company, and to General U. S. Grant, representing the Southern Mexican Railway Company, and touching at such intermediate ports on the Pacific coast as may seem advisable. The terminal points are, Guaymas, Sonore, Tehauntepec and Oaxaca, passing through the said States and the intermediate States of Sinaola, Jaslico, Michoacan and Guerrero. The capital stock of the company shall be $10,000,000, divided into 100,000 shares of the par value of $100 each. The office of the company shall be in New York. The following are the directors: Henry Sanford, Gardner Witherbee, William R. Garrison and James B. Hawes, of New York; John B. Frisbie, of Mexico, and Isaac E. Gates and Richard T. Colburn, of Elizabeth, N. J. The articles of incorporation were submitted to the Governor, according to the law, and approved by him.

Railroad Earnings.

Great Western of Canada, week ending Aug. 26, $91,344; corresponding week last year, $105,227.

Chicago and Grand Trunk, week ending Aug. 27, $29,998; corresponding week last year, $27,985.

Toledo, Delphos and Burlington, third week in Aug., $16,885; 1880, $6,342.

Louisville and Nashville, fourth week in Aug., $310,300; 1880, $257,500; Jan. 1 to Aug. 31, $1,704,500; 1880, $1,522,900.

Chicago and Northwestern, fourth week in Aug., $393,300; 1880, $570,100; Jan. 1 to Aug. 31, $13,205,441; 1880, $11,952,202.

Chicago, Milwaukee and St. Paul, fourth week in Aug., $600,000; 1880, $325,664; Jan. 1 to Aug. 31, $10,367,000; 1880, $7,465,468.

Mobile and Ohio, month of Aug., $159,348; 1880, $140,593; Jan. 1 to Aug. 31, $1,412,799; 1880 $1,285,922.

St. Louis and San Francisco, fourth week in Aug., $97,900; 1880, $92,900; Jan. 1 to Aug. 31, $1,999,200; 1880, $1,597,800.

Houston and Texas Central, fourth week in Aug., $111,783.94; 1880, $104,135; Jan. 1 to Aug. 31, $2,277,338.67; 1880, $1,977,892.02.

St. Louis, Iron Mountain and Sou'hern, fourth week in August, $146,177.18; 1880, $143,816.45; Jan. 1 to Aug. 31, $4,491,432.59; 1880, $3,594,696.39.

Denver and Rio Grande, fourth week of Aug., $222,620; corresponding week last year, $118,090; month of Aug., $606,193; Aug. 1880, $396,472, miles now operated, 933; operated last year, 510; gross earnings for first eight months, 1881: Jan., $307,074; Feb., $317,682; March, 408,493; April, $433,212; May, $514,767; June, $584,230; July, $548,284; Aug., $606,193; total, $3,720,335.

Lake Shore and Michigan Southern Railway.

The report of the Lake Shore and Michigan Southern Railway Co. to the Railroad Commissioner of Ohio for the year ending June 30, 1881, shows the gross earnings from the transportation or passengers to have been $3,392,693.82; from transportation of freight, $13,668,659.93; from mail service, $656,980.31; from express freight, $279,523 82; from other sources, $133,586.32—a total of $18,631,894.20, being $1,219,978.59 over the gross earnings of the preceding year. The net earnings for the year were $8,686,938.97, against $8,770,857 26 for the previous year, a decrease of $83,918.29. This is largely due to the increased operating expenses; the amount expended in the maintenance of way and structures this year exceeds that of the preceding year $346,475.30. The total operating expenses for the current year were 53.57 per cent. of the earnings, while for the preceding year it was 49.62 per cent. of the earnings. The net income over operating expenses and rents paid is $7,473,572.54. Percentage of same to capital stock and debt, 8.57. The net earnings per mile $7,376.37. The transportation of coal this year was 1,441.853 tons, exceeding that of the former year 308,251 tons. Of ore 140,964 tons; excess over last year, 29,499 tons. Manufactured iron, 471,290 tons; excess over last year, 18,880 tons. Grain, flour and other agricultural products, 2,379,494 tons; excess over last year, 66,928 tons. Live stock, 680,612 tons; excess over last year, 129,537 tons. Merchandize, 676,311 tons; excess ovor last year, 88,508 tons. The tonnage yielding revenue is 8,687,762 tons. The average amount per mile received for each ton, 7-10 per cent. The number of passengers carried this year, 3,325,867; last year, 3,012 267; excess, 312,600. The average miles traveled by each, 57.

The simple device brought out by the United States Safety Car Company, under the management of Col. F. A. Seaver, at the Stevens House this city, by which escape scuttles are placed in the roofs of passenger, express, mail and baggage cars, to afford egress in case of accident, is meeting with increasing favor among railroad men and the general public, some of the leading lines having already adopted the id several others holding it in favorable consideration. The cost of the device is only six dollars for a car; to which we call attention especially as through a printer's error the cost was given differently in a recent number of the JOURNAL.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending August 27, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	192,530	5,540,065	4,708,275
Schuylkill Canal....	19,918	855,527	267,459
Lehigh Valley.....	116,863	4,044,984	3,075,405
Del., Lack. & Western	92,917	2 677,745	2,077,540
Shamokin Valley....	22,862	692 894	524,821
Central New Jersey.	154,044	2,795,155	2,193,157
United R. R. of New Jersey..	34,527	984,880	680,050
Pennsylvania Coal ..	33,586	846,527	637,740
Delaware and Hudson	75,628	2,255,464	1,812,318
Huntingdon & Broad Top Mt.....	9,213	332,296	291 901
Penn. and New York.	30,383	1,062,872	788,416
Clearfield, Pa.....	45,283	1,569,613	1,011,240

The total tonnage of anthracite coal from all the regions for the week ending August 27, as reported by the several carrying companies, amounted to 624,958 tons, against 418,216 tons in the corresponding week last year, an increase of 206,742 tons. The total amount of anthracite mined for the year is 17,511,765 tons, against 13,699,166 tons for the same period last year, an increase of 3,812,599 tons. The quantity of bituminous coal sent to market for the week amounted to 94,250 tons, against 102,217 tons in corresponding week last year, a decrease of 7,967 tons. The total amount of bituminous mined for the year is 3,137,096 tons, against 2,689,986 tons for the corresponding period last year an increase of 447,110 tons. The total tonnage of all kinds of coal for the week is 719,208 tons, against 520,433 tons in corresponding week last year, an increase of 198,775 tons, and the total tonnage for the coal year is 20,648,861 tons, against 16,389,152 tons to same date last year, an increase of 4,259,709 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending August 27 was 182,872 tons, of which 143,341 tons were coal and 39,531 tons coke. The total tonnage for the year thus far has been 5,849,323 tons, of which 4,250,434 tons were coal and 1,598,889 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended August 27 were 47,001 tons, and for the year to that date 1,326,250 tons, a decrease of 28,046 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week 28,966 tons; year, 857,218 tons; increase as compared with 1880, 4,886 tons; Chesapeake and Ohio Canal—week, 11,830 tons; year, 296,848 tons; decrease as compared with last year, 56,861 tons. Pennsylvania Railroad—week, 6,104 tons; year, 171,409 tons; increase compared with 1880, 28,654 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 38,526 tons; year, 1,198 680 tons. George's Creek and Cumberland Railroad—week, 6,676 tons; year, 81,462 tons; Baltimore and Ohio Railroad—week, 1,619 tons; year, 41,167 tons. The Reading Railroad tonnage for last week ending Sept. 3, was 184,000 tons, of which 55,000 tons were sent to and 51,000 tons shipped from Port Richmond, and 11,500 tons sent to and 12,000 tons shipped from Elizabethport.—[Phila. Ledger, Sept. 5.

The Baltimore and Cumberland Valley Railroad was opened to passenger travel and freights as far as Chambersburg, Pa., on the 5th inst.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandra and Fredericksburg:						
1st Mortgage, 1863	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1868	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., R. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1898	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	...
Construction Notes	78,000	7	Jan. & July.	"	1881	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1905	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	...
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	600,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	634,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-'90	....
3d preferred bonds	452,500	6	" "	" "	90-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	964,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	228,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1856-'90 (Balt.) sk'g fd.	2,883,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,966	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,088,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	370,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1892	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1896	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	6	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch).	1,000,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.).	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1898	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	..
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'99	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1896	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'99	...
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,530,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	26,886,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.).	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530,000	6*	" "	" "	1890	....
Income bonds,'Sinking Fund ..	3,285.000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000.000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76–'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	....
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Chesmre:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1888	....
Trust Mortgage (Buri. to Peoria)	853,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division)	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	394,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	858,475	7	Jan. & July.	"	1898	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern:						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ca. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)	714,379	7	December.	" "	1907	....
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000.	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,600,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (Sb. Minn Division).	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.).	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,660,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ").	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879	6,140,000	5-6	Apr. and Oct	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug	" "	1882	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York	1887	....
2d Mortgage, guar	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000.	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $8,000,000	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	545,000	7	May & Nov.	New York.	'80–'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,000,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	5	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000.	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,600,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)	167,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.)'58	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort. (Cin., Laf and Chi) ..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.).	495,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,504,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	569,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by L.S & M.S.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.		1907	....
1st Mort.(Kittia and Black Riv.	180,000	7	May & Nov.		1892	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	....	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	....	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
3d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
elaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.).	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1883	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S)						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div	296,000	7	Jan. & July.	New York.	1893	....
1s Mortgage d vision	680,000	7	" "	" "	1894	....
Dubuque and Dakota:						
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,898,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	670,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1896	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	255,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & Kag.) guar.	100,000	10	Jan. & July.	Newark.	1892	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold.	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1908	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,032	7	" "	" "	1886	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed.	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	34,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1900	..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	6	Mar. & Sept.	" "	1855	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1883	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	...
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	...
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	.. ..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	.. .
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1898	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund,gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	...
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	...
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds,currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1900	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,000,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	800,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1883	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	...
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	6	.....	.....	....	....
New Mortgage	1,500 000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.	....	....
Mortgage on Branches	1,325,000	...	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct	Boston.	1907	.. .
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City,Top.&W.(A.,T.&S.Fe)						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.)gold	2,240,000	6*	Feb. & Aug.	New York.	1896	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	8,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	350,000	7*	March & Sept.	New York.	1896	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1903	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	800,000	...	.....	" "	....	....
1st Mort. (Laf., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd..	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon..		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	.. .
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich.S. .& Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1892	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	600,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600 000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000		June & Dec.	Philadelphia.	1898	...
2d Mortgage registered	6,000,000		March & Sept	"	1910	...
Consol. Mort., gold, coup. & reg.	14,304,000	6	June & Dec.	"	1923	...
Little Miami:		7				
1st Mortgage	1,492,000	6*	Jan. & July.	Cincinnati.	1883	...
Street Connection Bonds	476,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	...
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	.. .

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7		" "	'81-'82	....
1st Mort. (Smithtown & Ft.Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Cb. & Al.):						
1st Mortgage	1,851,000	7	Feb. & Aug.	New York.	1900	....
2d Mortgage	800,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	761,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:	$					
1st Mortgage	3,000,000	6				
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	...
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 800		Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1888	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..		" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	...
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	...
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	646,000	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7				
Income Bonds conv., non-cum.	2,000,000	3				
Mexican National:						
1st Mortgage, gold	7,500,000	6*			1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	"	" "	1882	....
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct.	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S. & M.S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	3,500,000	5–6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4 700,000	6	" "	" "	1930	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New Yo	1895	....
1st Mort. (Northern Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000 m	7*	" "	" "	1910	....
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,318,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'94-'96	....
2d Mortgage, Income	7,571,558	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000						
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,572,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000		6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...			....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct.	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...			....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.		1894	....
1st M. (St. L. Kan. & Arizona)	1,200,000	...			....	....
1st Mort. (Lexington & Southern)	1,050,000	...			....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	900,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R.R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr.	New York		Sinking fund.
Second Preferred Debentures	1,850,000	7		"		
Third Preferred Debentures	600,000	7		"		
Fourth Preferred Debentures	900,000	7	non-acc.	"		
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7			....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1 1 e	....
1st Mort. (Tenn. & Pacific K. R.)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...			....	....
Newburg and New York:						
1st Mortgage	250,000	7		New York.	....	....
New Haven and Derby:						
1st Mortgage	300,000	7	May & Nov.	New Haven.	1888	....
2d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	var.	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6–7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,000,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1110	....
New Jersey Southern:						
1st M. (int. guar. by N.Y. & L.B.)	1,449,600	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec	" "	1899	....
New London Northern:						
1st Mortgage	300 000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000 000	6*	Jan. & July.	N.Y. & Phila	1920	....

AMERCAN RAILROAD BOND LIST

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D. & H. C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	
Bonds for B. & N. F. stk (")	74,500	6	" "	" "	1883	
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	
Bonds for Real Estate (")	162,000	6	" "	" "	1883	
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	
1st Mort., reg'd }		7	" "	" "	1903	
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.		
2d Mortgage, Income	1,800,000	7	March & Sept.	" "		
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	
3d Mortgage	4,852,000	7	" "	"	1883	
4th Mortgage, convertible extd.	2,937,000	5*	April & Oct.	"	1920	
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	"	1891	
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	
1st Consol Mortgage, gold	16,656,000	7*	March & Sept.	N.Y. or Lond.	1920	
1st Consol. M., Fund. Coup. Bds	3,699,286	7*	" "	" "	1920	
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	
Leased Lines Rental Trust, 1875	3,508,000	2-7	" "	London.	1903	
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	
N. Y.. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	
Norfolk & Petersb.—See Atl M & O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	
North Missouri (St. L., K. C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	
2d Mortgage	1,500,000	7	May & Nov.	"	1896	
General Mortgage	2,569,500	7	Jan. & July.	"	1903	
Bonds of 1881, secured by stock	1,200,000	6				
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	
2d Mortgage	236,000	8	" "	"	1899	
Northern (Cal.):						
1st Mortgage	2,435,000	6			1907	
Northern Central (Mich.):						
1st Mortgage	1,525,000	7			1903	
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	
Mortgage registered	205,000	6*	April & Oct.	"	1900	
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1889	
2d Mortgage	200,000	7	March & Sept.	" "	1889	
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6		New York.		
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	
Consol. Mort. l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	
orthwestern Union (C. & N. W.):						
N1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	
Norwich & Worcester (B. H. & E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	
Income bonds, non-cum., 1880	1,000,000	2-6	" "	"	1020	
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	
2d Consol. Mort. & S. F. Bonds.	3,884,000	7	April & Oct.	New York.	1911	
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	
Plain Bonds	32,000	5	" "	"	1884	
Plain Bonds	1,692,000	7	" "	"	1894	
Plain Bonds	390,500	7	Various.	"	1881	
Plain Bonds	500,000	6	June & Dec.	"	1895	
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	6	June & Dec.	Boston.	1896	
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	
Oregon Central:						
1st Mortgage	4,396,000	7	Jan. & July.	New York.	1891	
2d Mortgage	300,000	7	March & Sept.	" "	1906	
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	[350,000	7	May & Nov.	New York.	1915	
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	
Consolidated Mortgage, guar	338,000	7	March & Sept.	" "	1907	
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	
Paducah and Elizabethtown:						
1st Mortgage	299,999	8	Feb. & Aug.	New York.	1897	
2d Mortgage Income	1,141,000	7	April.	" "	1897	
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.		1910	
2d Mortgage, Income, 1880	859,200	7				
Panama:						
General Mort., stg. (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guar	500,000	7				
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	1910	
General Mortgage, registered. }		6	April & Oct.	" "	1910	
Consolidated Mortgage, 1873	28,201,540	6	M. J. S. & D.	" "	1905	
Consolidated Mort gold, 1879	5,000,000	6	June & Dec.	" "	1909	
State lien for $1,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'9	
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*		"		
Pennsylvania Company:						
Judgment bds (held by Pa. R. R.)	6,400,000	6		Philadelphia.	Dem	
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	
Bonds gold, guaranteed, 1881	10,000,000	4½*		"	1921	
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1906	
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	
Peoria & Bureau Val. (C. R. I. & P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1893	
Peoria, Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	
Income Bonds (do.) non-cum	750,000	6	" "	" "	1920	
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan. & July.	New York.	'79-'88	
2d Mortgage	300,000	8	May & Nov.	" "	1902	
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	
2d Mortgage	400,000	7	" "	"	1900	
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond	1881	
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	
General Mort. for $20,000,000	8,683,000	6*	" "	Phil. or Lond.	1920	
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6		Philadelphia.		
Loan of 1968, debenture	1,135,300	6	Jan. & July.	"	1893	
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia	1911	
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	
Consol. M. gold $ or £, coup. & reg.	988,000	6*	" "	Philadelphia.	1911	
Debenture Loan, convertible	10,499 900	7	Jan. & July.		1893	
Improvement Mort. Loan, S. F	2 364,000	6	April & Oct.	Phil. or Lond	1897	
General Mort. stg. sinking fund	19 686,000	6*	Jan. & July.	" "	1908	
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia	1896	
Income Mortgage of 1879	10,000,000	6	" "	"		
Debenture Loan, 6 p.c. cur. scrip.	3,472,978	6	Jan. & July.	"	1882	
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	
Bonds for Berks Co. Railroad	586,000	3-6	May & Nov.	Philadelphia.	1896	
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	
Do. Guar. Mort. for $30,000,000.	13,036,500	7	Various.	Lond or Phil.	'92-'94	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0.0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1897	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage.....	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800 000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	460,000	6	Various.	"	1891	...
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds..... ...	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1908	....
Reading and Columbia (P.&R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July.	Philadelphia.	1893	...
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.....	177,316	6-7	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,000	8	Jan. & July.	Philadelp a.	'81- 90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage.....	150,000	10	Jan. & July.	New York.	1930	....
Rome, Watertown & Ogdensb.:						
1st Mortgge (W.&R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	..
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1898	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	476,000	8	May & Nov.	New York.	1902	....
St. Johnsbury & L. Champlain:						
1st Mortgage, 1880.....	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,500,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	200,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" " ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	350,000	7	Jan. & July.	" "	1896	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	410,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,332	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures...	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F., guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
3d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	...
1st Mort., L. G., sinking fund...	7,459,900	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold..... ...	8,000,000	6*	April & Oct.	" "	1909	....
1st M.(Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated.....	1,866,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	800,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	"	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	290,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)....	1,628,020	6	" "	U.S.Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'78-'88	...
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	982,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (D.L.&W.):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	231,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,400,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H.& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	6	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	627,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S. Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1908 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	856,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,080	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Merristown)	500,000	7	" "	" "	....	....
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage 2d series (blue)	350.000	7	" "	"	1890	....
General Mortgage 3d series (black)	133,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1893	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,000,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	338,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort. " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. (" ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb. & Danv.)	1,810,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'78-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar. by Cent. Geor.	1,168,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	520,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	123,500	6	May and Nov.	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6 *	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	5	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,943,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,899,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	....
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. { 3d series, Jan. 1, 1871	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,351,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,663,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage, extended	1,709,390	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,323,000	6	" "	" "	1916	....
Pref. Int. Bds (" ")	325,310	6-	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund	1,373,000		May & Nov.	New York.	1902	
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	Londo	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Gauge of Track. ft-in	Rolling Stock. Cars. Engines.	Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Transported. Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. Par. pc.	Value of Shares. Market. $	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	653,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶ ..... Pennsylvania.	21,568,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,320	1,711,666	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	.....	32,247	.....	1,656,432	1,500,000	.....	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*.... Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L. ..... N. C. & Ga.	5,950,000	*	637,561	121,800	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point ..... Georgia.	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	163,319	—	100	....
Sept. 30, 1879	387.5	36.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	968,497	2,259,843	4,135,296	698,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,981	824,789	33,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶.. Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	392,393	.....	428.0	1,312,118	180,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.)..... Mass.	120,707	.....	1,250	87	131,700	.....	.....	444	4.0	.....	.....	.....	9,273	9,278	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ..... Md. & W. Va.	29,543,315	12,203,068	46,223,089	835,939	19,792,566	29,386,875	1,421,260	28,204,657	547.1	3,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	....
Sept. 30, 1879	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch..... W. Virginia.	8,343,715	*	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,788	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac..... Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	895,965	347,456	669,772	173,570	—	50	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¶	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport..... N. Y.	132,152	*	.....	.....	.....	.....	.....	.....	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	2-0	2	2	1	44	Bell's Gap..... Penn	201,346	15,253	.....	.....	75,250	38,000	1,000	1,691	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe..... Penn.	323,291	134,890	.....	.....	200,000	200,000	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland..... Vt.	1,479,000	*	13,992	19,657	600,000	70,500	.....	.....	59.0	332,602	180 430	[2 years.]	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany..... Mass. & N. York.	24,816,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,810,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	61	72	30	748	Boston and Lowell..... Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,388	2,876,531	1,068,280	1,399,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine..... Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,662	934,434	6	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line..... Conn.	4,451,338	*	49,311	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	283,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	677	Boston and Providence..... Mass. & R. I.	4,612,774	.....	665,043	220,751	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner..... Mass.	1,383,397	—	1,461	48,903	871,002	554,300	217,442	L. 298,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-3.5	39	30	17	593	Boston, Concord and Montreal ..... N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	.....	1,633,957	45,060	39.0	632,307	49,800	.....	13,197	deficit.	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn..... Mass.	466,684	94,219	158,303	26,588	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley..... Mass.	¶ 42,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Dec. 31, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope..... Virginia	110,500	.....	.....	.....	110,500	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	8	Brooklyn, Bath and Coney Is..... N. Y.	339,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,400	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island. N.Y.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	875,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	736	Buffalo and Southwestern.... New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	269,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.0	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila.. N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,500	1,401,765	248,391	120.5	617.728	207-239	1,063,256	954,683	380,356	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille..... Vermont.	1,413,862	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,715	4,482	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern..... Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor.. Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410,260	459,702	—	100	....
June 30, 1880	146.5	—	54.2	3-0	24	7	7	611	Cairo and St. Louis..... Ill.	7,103,035	*	.....	.....	4,535,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,497	342,002	62,491	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes ..... Illinois & Ind.	.....	.....	In Receiver's hands. No returns.		.....	.....	.....	.....	157.0	291,275	68,959	199,232	366,648	.....	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.)..... California	18,965,058	395,014	188,806	276,094	12,000,000	6,850,000	1,536,688	L.606,715	115.4	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic..... New Jersey.	1,997,886	868,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	.....	.....	.....	550,900	519,216	—	100	....
June 30, 1879	248.0	11.0	6.7	5-6	13	6	6	206	Canada Central..... Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	296,511	.....	.....	495,473	202,127	3¶	50	....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern..... Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	18	8	825	Carolina Central..... N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,624	466,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq..... New York.	612.135	79,541	.....	2,339	589,110	.....	18	18,211	34.6	78,090	21,672	73,578	57,929	2,559	6¶	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia..... Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,703	.....	3,150,420	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa..... Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey..... New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*¶..... Cal. Nev. & Utah	135,621,029	8,030,469	10,234,033	1,464,793	54,275,500	85,192,285	306,605	16,382,538	1,213.1	7,203,591	6,842,307	1,875,343	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	67	44	1,955	Central Vermont..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,687	2,464,284	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga.	5,132,315	*	372,892	23,826	2,578,000	2,700,971	144,941	105,122	195.0	366,625	62,384	91,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L)..... Penn.	1,084,893	*	57,142	26,037	648,750	500,000	990	.....	22.6	67,547	130,743	167,571	84,660	30,596	—	100	....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Ch-raw and Darlington..... S. C.	680,000	*	.....	.....	392,100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	423.0	9.3	48.6	4-9	81	34	16	2,195	Chesapeake and Ohio ..... Va. & W. Va.	34,238,716	*	534,267	133,248	28,762,136	22,526,215	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire..... N. H. & Mass.	2,395,239	322,266	.....	305,141	2,153,300	806,500	27,396	35,480	64.9	574,267	134,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton ..... Illinois.	19,095,603	*	3,537,160	4,333,315	12,490,872	11,627,850	2,597,983	579,373	840.4	3,603 638	843.429	2,634,177	5,755,677	2,708,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois..... Illinois.	4,136,348	*	202,468	172,924	333,054	3,714,329	259,340	204,950	152.0	1,000,088	146,218	749,340	1,020,794	389,445	—	100	..
Jun. 30, 1880	80.0	24.0	10.2	4-8.5	15	6	5	200	Chicago and Iowa..... Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	104.0	.....	.....	.....	569,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan..... Mich.	6,238,201	429.640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,965,795	.....	8,313,765	2,811,506	36,513,610	37,688,000	11,448 446	5,989,060	1,627.5	12,769,566	3,964,798	5,574,636	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah..... Illinois.	7,227,440	.....	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,585	45,477	—	100	....
Sept. 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chicago and Tomah..... Wisconsin.	211,342	*	.....	.....	13 400	88,000	109,942	.....	30.6	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11099	Chicago, Burlington & Quincy... Ill. & Ia.	58,112,329	16,526,547	5,722,945	1,834,371	31,004,456	27,270,225	16 526,547	4,492,865	1,857.3	8,600,517	2,076,184	4,686,353	14,817,106	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,210.193	233,825	780,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,693,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec. 31, 1879	840.1	484 2	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,600	4,807,829	2,477,133	50 000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,836,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N.Y. & Pa	23,861,189	6,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,643,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	€4,654	*			100,000	62,747	.....		10.5	12,875	13,176	12,642	13,510	7,740		50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,965,942	34,724	4 637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	239	*Little Rock and Ft. Smith* ¶ ..... Ark.	7,010,817	*	961,167	8,199	4,096,135	2,648,500	1,528,826	L. 293,278	165 2	233,829	54,516	.....	362,160	156,829	—	100	....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶ .....N.Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	€,032	48 403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.:	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville..Ill., T.,Ky. & Ala.	32.703,932	*	13,326,077	1,267,520	2,059,361	23,902,820	10,425,589	3,909,759	1,839,9	5,627,177	.....	.....	7,436.843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,352	*	86,083	307,933	1,880,603	3,764,700	522,498	241,567	232.3	.....	395,673	403,833	1,159,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,864	2 502	3,000,000		57,356		288.2	.....	169.236	415,998	696 621	99,974	—	100	....
Jun. 30, 1879	83.5	—	0.2	4-8.5	2	1	—	5	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,303,855	*	.....	3,937	379,100	.....	946.104	L. 1,382	36.5	.....	6,592	10,760	17.100	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,135	.....	387,600	398,000	48,114		22.1	40,058	23,802	100,349	50.238	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,309	354.9	917,353	553,364	396,107	1,508,377	638,597	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53.132	1,000,000	—	21,964	103,292	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	30	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640,954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,425	L. 466,579	292.0	520,485	.....	148,377	862,518	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2.850,000	97,024	231,814	135.0	169,475	52,052	70,858	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5½	100	....
Sept. 30, 1879	16.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192.511	3,162	6,714	.....	122,300	79,300	787		10.2	17,732	14,950	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.8	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,886	6,000,000	1,110,000	107,781	.....	158.8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	13	6	3	286	Minneapolis and St. Louis....Minnesota.	3,759,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,280	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	278	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,340		118.0	115,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,721,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564.245	800,000	15,123,000	675,970	1,560,328	421.6	2,641,542	896,401	1,893,657	3,922,898	1,783,784	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 429	*	294,871	83,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.8	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	338,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37.909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,355	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	348,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,248	333,475	282,736	800,000	300,000	207,739	142,732	53 6	328,530	546,963	829,031	435,285	146,911	7	100	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.).....N. H.	2,009,581	—	.....	55	1,305,800	700,000	3,816	—	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.6	46.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,160	6,848,900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	513	Naugatuck.....Connecticut.	1,903,484	224,060	63,625	160,138	2,000,000	—	33,563	317,670	56.5	295,826	352,288	228.196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19,814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jan. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	—	120.0	115,237	32,324	96,595	161,315	36,403	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,268,342	*	9,428	33,224	887,350	1,164,500	249,164	—	58.6	113,703	59,392	112,780	164,489	18,846	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....		8.3	15,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	13.0	47,318	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84 222	160,729	2,460,000	2,689,000	271,386	214,323	144.6	460,007	360,940	360,234	768,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	—	36.0	157,664	891,500	47,538	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	100,000	186,528	1,500,000	1,493,500	99,006	155,108	121.0	517,238	365,008	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975.200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept.30, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,558	N. York & N. England..M., R. I. & Conn.	27,087,936	1,616,306	322,785	685,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,118	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8.5	594	459	167	—	New York Central & Hudson River.N.Y.	137,757,152	*	4,050,034	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,543	9,441,248	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....		17.5	2,979,666	29,575,912	....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western..N. Y. &Pa.	138,035,707	*	1,537,562	2,976,842	83,247,000	67,178,745	8,218,228	3,911,138	1,009.5	14,393,576	5,491,431	8,715,892	18,698,109	7,049,182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	1,545	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,164,455	768,628	2,164,052	15,500,000	—	331,481	2,145,288	152.5	2,462,832	4,600,507	1,348,687	4,294,234	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Oswego Midland .....N. Y.	26,377,340	*	.....	.....	6,800,522	16,073 500	6,524,436	....	344.0	410,479	213,161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645.022	$59,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	669,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,981,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219.529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	189	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	985,350	1,058,000	60,644	119,037	102.0	286,090	46.960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	—	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	—	.....	.....	81,550	160,000	140,019	—	9.8	31,458	69.582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	138.0	8.0	154.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412.019	1,489,110	5,842,000	15,445,000	1,113,474	—	321.6	2,705,179	1,530,879	7,920.868	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491,918	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,368	489,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn.,Dak.,Wash.&c.	95,697,160	1,243,531	9,187,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	—	122.0	362,895	103,982	245,696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	135,816	*	.....	.....	150,000	—	750	—	10.4	46,324	151,888	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	218	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,988,028	529,438	7,133,800	5,737,000	636,697	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	169.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,678	527,802	.....	.....	.....	10,950,000	62,570	—	199.1	270,950	105,133	54,728	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191.663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m os. ending May 31, '80			1,138,627	721,059	2	100	....
Jan. 31, 1880	185.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,853,000	1,441,194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	255,915	451,400	91,104	—	55.0	.....	47,670	22,624	89,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	—	63.0	.....	9,416	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	559	174	15818	Pennsylvania ¶.....Pennsylvania.	69,975,140	*	81,173,558	12,634,952	68,870,200	60,267,756	14,681,161	5,224,533	1,017.6	16,110,667	5,048,645	13,684,042	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,239,700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,943,345	—	125,092	47,896	38.040	1,924,600	893,143	—	38.5	257,564	66,458	310.730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	—	64.0	142,598	29,524	67,782	202,986	54,767	—	100	....

Nov.	30, 1879	102.9	228.6	713.4	4-8.5	478	423	76	20248	Philadelphia & Reading	Penn	30,513,089	9,355,442	67,357,546	16,627,139	34,278,175	77,924,761	11,650,279			826.0	16,302,755	7,908,648	12,325,566	13,106,352	4,119,011	—	50	....										
Oct.	31, 1880	96.3	15.8	149.0	4-8.5	78	130	50	1,313	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,213,690	*	3,076,773	524,868	11,585,780	3,740,600	543,073	955,908		212.7	1,874,822			3,263,110	1,366,223	8	50	....									
Dec.	31, 1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	425,427	93,108	472,075	.....	767,790	192,428	.....	.....		9.1	49,200	148,893	71,488	141,245	19,604	—	50	....									
Dec.	31, 1879	68.0	2.3	13.3	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,155		70.3	309,515	.....	371,461	385,649	157,923	—	50	....									
Dec.	31, 1879	192.3	8.1	198 9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,834,910	1,679,297	1,439,976	8,487,200	12,497,000	2,128,367			1,171.2	2,980,472	771,103	2,728,461	3,625,686	1,592,039	—	50	....									
Dec.	31, 1879	468.4	—	2.9	3-4	9	278	155	59	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & L	38,619,721	*	200 000	.....	26,043,586	13,510,000	.....	.....		468.4	8,319,823	2,254,341	3,679,382	8,452,388	3,951,264	7	100	....									
Dec.	31, 1879	95.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buff	N. Y. & Pa.	8,473,622	587,500	84,188	111,768	4,959,450	4,125,955	62,585	59,088		120.0	441,927	236,554	625,669	467,126	190,331	—	50	....									
Dec.	31, 1879	24.0	—	1.3	4-9	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	613,367	.....	13,301	8,394	399,600	200,000	30,460	.....		24.0	61,106	63,123	121,808	77,599	33,349	—	100	....									
Sept.	30, 1879	28.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	.....	.....	724,277	.....	16,000	.....		23.7	24,030	19,211	13,782	25,807	1,616	—	100	....									
Sept.	30, 1879	94.0	—	10.0	4-8.6	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	292,835	52,915	87,556	1,052,186	2,649,000	186,781	114,969		94.0	190,693	82,514	120,879	271,494	102,046	—	100	....									
Sept.	30, 1879	52.5	—	7.0	4-8.5	7	9	3	187	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	686,011	1,500,000	527,274	.....		52.5	171,068	109,004	106,829	145,702	19,252	—	100	....									
Dec.	31, 1879	112.0	—	4.0	5-0	11	9	3	193	Port Royal and Aug	S. C. & Ga.	2,529,331	*	46,032	40,143	750,000	1,750,000	36,879	78,646		112.0	[15 mo	nths.		115,269	220,177	84,742	—	100	....									
Sept.	30, 1879	38.5	—	1.9	3-0	2	1	1	30	Potomac, Fred. and Pied.	Va.	969,447	*	.....	.....	1,468,000	125,000	5,000	.....		38.5	37,160	6,675	23,025	23,177	6,715	—	100	....									
Sept.	30, 1879	42.7	—	2.2	4-8.5	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,449,920	*	.....	.....	850,000	535,000	38,216	.....		42.7	61,402	45,000	20,202	51,844	8,516	—	100	....									
Sept.	30, 1879	22.8	—	2.3	4-8.5	3	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	*	37,220	37,220	517,150	500,000	10,000	46,796		22.8	54,869	76,861	35,564	79,988	39,302	—	100	....									
Sept.	30, 1880	43.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester	R. I. & Mass.	2,926,353	102,407	.....	502,141	2,000,000	1,242,000	568,549	261,970		65.8	710,586	1,849,912	787 521	1,069,644	337,656	5	100	....									
Sept.	30, 1879	13.6	—	3.0	4-8.5	5	10	—	25	Providence, Warren and Bristol	N. J.	644,025	*	744,257	.....	437,917	20,000	.....	.....		13.6	.....	218,105	49,419	89,364	15,421	6pf	100	....									
Dec.	31, 1879	230.3	—	3.7	4-8.5	6	—	—	250	Pueblo, and Ark. Valley	Col.	6,809,000	*	.....	.....	.....	.....	.....	.....		340.0	480,763	179,767	87,463	341,098	69,280	—	100	....									
Jan.	30, 1879	286.6	56.5	15.0	4-8.5	33	42	11	431	Que., Mon., Ottawa and Occid.	Ind.	10,500,000	*	2,036,947	110,260	6,084,200	2,691,000	173,490	107,518		230.3	(Includ	ed in Less	ees return	s.)			—	100	....									
July	31, 1879	97.0	—	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	.....	.....	.....	.....	7,811,245	.....		340.0	480,763	179,767	87,463	341,098	69,280	—	100	....									
Sept.	30, 1879	22.5	2.3	2.5	4-8.5	7	7	5	113	Richmond and Petersburg	Va.	1,152,291	*	1,229,810	41,675	1,008,600	225,000	18,659	19,225		24.8	72,556	114,651	99,049	154,623	73 071	4	100	....									
Sept.	30, 1879	80.0	—	7.2	4-8.5	15	14	10	121	Richmond, Fred'burg and Potomac	Va	2,509,718	67,553	439,309	101,009	1,530,500	847,794	77,176	595,597		80.0	167,937	119,575	68,005	314,840	152,864	—	100	....									
Sept.	30, 1879	38.5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va	632,867	*	.....	.....	497,500	273,000	.....	.....		38.5	56,255	20,351	82,409	124,035	41,074	—	100	....									
Sept.	30, 1879	107.6	—	10.7	4-8.5	11	10	5	246	Rochester and State Line	N. Y.	2,437,417	*	.....	.....	22,094	2,349,900	111,709	.....		107.6	400,565	104,098	325,210	275,898	39,813	—	100	....									
Jan.	30, 1879	91.0	—	4.5	4-8.5	9	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	.....	.....	1,500,000	150,000	24,366	.....		91.0	219,205	95,986	206,737	365,892	102,028	5	100	....									
Sept.	30, 1879	141.1	48.5	54.9	4-8.5	52	50	25	1,175	Rome, Watertown and Ogdensburg	N. Y.	11,316,878	*	.....	.....	5,298,900	7,759,900	639,256	.....		408.9	1,079,013	514,770	571,083	1,143,289	308,648	—	100	....									
Sept.	30, 1879	22.0	—	3.1	4-8.5	4	4	2	144	St. Croix and Penobscot	Me	364,000	*	27,383	18,508	100,000	200,700	1,014	108,177		22.0	24,844	12,271	.....	38,662	19,457	—	100	....									
Mar.	31, 1880	10.5	—	0.5	4-8.5	2	5	3	16	St. Johns	Florida	218,000	*	.....	.....	110,000	108,000	.....	.....		10.5	22,750	.....	.....	38,662	19,457	—	100	....									
Jun.	30, 1879	52.5	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont	1,889,229	*	.....	.....	789,909	730,000	.....	.....		59.0	127,202	48,038	43,305	129,517	37,865	—	100	....									
Dec.	31, 1879	827.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,693	171,988	22,063,420	6,786,087	904,117	335,032		392.4	1,103,388	94,355	471,810	1,672,438	948,494	—	100	....									
Dec.	31, 1879	193.2	71.0	....	4-8.5	14	13	4	659	St. L., Alton & T. H	Ill. & Ind.	11,768,400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	168,179		264.0	.....	.....	.....	.....	.....	—	100	....									
Dec.	31, 1879	489.5	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,694,908	*	4,455,463	893,522	21,468,961	30,068,657	1,692,341	.....		684.9	2,483,149	662,757	981,139	5,292,611	2,372,592	—	100	....									
Dec.	31, 1879	41.5	18.7	2.5	4-9	4	1	—	98	St. Louis, Salem and Little Rock	Me.	1,431.474	128,838	12,607	14,180	746,800	978,100	53,704	.....		60.2	.....	.....	.....	83,165	37,723	—	100	....									
Dec.	31, 1879	158.3	—	29.8	4-8.5	32	14	10	792	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,330,209	*	1,550	2,069	3,928,016	4,499,000	227,546	.....		158.3	1,142,765	204,730	900,294	1,317,287	362,897	—	100	....									
Jun.	30 1879	156.0	—	22.0	4-8.5	24	10	4	485	*St. Paul and Duluth*	Minn.	9,097,866	*	.....	.....	9,097,866	.....	.....	.....		169.0	373,425	61,525	252,922	469,416	113,713	—	100	....									
Jun.	30, 1880	207.1	395.4	37.9	4-8.5	65	69	*	1,498	St. Paul, Minn. and Man	Minn. & Iowa.	31,686,882	*	570,990	1,582,102	15,000 000	16,324,900	1,522,707	992.367		656.0	.....	.....	.....	2,933,108	1,632,595	—	100	....									
Dec.	31, 1879	49.5	—	7.0	4-8.5	3	3	2	65	Sacramento and Placerville	Ca.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691		49.5	.....	20,004	33,120	149.253	58,163	—	100	....									
Jan.	30, 1879	60.0	—	2.0	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	.....	.....	2,321,080	2,187,000	418,297	31,467		60.0	42,621	11,200	11,000	83,244	11,557	—	100	....									
Sept.	30, 1879	65.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N. Ala	Ga.	1,555,945	*	.....	.....	815,265	500,000	.....	.....		63.0	.....	.....	.....	52 950	22,375	—	100	....									
Sept.	30, 1879	80.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke	Va. & N. Carolina	2,140,813	*	.....	.....	1,299,600	215,004	100,500	1,218,427		80.0	269,388	32,460	226,837	477,365	179,124	7	100	....									
Dec.	31, 1879	27.3	3.8	12.2	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,450	.....	.....	.....	889,450	1,994,000	.....	.....		31.1	[Leased	to Northe	rn Central	. Rental	$204.671.	12	50	....									
Nov.	30, 1879	95.0	—	8.5	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046,631	147,940	25,000	.....	200,000	1,105,000	159,375	.....		46.0	.....	27,851	288,465	150,283	64,916	—	100	....									
Sept.	30, 1879	32.3	—	1.5	4-8.5	3	2	2	23	Shepaug	Conn.	268,524	*	.....	6,625	299,760	400,000	.....	.....		32.5	38,394	10,956	20,528	54.175	18,605	—	100	....									
Jun.	30, 1879	61.5	51.7	5.9	4-8.5	5	6	4	92	Sioux City and Dakota	Iowa & Dak.	3,246,284	*	.....	.....	2,400,000	900,000	.....	.....		115.2	780,853	28,734	74,684	277,338	75,619	—	100	....									
Jun.	30, 1880	107.4	—	8.9	4-8.5	15	8	6	134	*Sioux City and Pacific*	Neb. & Iowa.	5,355.551	*	.....	.....	2,068,400	3,256,320	329,757	89,980		80.5	222,288	59,525	211,117	289,490	109,666	7pf	100	....									
Sept.	30, 1879	25.0	—	1.0	4-8.5	2	1	1	12	Somerset	Maine.	799,488	*	94,837	.....	377,574	450,000	78,662	*		25.0	15,750	8,049	8,075	19,908	3,199	—	100	....									
Sept.	30, 1879	183.0	6.3	26.0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	.....	.....	3,461,767	6,208,810	810 018	.....		189.3	590,226	83,017	468,195	873,197	314,586	—	100	....									
Aug.	31, 1879	144.0	166.6	21.5	5-0	36	28	9	392	Southwestern (C. of Ga.)	Ga.	4,291,300	*	.....	.....	3,892,800	399.000	.....	.....		310.5	471,550	.....	.....	751,576	307.624	7	100	....									
Jun.	30, 1879	167.5	—	18.8	4-8.5	14	8	36	289	Southern Minnesota	Wis. & Minn.	6,468,954	*	69,682	102,594	1,784,200	4,739,900	103,621	113,519		167.5	251,455	52,028	148,894	534,426	262,004	—	100	....									
Sept.	30, 1879	69.0	—	3.4	5-0	3	4	2	31	Spartanb. Union and Col	S. C.	1,540,882	.....	.....	.....	751,296	548,370	125,000	.....		69.0	.....	7,632	.....	75,616	20,824	—	100	....									
Jun.	30, 1879	108.0	—	10.0	3-0	11	5	—	276	Springfield Southern	Ohio.	1,234,511	154,670	.....	.....	685,241	182,700	.....	.....		108.0	.....	78,589	91,477	117,400	10,292	—	100	....									
Dec.	31, 1879	24.0	—	1.0	4-8.5	1	2	1	7	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	.....	1,000,000	400,000	41,678	.....		24.0	32,790	8,154	.....	68,088	16,070	—	100	....									
Sept.	30, 1879	18.0	—	0.8	4-8.5	4	9	—	51	Staten Island	N. Y.	490,000	*	.....	.....	210,000	300,000	.....	.....		13.0	72,988	356,128	.....	264,518	85,346	20	100	....									
Dec.	31, 1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,038,600	236.500	.....	.....		34.0	104,230	.....	.....	132,168	52,091	—	100	....									
Dec.	31, 1879	81.0	—	38.5	4-8.5	15	8	4	445	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	253,808	2,004,000	2,020,000	216,695	65,805		81.0	484,623	145,196	1,238,735	829,842	327.231	4½	100	....									
Sept.	30, 1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	.....	.....	801,400	261,400	.....	.....		43.5	84,240	35,417	50,178	72,278	3,768	—	100	....									
Oct.	31, 1879	79.7	34.1	39.0	4-8.5	44	22	17	1,465	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,600,000	793,627	1,262,660		113.8	1,018,962	232,586	1,287,601	1,092,374	404.371	8	50	....									
May	31, 1880	179.7	264.1	42.7	4-8.5	52	21	12	928	Texas and Pacific	Texas.	27,418,108	*	2,439,858	338,408	7,902,500	21,220,533	618,886	454,436		443.8	1,545,829	194,788	526,093	2,589,222	1,045,704	—	100	....									
Dec.	31, 1879	44.0	6.0	13.4	4-8.5	16	8	3	942	Tioga and Elmira State Line	Pa.	1,539,836	506,099	.....	.....	580,900	629,800	.....	1,417,559		54.5	287,829	78,186	691,137	387,225	171,571	—	50	....									
Jun.	30, 1879	79.0	—	11.7	3-6	12	15	3	278	Toronto and Nipissing	Ca.	1,600,000	*	.....	.....	193,350	1,276,915	290,382	.....		105.5	194,303	89,613	81,694	172,155	45,551	—	50	....									
Jun.	30, 1879	191.0	—	16.0	3-6	20	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,888	*	.....	.....	783,284	3,365,665	16,349	.....		191.0	310,025	118,652	92,855	284,947	80,512	—	100	....									
Sept.	30, 1879	34.7	—	16.7	4-8.5	15	15	7	451	Troy and Boston	New York.	1,981,912	*	1,103,588	.....	1,609,010	2,199,500	408,149	.....		46.0	425,505	278,257	812,139	593,896	288,519	—	100	....									
Sept.	30, 1879	74.0	—	5.3	4-8.5	7	8	2	134	Ulster and Delaware	New York.	1,073.359	*	1,751,912	16,846	1,189,500	1,582,600	170,017	.....		74.0	129,008	84,694	128,894	178,283	18,673	—	100	....									
Dec.	31, 1879	1,087	5.0	20.0	4-8.5	178	121	41	3,115	*Union Pacific*	Nebr. Wy. & Utah.	114,493,812	*	.....	.....	36,762,300	77,731,512	.....	.....		1,042.4	7,001,569	.....	992,886	13,201,077	7,725,574	—	100	....									
Dec.	31, 1879	404.3	—	34.7	4-9	242	3	1	49	3,666	United New Jersey (Pa.)	N. Jer.	35,330,487	*	.....	.....	20,490,400	19,976,000	.....	.....		404.3	5,538,128	7,204,664	8,052,995	9,088,884	2,914,947	—	100	....									
Apr.	30, 1880	36.5	—	1.8	4-8.5	6	7	5	29	Utah Central	Utah.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....		36.5	.....	.....	.....	447,034	291,972	11	100	....									
Dec.	31, 1879	105.0	—	7.5	4-8.5	5	5	3	91	Utah Southern	Utah.	2,450,000	*	.....	.....	1,500,000	1,950,000	.....	.....		105.0	.....	.....	.....	327,558	177,042	—	100	....									
Sept.	30, 1879	87.0	—	13.3	4-8.5	15	20	14	212	Utica and Black River	New York.	2,378,739	418,847	183,100	238,519	1,771,720	1,112,000	54,735	180,751		180.1	432,840	213,019	108,880	475,508	184,977	2	100	....									
Sept.	30, 1879	71.0	—	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	.....	.....	2,000,000	.....	207.337	.....		98.0	174,364	100,026	88,003	166,951	def.4,106	—	100	....									
Dec.	31, 1879	75.7	21.7	16.8	4-8.5	15	12	5	4	Utica, Chenango and Susq. Valley	N. Y.	4,148,103	*	.....	.....	4,000,000	.....	148,108	.....		97.4	406,078	217,658	325,600	521,766	def. 268	6	100	....									
Feb.	28, 1879	140.0	2.0	10.0	5-0	17	10	5	91	Vicksburg and Meridian	Miss.	3,046,444	*	134,110	81,077	1,397,608	3,166,973	38,474	.....		142.0	144,330	45,666	45,597	329,176	70,315	—	100	....									
Dec.	31, 1879	52.2	1.5	37.0	4-8.5	24	10	4	369	Virginia and Truckee	Nevada.	3,715,350	712,279	.....	.....	6,000,000	1,000,000	.....	.....		53.7	458,810	.....	395,854	1,388,261	552,752	5½	100	....									
Dec.	31, 1879	40.8	1.4	2.2	4-8.5	2	2	1	33	Wabash, Chester and West	Ill.	468,212	*	.....	.....	250,000	200,000	26,273	.....		42.3	.....	15,103	38,782	39 424	def.3,996	—	100	....									
Dec.	31, 1879	710.5	628.4	210.5	4-8.5	331	125	77	7,985	Wab., St. L. & Pacific	O., Ind. & Ill.	.....	.....	.....	.....	40,000,000	35,267,250	.....	.....		1,301.7	.....	.....	.....	8,224,565	2,624,777	—	100	....									
Sept.	30, 1879	38.4	—	5.0	4-8.5	21	2	3	16	Wallkill Valley	N. Y.	298,799	*	660,000	11,893	330,000	532,000	108,691	.....		33.5	80,828	69,830	60,738	81,012	14,423	—	100	....									
Sept	30, 1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	199,162	*	.....	.....	225,000	285,000	.....	.....		10.2	14,500	23,761	22,185	37,008	16,041	3½	100	....									
Sept.	30, 1879	51.7	—	2.6	4-8.5	5	7	6	66	Washington and Ohio	Virginia.	1,944,790	*	.....	.....	1,777,927	387.300	128,400	.....		51.7	99,745	28,889	27,839	97,470	22,281	—	100	....									
Sept.	30, 1879	238.5	121.0	18.0	4-8.5	31	29	14	522	Wash. City, Va. Mid. & Gt. So.	Va & N.C.	10,160,949	*	.....	.....	4,265,297	8,095,949	1,815,000	.....		369.5	825,137	131,911	514,018	954,738	347 082	—	50	....									
Oct.	31, 1879	26.5	—	5.0	4-8.5	11	23	5	70	West Chester and Philadelphia	Pa.	1,547,105	163,012	349,717	143,209	821,300	1,100,000	53,146	228,598		26.3	255,190	738,127	95,439	304,452	128,585	7	50	....									
Dec.	31, 1879	87.5	47.0	18.4	4-9	20	50	18	222	West Jersey	New Jersey.	2,396,749	459,297	1,082,971	158,460	1,389 750	2,523,000	102,845	90,372		128.4	471,746	659,862	162,467	544,161	248,855	2	100	....									
Aug.	31, 1879	116.6	51.0	8.3	5-0	16	13	8	260	Western of Alabama	Alabama.	3,275,012	*	177,000	43,082	.....	2,553,000	722,011	220,082		167.0	322,840	.....	.....	579,493	254,968	—	100	....									
Sept.	30, 1879	192.0	20.7	26.2	4-8.5	39	12	8	612	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,885	4,000,000	3,500,000	354,353	306.207		212.7	585,993	160,264	348,422	773,551	234,716	—	100	....									
Sept.	30, 1880	163.5	17.0	13.0	4-8.5	28	22	11	370	Wilmington and Weldon	N.C.	3,249,224	*	13,900	154,752	1,456,200	1,619,100	49,792	383.784		180.5	464,494	.....	.....	663,175	188,925	3	100	....									
Sept.	30, 1880	189.0	—	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta	N. C. & S. C.	2,566,532	*	26,195	243,999	950,000	1,600,000	112,316	154,411		189.0	396,551	.....	.....	547,446	145.423	—	100	....									
Dec.	31, 1879	249.9	70.0	17.9	4-8.5	25	13	6	627	Wisconsin Central	Wis.	19,823,023	*	.....	.....	11,435,500	8,168,000	.....	193,091		485.7	708,741	167,085	325,078	851,091	353,952	—	100	....									
Dec.	31, 1879	108.0	—	11.5	4-8.5	5	4	2	543	Wisconsin Valley	Wis.	2,853,739	306,132	104,728	28,767	2,026,256	1,149,745	78,278	39.087		90.0	.....	28,197	124,152	225,953	92,386	—	100	....									
Sept.	30, 1880	46.1	—	31.0	4-8.5	19	22	8	367	Worcester and Nashua	N.H.& Mass.	2,121,932	390,686	.....	1454,504	1,789,800	1,000,000	3,894	172.878		94.5	462,662	371,619	467.479	575,860	189.301	—	100	....									
Jun.	30, 1879	65.0	—	2.0	5-0	8	2	2	21	Youngstown and Connotton Valley	Ohio.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....		23.8	22,765	3,972	16,147	4,446	1,369	—	100	....									

Grading on the Monroe Branch of the Chicago, Milwaukee and St. Paul Railway has been completed to Shullsburg, 48 miles from Dubuque, Iowa, and it is believed to be the intention of the company to push on to the latter place without delay.

Statement of the Public Debt of the United States, September 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. loan, 1861-'81 continued at 3½ per cent...	$127,59",200 00	$744,317 00
6 per cent. loan 1863-'81, continued at 3½ per cent..	50,457,950 00	294,333 04
5 per cent. funded loan of 1881	400,634,950 00	768,341 00
5 per cent funded loan of 1891	21,304,900 00	.....
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	738,703,900 00	4,924,692 67
4 per cent. refunding certif..	643,900 00	4,292 66
3 per cent. navy pension fund.	14,000,000 00	70,000 00
Aggregate of debt bearing interest	$1,603,542,800 00	$9,618,481 37
Interest due and unpaid		2,426,370 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	372,000 00	549 41
6 per cent. 5-20 bonds, called June, 1864	59,850 00	174 43
6 per cent. 5-20 bonds, called 1865	77,050 00	18,913 52
5 per cent. 10-40 bonds, called 1864	576,700 00	114,176 10
6 per cent. Consol. bonds, called. 1865	454,450 00	8,613 82
6 per cent. Consol. bonds, called, 1867	1,277,550 00	211,291 55
6 per cent. Consol. bonds, called, 1868	396,650 00	27,792 75
6 per cent. loan, Feb. 8 1861, matured Dec, 31. 1880	196,000 00	954 00
per cent. funded loan, 1881 called	6,774,500 00	216,517 77
Oregon War Debt, March 2, 1861, matured July 1, 1881	158,500 00	6,027 43
6 per cent. loan of July 17, and Aug. 5, 1861, matured June 30 1881	2,341,550 00	29,801 96
6 per cent loan of March 3, 1863, matured June 30, 1881,	841,550 00	37,146 55
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 48
5 per cent. 1 year notes, 1863.	43,805 00	2,202 35
5 per cent. 2 year notes, 1863.	35,200 00	1,784 80
6 per cent. compound interest notes, 1863-64	228,880 00	46,660 65
7 3-10 per cent. 3 years' treasury notes, 1864-65	141,700 00	4,902 56
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 21
Aggregate of debt on which interest has ceased since maturity	$14,198,665 26	$800,948 23

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,980 00	
Legal tender notes, 1862-63..	346,681,016 00	
Certificates of deposit	9,025,000 00	
Coin certificates, 1863	5,400,920 00	
Silver certificates, 1878	57,578,310 00	
Unclaimed interest		7,226 51
Fractional currency, 1862, 1863 and 1864	$15,474,495 02	
Less amount estimated as lost or destroyed, act of June 21, 1879	8,375,934 00	
	7,098,559 02	
Aggregate of debt bearing no interest	$426,443,865 02	$7,226 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$178,055,150 00	
Bonds at 5 per cent	40,631,950 00	
Bonds at 5 per cent	21,304,900 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,703,900 00	
Refunding certificates	643,900 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,603,342,800 00	$12,044,851 37
Debt on which interest has ceased since maturity	14,198,665 26	800,948 23
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,076 00	
Certificates of deposit	9,025,000 00	
Coin and Silver Certificates.	62,979,230 00	
Fractional currency	7,098,559 02	
	$426,443,865 02	
Unclaimed interest		7,226 51
	$2,043,983,330 28	$12,853,026 11
Total debt, principal and interest, to date, including interest due and unpaid	$2,056,838,356 39	

AMOUNT IN TREASURY.

Interest due and unpaid	$2,426,370 00
Debt on which interest has ceased	14,198,665 26
Interest thereon	800,948 23
Gold and silver certificates	62,979,230 00
U S. Notes held for redemption of certificates of deposit	9,625,000 00
Cash balance available September 1, 1881	150,468,575 47
	$240,498,788 96
Debt, less amount in Treasury, Sept. 1, 1881.	$1,816,339,567 43
Debt, less amount in Treasury, July 1, 1881.	1,830,520,788 75
Decrease of debt during the month	$14,181,221 32
Decrease of debt since June 30, 1880	$23,259,244 55

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,751 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64	1,628,320 00	16,283 20
Totals	$64,623,512 00	$646,235 12

Interest paid by United States, $51,467,272 02; interest repaid by transportation of mails, &c., $14,441,719 64; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $36,370,353 61.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, August 31, 1881.

WILLIAM WINDOM,
Secretary of the Treasury.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, Sept. 6, 1881.

There has been no material change in the market since our last report. We quote as follows:

FOUNDRY.

	No.			Mos.
Hanging Rock Charcoal	1....	26 00	@27 00	4
Strong Nutral Coke	1....	22 50	@23 50	4
American Scotch	1....	20 00	@21 50	4

GREY FORGE.

Neutral Coke	20 00	@21 50	4
Cold Short	19 00	@20 00	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast	36 00	@38 00	4
" Warm "	30 00	@32 00	4
Lake Superior 1 and 2	32 00	@33 00	4
Lake Superior 3 to 6	34 00	@36 00	4
Southern Car Wheel	34 00	@35 00	4

The Texas and St. Louis Railway Company have filed in the Navarro county clerk's office a mortgage on the whole road, securing the Central Trust company of New York in a loan of $2,150,000.

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 6.

	W. 31.	Th. 1.	F. 2.	Sat. 3.	M. 5.	Tu. 6.
Alleghany Val. 7 3-10s	123	....	.....	124	....	....
7s, Income	....	....	25	....	....	55
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	21	20½	....	....	....	....
Preferred	....	27½	....	26½	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	58½	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	124	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top M't	14½	....	....	....	14	....
Preferred	24	....	....	....	24	23½
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	44	44½	44½	44½	44	44
6s, 1884	107	107	107	....	....	....
Gold Loan	116	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
L Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	62	62	32½	61½	61	
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	135½	135½	
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	122	....	....	....
Little Schuylkill	....	....	....	....	....	....
Minehill & Sch. Haven	....	61½	62	....	....	....
North Pennsylvania	59½	....	....	....	60	....
1st mortgage 6s	....	....	108	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	53	52½	53	53	....	
6s	....	....	....	....	100½	....
Northern Pacific	40	39½	39½	39½	40½	
Preferred	80½	79½	80	79½	80½	
Pennsylvania R. R.	64½	64	64½	64½	64	64½
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	123½	....
Gen'l mort. reg	....	....	....	....	128	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	101½	....	101½	101½	....	
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	30½	30½	30	30½	30½	30½
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s. new convertible	....	....	....	....	....	....
Consol. mortgage 7s	126½	....	....	....	....	....
Consol. mortgage reg	125½	....	125½	....	....	
Gen'l mortgage 6s	94	....	93½	....	....	93½
Philadelphia and Erie	....	....	....	....	....	....
1st mortgage, 6s	108	....	....	....	....	....
2d mortgage, 7s	118	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Ruff.	21½	22	22	....	22	
7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	6½	....	....	
Preferred	13	13	....	13	....	....
6s, 1872	106½	....	....	....	....	....
6s, 1882	94	94	....	....	....	....
United Co. of N. Jersey	....	....	....	....	190	....
Hestonville, (Horse)	22	....	....	....	21½	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 6.

	W. 31.	Th. 1.	F. 2.	Sat. 3.	M. 5.	Tu. 6.
Baltimore and Ohio	....	198½	....	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	....	120	121½	....	
2d mortgage, 7s	87½	....	87½	87½	88½	88½
3d mortgage, 8s	46½	....	46½	47	47	....
Northern Central ($50)	....	....	....	....	....	....
3d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	120	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	123½	123	....	....	....
Virginia 6s, Consol	78½	....	78½	77	77½	....
Consol. Coupons	....	93	....	92½	91½	
10-40 bonds	52½	....	....	52½	....	....
Deferred Certificates	....	....	....	....	....	14½
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	108	107½	....	....	
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 7.

	Th.1.	F.2	Sat.3.	M.5.	Tu.6	W.7.
Adams Express	138	....	137	138	137½	137½
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	86½	....	87	....	86	87
Atlantic & Pacific Tel	....	....	....	....	....	....
Burl., C.R. & Nor.	....	....	....	....	80	....
1st mortgage 5s	101	101	....	....	....	....
Canada Southern	63½	63½	64½	63½	64½	65½
1st mortgage guar.	99½	....	99½	99½	100	99½
Central of N. Jersey	92½	92½	93	92½	93	93½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	118	....	....	116½	....	....
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Adjustment	....	....	....	....	....	....
Central Pacific	89½	89½	89½	89½	89½	89½
6s, gold	114	114½	....	....	....	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	106½	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	26½	....	27	....	....	....
Chicago and Alton	128	128½	....	....	131	131½
Preferred	....	....	....	....	....	....
1st mortgage	....	....	119	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	149x	148½	150½	151½	152½	153
7s Consol. 1903	....	....	....	....	....	131½
Chic., Mil. and St. Paul	114	114½	115½	115½	117½	118½
Preferred	....	....	....	....	132	....
1st mortgage, 8s	....	....	....	133	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1s M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	124½	....	....	....	....	....
Chic. & Northwestern	143½	123½	124½	124½	125½	124½
Preferred	136	136	137	....	137	....
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	133	....	....
Consol. Gold bonds	....	....	....	....	....	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	133½	133½	134½	134	135	136½
6s, 1917, c.	....	....	....	....	....	....
Clev., Col., C. and Ind.	86	86½	87	86½	87½	88
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	137½	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	20½	20½	20½	20½	21	21
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	107½	107½	108	107½	108½	107½
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	123½	123½	124½	124½	124	123½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	105	105	....	....	....	....
4th mort. 5s, ext.	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	127	....	127	....
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Hannibal & St. Joseph	94½	94½	96	97½	131	200
Preferred	113½	....	113	113½	116½	131½
8s, Convertible	....	....	109½	109½	....	109½
Houston & Tex. Cent.	90	....	....	....	....	....
1st Mortgage	....	....	....	....	111½	....
Illinois Central	126½	127½	128	127½	129½	129
Lake Shore & Mich So.	122½	122½	123½	123½	124	123½
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg.	....	128	.....	128	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	95	94½	95	94½	96½	95½
7s Consolidated	....	....	....	....	....	....
Manhattan	....	20½	....	....	21	20½
Metropolitan Elevated	78½	78½	78½	78½	81½	81½
1st Mortgage	98½	....	98	....	99½	....
Michigan Central	92½	93½	93½	93½	93½	93½
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S.F.	....	....	....	111½	....	....
Morris and Essex	126	....	....	....	128	....
1st mortgage	....	....	....	....	....	....
2d mortgage	120	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	124½	....	....	....	....
N. Y. Cent. & Hud. Riv.	141½	142	142½	142½	143½	142
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	138	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	98½	98½	100½	100½	103½	102½
1st mortgage	115	....	....	116	114½	....
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	136	....	....	....	....	....
[illegible]	13	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
N.Y., Lake Erie & W.	42½	42½	42½	42½	43	42½
Preferred	....	83½	....	....	....	84
2d Consolidated	100½	101	101	101	102	101½
New 2d 5s fund	....	....	....	....	98	....
N.Y., N. Haven & Hart	....	....	....	....	184	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	39½	39½	39½	....	40	39½
Preferred	79½	79½	80	79½	80½	81
Ohio and Mississippi	37	36½	38	38	38½	39½
Preferred	....	....	....	103	....	....
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	120½
Pacific Mail S. S. Co.	48½	49½	49½	49½	49½	49½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	108½
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	61½	59½	60½	59½	60½	60½
Pitts., Ft. W. & Chi. gtd	....	....	....	138	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	135	138½	138½	139	140	....
Quicksilver Mining Co	....	....	13	....	12½	12½
Preferred	....	56	....	....	....	....
St. Louis & San Fran.	45½	44	....	43	44½	44½
Preferred	70½	70	71½	....	71	71
1st Preferred	....	106	....	106	104½	....
St. L., Alton and T. H.	....	....	....	....	....	....
Preferred	....	....	....	90	90	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S.	....	....	....	....	....	....
1st mortgage	116	....	....	....	....	115
2d mortgage	....	....	....	....	....	....
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	119½	120½	120½	121½	121½	121
1st mortgage	117	....	116½	....	....	117½
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
United States Express	....	97½	....	....	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	108
2d mortgage	....	....	110½	....	....	110½
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	46½	47½	47½	47½	48½	47½
Preferred	84½	84½	84½	84½	85½	85½
New Mort. 7s	....	....	....	....	....	105½
Wells-Fargo Express	....	....	....	....	....	....
Western Pacific bonds	109½	....	....	....	....	....
Western Union Tel	87½	87½	87½	88½	88½	88
7s, S. F. conv., 1900	....	120	....	....	....	....

Boston Stock Exchange.

Prices for the week ending Sept. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
Atch., Top. and San. Fe.	135	135½	135½	135½	135	136½
1st mortgage	....	....	....	....	123	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	....	....	168	167	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	....	....	115	115	....
Boston and Maine	....	....	....	153	152	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	....	70	69½	70	69½	69
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	91½	....	....	....
Chi., Burl. and Quincy	151½	148½x	....	156½	153	157
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	23½	23½	23½	....	23½	24
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	49	49	....	....	....	....
New 4½ Bonds	110½	110	....	110	....	....
Fitchburg	150	....	....	....	150	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	69½	....	....	....	69½	69
7s	119½	119½	119	119½	....	118½
Northern, N. H.	....	....	....	....	112	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ.	....	....	....	....	45	....
Preferred	....	....	....	....	....	....
Old Colony	....	129	129	129	....	128
Ph., Wil. & Balt. ($50)	....	....	....	....	....	....
Portl'd, Saco & Ports.	....	....	117	....	....	....
Pueblo & Ariz. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	119
Pullman Palace Car	135	137	....	....	139	....
Union Pacific	120½	....	....	....	122½	122½
8s	116½	116½	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	64	....	65
Cambridge (Horse)	125	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	218	217	218	219	219½	217½
Quincy	32	33	....	33	34	....

New York Stock Exchange.

Closing Prices for the week ending Sept. 7.

	Th.1.	F.2.	Sat.3	M.5.	Tu.6.	W.7.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	115	....	115½	....	....	....
U. S. 4s, 1907, coup.	116	....	116½	116½	116½	116½
U. S. 4½s, 1891, reg.	....	....	....	....	....	113
U. S. 4½s, 1891, coup.	112½	....	....	....	113	....
U. S. 5s, 1881, reg.	....	....	....	....	....	101½
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s continued at 3½	101½	....	....	101½	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices— Aug 19	Aug. 26
Baltimore and Ohio (sterling)	116 — 118	116 — 118
Cairo and Vincennes common stock	50 — 52	49 — 51
Do. pref. 5 per cent	96 — 97	94 — 96
Central of New Jersey $100 shares	93 — 98	93 — 96
Do. Cons. Mort. Oct. '79 coupon	120 — 122	118 — 120
Do. Adjustment bonds	108 — 111	105 — 110
Do. Income bonds	102 — 106	102 — 106
Det., Gd. Haven & Mil. Equip. bds.	118 — 120	118 — 120
Do. Con. M. 5 p.c. till '84 after 6 p.c	111 — 113	111 — 113
Illinois Central $100 shares	134 — 136	131 — 132
Lehigh Valley Consol. mortgage	118 — 122	116 — 122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 — 140	137 — 140
Do. $100 shares	147 — 149	146 — 149
Do. Mort. bonds (ex.)	123 — 124	122 — 124
N. Y., Lake Erie & West., $100 shs.	44 — 44½	43 — 45½
Do. 6 p. c. pref. $100 shares	87 — 89	85 — 87
Do. 1st Con. Mort. Bonds (Erie)	132 — 135	128 — 132
Mort. Funded Coupon bonds	130 — 126	125 — 128
Do. do. 2d do.	105 — 107	103 — 105
Do. 2d Consol. Mort. bonds	101 — 103	99 — 101
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	57 — 58	55 — 56
Do. Prior Lien Bonds (sterling)	110 — 112	110 — 112
Pennsylvania, $50 shares	65½ — 66½	65 — 66
Do. Con. Sink. Fund Mort.	122 — 124	121 — 123
Philadelphia & Reading $50 shares	31½ — 32½	30 — 31
General Consol. Mortgage	117 — 119	117 — 119
Do. Improvement Mortgage	106 — 107	106 — 107
Do. Gen. Mort. '74, ex-defeid. cou.	98 — 99	96 — 98
Do. Scrip for the 6 def. ½ coupons.	94 — 98	93 — 96
Pittsbg, Ft. W. & Chic. Equip. bds.	104 — 108	104 — 108
St. Louis Bridge 1st mort. gold bonds	129 — 131	129 — 131
Do 1st pref. stock	104 — 108	102 — 105
Union Pacific Land Grant 1st mort.	118 — 122	118 — 122

American Railroad Journal.

Financial and Commercial Review.

WEDNESDAY EVENING, Sept. 7, 1881.

The quotation for call loans in the morning was 6 per cent, but in the last hour the rate fell to 4 per cent.

The posted rates for prime bankers' sterling were 4.81@4.81½; the actual rates were 4.79½@4.80 and 4.83¼@4.84, with cable transfers 4.84¼@½ and prime commercial bills, 4.78@4.78½. The actual rates for continental exchange are as follows: francs, 5.26¼@5.22½; marks, 93¾ and 94½; and guilders, 39¾ and 39 15 16.

The statement of the public debt of the United States, published this week, shows a decrease of debt during the month of August of $14,181,221.32, and since June 30, 1881, of $24,259,244.55. The cash in the Treasury at the close of the month of August was $240,498,788.96, and the debt less cash in the Treasury $1,816,339,567.43.

The payments made from the Treasury by warrants during the month of August, 1881, were as follows: On account of civil and miscellaneous, $4,023,053.02; War, $5,194,673.82; Navy, $1,438,425.78; Interior, (Indians), $774,159.98; Interior (Pensions), $6,680,102; total, $18,105,414 60. The above does not include payments made on account of interest or principal of the public debt of the United States.

The Louisville, New Albany and Chicago Railway Company has made to John C. New, of Indianapolis, a mortgage for $2,800,000, with 6 per cent. interest per annum, payable in gold o first days of Febr ary and August in the

New York, the security being the Chicago and Indianapolis Division of the Louisville, New Albany and Chicago Railway, together with all the property, equipment, leasehold rights—in fact, everything belonging to the road. The above mortgage is payable on the first day of August, 1911.

The five per cent St. Louis, Iron Mountain and Southern Railway Company general consolidated and land grant bonds, dated April 1, 1881, have fifty years to run; interest payable April and October 1, secured by mortgage on all the property, franchises, &c., of the company.

The Louisville, New Albany and St. Louis (Air-Line) Railroad Company has filed a copy of the second mortgage of that road to secure the payment of $3,000,000 five per cent. bonds. Robert A. Watts, of Indianapolis, is named as trustee. The first mortgage upon the road is from Indianapolis to Mount Vernon, and is for $4,000,000. The second mortgage covers the same property.

The Government has ordered an appeal in the case of the judgment of the Court of Claims, which awarded the Pacific Mail Company $300,000. This sends the case back to the United States Supreme Court.

The closing quotations on Wednesday were: Adams Express, 136@138½; American Express, 86@87; American District Telegraph, 48@50; Chicago, Burlington and Quincy, 153@154; Canada Southern, 64¼@64½; Chicago and Northwestern, 124½@124¾; do. pref., 137@139; Central of New Jersey, 93⅛@93¼; Chicago and Rock Island, 134⅛@135½; Central Pacific, 89⅜@89½; Chicago, Milwaukee and St. Paul, 118⅜@118½; Cleveland, Columbus, Cincinnati and Indianapolis, 87@87½; Columbus, Chicago and Indiana Central, 20½@21½; Delaware and Hudson Canal, 107¾@107⅞; Delaware, Lackawanna and Western, 123½@123⅝; Hannibal and St. Joseph, 150@200; do. pref., 113¾@114½; Illinois Central, 128¾@128⅞; Lake Erie and Western, 52¼@53; Lake Shore and Michigan Southern, 123⅛@123¼; Metropolitan Elevated, 81⅛@81¼; Manhattan Elevated, 20⅝@20⅞; Michigan Central, 93⅝@93¾; New York Elevated, 102⅛@103; New York, Lake Erie and Western, 42⅞@43; New York Central and Hudson River, 142½@142¾; Ohio and Mississippi, 39@39½; do. pref., 104@109; Ohio Central, 25¾@26; Texas and Pacific, 51⅞@52; Union Pacific, 121@121⅛; United States Express, 67½@70; Wells Fargo Express, 130@135; Western Union Telegraph, 87⅞@88; Wabash, St. Louis and Pacific, 47¾@48; do. pref., 85⅝@85¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Col. and Pacific 1st consol., 101⅛; Am. Dock and Imp. bonds, 136; Chesapeake and Ohio 1st pref., 40; do. 2d pref., 30; do. 1st, Series B, 85½; do. cur. int., 56¼; Chicago, St. Paul, Minneapolis and Omaha, 40¼; do. pref., 103½; do. consol., 102; Cedar Falls and Minnesota, 26; Chicago, Milwaukee and St. Paul 1st La C. and Dav. div., 93; do. S. W. div., 6s, 106; do. Chicago and Pacific div., 108; do. S. M. div., 105½; do. Mineral Point div., 90; Col., Chi. and Ind. Cent. Inc., 75; do. 1st, Trust Co. certif. ass., sup., 125; Central Iowa 1st, 114; Chicago, St. Paul and Minneapolis 1st, 113; Denver, South Park and Pacific 1st, 104½; Denver and Rio Grande, 88⅞; do. 1st, 116¾; do. consol., 111¼; East Tenn., Va. and Ga., 16; do. pref., 30⅞; Galveston, Harrisburg and San Antonio 1st, 108; Gulf, Col. and Santa Fe 1st, 117; Houston and Texas Central, Waco and N. W. div., 116; do. Western div., 109¾; Indianapolis, Decatur and Springfield 1st, 106; do. 2d, 60; Indianap., Bloomington and Western, 44; do. 2d, 80; International and Gt. Northern 1st, 111; do. 2d inc., 99; Kansas Pacific 6s, Denver div. ass., 111; do. 1st consol., 107¼; Louisville, New Albany and Chicago 1st, 106; Long Island, 47; Louisiana and Missouri River, 18; Lake Erie and Western, 52½; do. inc., 68½; Louisville and Nashville St. Louis div. 2d, 54; do. Gen'l mort., 6s 104½; do. Cecilian Branch, 110; Laf., Bloom. and Muncie 1st, 105; Missouri, Kansas and Texas, 39¾; do. consol. 7s, 106; do. guar. 6s, 88¼; do. 2d, 81; Missouri Pacific, 105⅜; Memphis and Charleston, 78½; Milwaukee, Lake Shore and Western, 46; Manhattan Beach, 29; Marietta and Cincinnati 1st pref., 11½; do. 2d pref., 8½; Mobile and Ohio, 33½; do. 2d deben., 66; do. 1st mort., 113; Metropolitan Elevated 2d, 86; Nashville, Chattanooga and St. Louis, 86½; New York, Ontario and Western, 29¾; New Orleans Pacific 1st, 93¾; New York City and Northern Gen'l mort., 92; Ohio Central, 26; do. Inc., 48½; Oregon Railway and Nav., 159⅞; do. 1st, 109⅞; Ohio Southern, 23; do. 1st, 94; do. inc., 43; Peoria, Decatur and Evansville, 36½; do. 1st, 108½; do. inc., 78½; Rome, Watertown and Ogdensburg 1st consol., 96¾; Richmond and Allegheny, 42½; do. 1st 105; Rochester and Pittsburg, 30; do. 1st, 102½; St. Louis and San Francisco Equip., 101½; Southern Pacific of Cal. 1st, 106⅞; St. Paul and Sioux City 1st, 112; St. Louis, Kansas City and Northern, Omaha div., 118; do. R. E., 7s, 112½; St. Paul and Duluth, 80; St. Paul, Minn. and Man., 102; do. 1st, 111; do. 2d, 109; St. Louis and Iron Mt. 5s, 89; Texas and St. Louis 1st, 90; Texas and Pacific, 51⅞; do. Inc., L. G., 77; Rio Grande div. 1st, 91¾; Toledo, Delphos and Burlington inc., 56; Toledo, Peoria and Western 1st, 117½; Toledo and Wabash Equip., 54; Utah Southern Gen'l mort. 7s, 107; Alabama, Class A, 78⅛; Missouri 6s, H. and St. J. issue, 1886 107; Missouri 6s, 1886, 110½; Tennessee 6s, new, 69; Am. Dist. Tel., 48; Sutro Tunnel, 1½; Colorado Coal and Iron, 53; Maryland Coal, 24; New Central Coal, 26; Central Mining, 1¾; Caribou, 2½; Deadwood, 7; Ontario, 37; Pennsylvania Coal, 215; Standard, 21; Stormont, 3.

Philadelphia.—Belvidere Delaware 3d, 107; Central Transp., 41½; Chesapeake and Delaware Canal 6s, 90; Erie and Western Transp., 60; Huntingdon and Broad Top Mt. 1st, 120; Northern Pacific 1st, 103; People's Passenger R. W. 5s, 105; Philadelphia, Wilmington and Baltimore 4s, 98; Pennsylvania Canal 6s, 101; Steubenville and Indiana 6s, A. & O., 106½; St. Paul and Duluth, 81; do., pref., 80; Texas and Pacific consol. mort. 6s, 101⅛; do. Rio Grande div. 1st, 91¼. The latest quotations are: City 6s, 115@116; do. free of tax, 129@132½; do. 4s, new, 101@112; Pennsylvania State 6s, 3d series, 101¼@102; do. 5s, new. loan, 118@118¼; do. 4s, new, 111@—; Philadelphia and Reading R. R., 30⅛@30¼; do. consol, mort. 7s, coup. 125½@126½; do. reg., 125½@128; do. mort. 6s, 122@125; do. 7s, 1893, 121@122; do. new conv., —@—; United New Jersey R. R. and Canal, 190@190¾; Buffalo, Pittsburg and Western, 21¾@22; Pittsburg, Titusville and Buffalo 7s, 100@100¾; Camden and Amboy mort. 6s, 1889, 115½@116½; Pennsylvania R. R., 64¼@64⅜; do. gen'l mort., coupon, 122@124; do. reg., 127@128; do. consol. mort. 6s, reg., 121¼@121¾; Little Schuylkill R. R., 55½@56; Morris Canal, —@—; do. pref., 160@—; Schuylkill Nav., 6½@—; do. pref., 12½@13¼; do. 6s, 1882, 93¾@94¼; do. 1872, 107@108; Elmira and Williamsport pref., 55@60; do. 6s, 110@—; do. 5s, 100@105; Lehigh Coal and Navigation, 43⅞@44; do. 6s, 1884, 106¾@107¼; do. R. R. loan, 116¼@116¾; do. Gold Loan, 115¾@116¼; do. consol. 7s, 119@120; Northern Pacific, 39⅞@40; do. pref., 80½@80⅝; North Pennsylvania, 59⅞@60⅛; do. 6s, 105@—; do. 7s, 122¾@123¼; do. Gen'l mort. 7s, reg., —@—; Philadelphia and Erie, 22@23; do. 7s, 118@118¼; do. 5s, 107⅛@109; Minehill, 61¾@62¼; Catawissa, —@—; do. pref., 56⅛@57; do. new pref., —@56⅛; do. 7s, 1900, 118@125; Lehigh Valley 61¾@62¼; do. 6s, coupon, 122@123½; do. reg., 126@127; do. 2d mort. 7s, 130@137; do. consol. mort., 121¾@122½; Fifth and Sixth streets (horse), 136@150; Second and Third, 113@114; Thirteenth and Fifteenth, 75@84; Spruce and Pine, 45@50; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, —@22; Germantown, —@80; Union, 110@125; Lombard and South 25@25; West Phildelphia, 109@115; People's, 33⅞@34¼; Continental, 105@108.

Baltimore.—Atlantic Coal, 1 35; Atlanta and Charlotte, 76; do. 1st, 110; Baltimore City 6s, 1886, 111; do. 6s, 1890, 119; do. 6s, 1902, 130; Canton 6s, gold, 107⅛; Maryland Defense 6s, 106; Marietta and Cincinnati 1st Sterling, 118; Norfolk and Western pref., 55; Richmond and Danville, 107; do. gold bonds, 101½; Virginia Midland 1st pref., 75; do. 1st mort., 113; do. 2d, 110; do. 3d, 90; do. 4th, 56; Virginia Peeler coupons, 21. The latest quotations are: Atlanta and Charlotte, 75@76; do. 1st, 109½@110½; Baltimore and Ohio, 196@198; Baltimore City 6s, 1890, 119@—; do. 6s, 1902, 130@—; do. 5s, 1916, 126@—; do. 4s, 1920, 111½@—; Columbia and Greenville 1st, 103@104; Marietta and Cincinnati 1st, 121¾@—; do. 2d, 88⅛@88½; do. 3d, 46½@47¼; Norfolk and Western pref., 54¾@55¼; Northern Central, 52@54; do. 6s, 1900, 119@—; do. 6s, Sterling, 113½@—; do. 5s, 1926, 100¼@100⅝; Richmond and Danville, 100@104; Virginia Midland 5th 96@97½; Virginia Consols., 77¾@78¼; do. consol. coupons, 92½@92¾; do. 10-40s, 52¼@52¾.

Boston.—Atchison, Topeka and Santa Fe 5s, 97; Atlantic and Pacific Inc., 49; Atchison, Col. and Pacific 6s, 103; Boston Water Power, 8¼; Boston Land, 8⅛; Burlington and Missouri River in Nebraska 6s, non-exempt, 106⅛; Connotton Valley 7s, 99; Central Railroad of Iowa, 31; Chicago and West Michigan, 84; Chicago, Milwaukee and St. Paul 6s, Dubuque div., 107;

Connecticut and Passumpsic Rivers R. R., 96; Flint and Pere Marquette, 81¾; do. pref., 101; Iowa Falls and Sioux City, 85¾; Kansas City, Fort Scott and Gulf, 91; Little Rock and Ft. Smith, 76; do. 7s, 113½; Mexican Central 7s, 89¾; do. Block, new, 95; do. old, 110½; Massachusetts Central 6s, 99¾; Marquette, Houghton and Ontonagon 6s, 104; ; New Mexico and Southern Pacific 7s, 119; Ogdensburg and Lake Champlain 6s, consol., 103¾; New York and New England 6s, 111; Republican Valley 6s, W. D., 106½; do. deferred, 100; Rutland, 6; do. pref., 28½; Summit Branch, 19; Toledo, Delphos and Burlington, 18⅝; Dav. div., 41; Wisconsin Central, 22¾; Atlantic Mining Co., 14; Allouez, 2⅞; Blue Hill, 8¼; Brunswick Antimony, 8; Catalpa, 1¼; Copper Falls, 2½; Douglas, 2; Franklin, 12½; Harshaw, 6; Huron, 8⅛; Napaeconsol. Quicksilver, 7; Osceola, 28½; Pewabic, 15; Ridge, 3¾; Silver Islet, 35.

Subscriptions to Corporate Stock.

NEW YORK SUPREME COURT, FIRST DEPARTMENT, GENERAL TERM, JULY 1, 1881.

EXCELSIOR GRAIN BINDING CO. v. STAYNER.

A New York statute in relation to the formation of corporations provides, that no subscription to the capital stock of a corporation shall be received "unless at the time of making it the person subscribing shall pay ten per cent of the par value of the stock subscribed for in cash." Held, that a payment by a check of the ten per cent did not satisfy the requirement of the statute so as to make the subscription binding on the subscriber.

Action to recover the amount of a stock subscription. From a judgment for defendant plaintiff appealed. The opinion states the facts. The decision appears 58 How. Pr. 273.

DANIELS, J. This action was prosecuted for the recovery of the sum of $5,000, being the defendant's subscription for one hundred shares of the capital stock of the plaintiff. These shares were of the par value of $50 each, and the subscription by which the defendant agreed to take them was made before the company was completely organized. The company was incorporated under the authority of chapter 611 of the Laws of 1875. The certificate required for that purpose was filed, and the persons making it were empowered to open books for subscriptions to the capital stock, as has been provided for by section 4 of this act. And the subscription made by the defendant was taken in the course of the proceedings for that purpose so authorized. But neither at the time when the subscription was made, nor at any time after that, did he pay to the commissioners any part of the amount for which the stock was afterward to be issued to him. All that was done was to subscribe for the stock and deliver his check for ten per cent of the amount of the subscription. After the company was organized the board of directors declared the subscriptions to the capital stock to be due and payable, and because of a failure to pay on the part of the defendant this action was brought against him for the recovery of the amount. It was resisted chiefly because of the omission of the defendant to make the payment which the statute has required for the purpose of constituting a complete subscription to the stock of such a corporation. The provision of the act upon the subject is, that the commissioners shall proceed to open books for subscriptions to the capital stock of such corporations, but no subscription shall be received unless at the time of making it the person so subscribing shall pay to said commissioners ten per cent of the par value of the stock subscribed for in cash. Laws 1875, 756, § 5.

The court at the trial held that this requirement had not been observed; that the execution and delivery of the subscriber's check for the ten per cent was not a payment of the amount of it in cash, and for that reason the subscription was ineffectual, and he never became liable upon it. Before the check was presented for payment it was countermanded by the defendant, and nothing, in fact, was ever received, either by the commissioners or the company itself, on this subscription.

The object of the law in making this requirement was to prevent the organization of corporations upon mere paper capital, and the security of persons dealing with them requires that such organization should not be permitted. If a check could be received as a compliance with what the law has required on this subject from one person it could be from all; and the consequences of such a construction would be that a corporation might be organized without receiving a single cent of actual capital. That would induce the existence of fraudulent corporations, which it must have been the object of the Legislature by means of this provision to prevent. It is a wholesome and proper restraint, and should be observed and enforced according to the fair import of the terms by which it has been created. In no proper sense of these terms can the unpaid or uncertified check of the subscriber be accepted or regarded as cash. And for that reason the provision contained in this statute was not complied with at the time when the defendant's subscription was made. A similar provision is contained in the general railroad laws of this State. 2 R. S. (5th ed.) 669, §4. And in the case of Beach v. Smith, 28 Barb. 254, it was intimated that the ten per cent required to be paid at the time of the subscription might be received in a check or sight draft. But, whether it could or not, was a point not presented by the case for the determination of the court, and for that reason what was said upon this subject cannot be accepted as authority. In that case, as well as the case of the Ogdensburg R. R. Co. v. Davis, mentioned in the opinion, the amount required to render the subscription valid was in point of fact finally and actually paid, and while this was not a formal compliance with what the statute had required, it was substantially so, and the transactions were sustained because the payments had actually been made in fact. This was the view which was taken in the further consideration of the case of Beach v. Smith, in the Court of Appeals (30 N. Y. 116), and for that reason the judgment of the Supreme Court was there affirmed. No binding authority has been found, allowing the payment required by the statute on such a subscription to be dispensed with. It must be made either in cash or its equivalent actually passing into the hands of the commissioners. Neither was done in this case, and therefore what the statute has declared to be necessary was not in this instance observed.

Because of this failure no lawful subscription was made by the defendant for the stock of this corporation. The terms of the statute are clear and explicit that no subscription shall be received by the commissioners unless at the time of making it the person so subscribing shall pay to them ten per cent of the par value of the stock subscribed for in cash. This was a clear prohibition which they had no power to evade. They could receive the subscription in no other manner, and if the payment in cash was not made they were prohibited from permitting the party to become a subscriber. The language used upon this subject is so clear as to be incapable of misunderstanding. It was the intention of the Legislature by means of it to render the requisite payment an indispensable condition to the validity of the subscription. If that should not be made, they could not allow the person proposing to take the stock to become a subscriber for it; and if they did so in contravention of the clear restraint of the statute, the subscriber could acquire no right to the stock, neither could the commissioners or the corporation enforce the formal terms of a contract made for the payment of its price. The principle is a general one that a contract which is repugnant to or contravenes the terms of a statute of the State is unlawful and cannot be enforced. Barton v. Port Jackson, etc., Plank-road Co., 17 Barb. 397; Seneca Co. Bank v. Lamb, 26 id. 595–601.

As the statute must be construed, no binding subscription was made by the defendant for the stock of the company, because of his failure to make the payment mentioned in the statute before the subscription itself could be received by the commissioners. What was done was entirely ineffectual, and for that reason it was properly held at the trial that the action could not be maintained.

The judgment for the reasons already assigned, should therefore be affirmed with costs.—[Condensed from The Albany Law Journal.

The Fort Scott, Topeka and Lincoln Railroad Company, of which Col. T. L. Wilson of Fort Scott, Kansas, is President, Stephen Farnsworth Secretary, and C. O. French Attorney, are making preparations for the completion of the road. It will extend from Fort Scott, Kansas, to Lincoln, Nebraska, and is designed to run in connection with the Fort Scott, Southeastern and Memphis Railroad, which is now completed from Fort Scott to Springfield, Mo., on its way to Memphis, Tennessee. The length of the new road from Fort Scott to Lincoln is about 270 miles.

The Eastern Division of the Peach Bottom Narrow Gauge Railway was sold on the 1st inst., under foreclosure of mortgage, to a committee of bondholders, for $5,000, and the U. S. Circuit Court at Philadelphia has ordered the sale of the Middle Division in December next by the trustees, under foreclosure of the bondholders' mortgage.

A gap of only thirty-five miles remains to be filled on the Canadian Pacific Railway to connect Winnipeg with Lake Superior.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	June '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug. '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept. '81 2
Augusta and Savannah.100	1,022,900	J. & D.	June '80 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,549,578	J. & J.	July '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	Sept. '81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June '78 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July '81 2
Boston and Maine.....100	6,921,274	M. & N.	May '81 4
Boston and Providence..100	4,000,000	M. & N.	May '81 4
Attleborough Branch.100	131,700	J. & J.	July '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June '81 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl. '80 3
" " pref. 50	338,311	quarterly	Apl. '80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '81 3
Cape May and Millville* 50	447,000	J & D.	June '80 3
Catawissa*..... 50	1,169,500	October	Oct. '80 1½
" pref. 50	2,200,000	M. & N.	May '81 3½
" 2d pref..... 50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug. '81 1½
" " pref.100	769,600	F. & A	Aug. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June '81 4
Central of New Jersey.100	18,563,200	quarterly	Apl. 76 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '81 3
" pref..... 50	400,000	J. & J	July 81 3
Central Pacific 100	54,275,500	F. & A.	Aug. '81 3
Chemung*.....100	380,000	quarterly	July '81 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '81 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 81 4
" " pref...100	2,425,400	M. & S.	Sept '81 4
Chicago, Burl. & Quincy.100	31,004,456	quarterly	Sept. '81 2
Chi., Clin., Dub. & Minn....	6,166,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '81 4
Chi., Mil. and St. Paul...100	15,404,261	A. & O.	Apl. '81 3½
" " pref.....100	12,279,483	A. & O.	Apl. '81 3½
Chicago & N. Western.100	14,088,257	J. & D	June '81 3
" pref.100	21,625,353	quarterly	June '81 1½
Chicago, R. I. & Pacific.100	50,000,000	quarterly	Aug. '81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Sept. '81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Sept. '81 2
Colum. & Hocking Val.100	2,500,000	F. & A.	Aug '81 20s
Concord..... 50	1,500,000	M. & N.	May '81 5
Concord and Ports.*....100	350,000	J. & D.	June '81 3½
Conn. & Passump Riv..100	2,175,700	F. & A	Aug. '81 3
Connecticut River..... 100	2,100,000	J. & J.	July '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	June 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 81 2
Delaware*..... 2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*... 100	1,584,400	quarterly	Aug. '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor...100	1,825,800	F. & A.	Aug. '80 2½
" " pref.100	2,503,380	F. & A.	Aug '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania* 50	1,309,200	J. & J.	July 81 3
East Mahanoy *..... 50	392,950	J. & J.	July 81 3
East Tenn., Va. & Ga...100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,800	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	June '81 2½
Eel River.....	3,000,000	quarterly	Sep. '81 90c
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept. '80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '81 1½
" " pref. 50	500,000	J. & J.	July '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept. '81 1½
Fitchburg.....100	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia 100	4,200,000	J. and J.	July '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref. 100	1,180,000	quarterly	July '81 2
Illinois Central.....100	29,000,000	M. & S.	Sept. '81 3½
Iowa Falls & Sioux City*100	2,625,000	quarterly	Sept. '81 1½
Iowa Railroad Land Co.100	7,620,000	quarterly	Aug. '81 1
Ja. Sp. & Mo. Northern. 25	600,300	quarterly	May '81 2
Jeffersonv., Mad. & Ind..100	930,000	quarterly	May '81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June '80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....100	500,000	J. & D.	Dec. '80 1
" " pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	49,466,600	quarterly	Aug. '81 2
" " (guar.).100	533,500	F. & A.	Aug. '81 5
Lawrence*..... 50	450,000	quarterly	July '81 2
Lehigh Valley 50	27,232,550	quarterly	July '81 1½
" pref. 50	106,300	quarterly	July '81 1½
Little Miami*..... 50	5,871,450	quarterly	Sept. '81 2
Little Schuylkill*..... 50	$2,640,100	J & J.	July 81 2½
Louisville & Nashville..100	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug. '81 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	Aug. '81 1
Middlesex Central.....100	2,136 shs	F. & A.	Aug. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '81 3½
Missouri Pacific.....1 0	2,416,000	quarterly	July 81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '81 6
Nashua and Lowell.....100	800,000	M. & N.	May '81 3½
Nashua and Rochester..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,675,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,380	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref...100	8,146,700	.....	...
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Aug. '81 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*..... 100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref...100	96,000	M. & N	Nov. '77 4
North Pennsylvania.....50	4,527,150	quarterly	Aug. '81 1½
Northern Central 50	5,542,000	J. & J.	July '81 3
Northern N. Hampsh....100	3,068,400	J. & D.	June '81 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '81 3½
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.100	4,435,000	quarterly	Aug. 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug 81 4½
Panama.....100	7 000,000	Aug. 1, 1	881, $24.26
Paterson and Hudson*..100	632,000	J & J.	July '81 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,430,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Sept. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '21 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '81 1½
" Special Imp..100	5,504,300	quarterly	July '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Porti., Saco & Portsm....100	1,500,000	J. & J.	July 81 3
Profile and Franconia...100	.....	Annual.	Nov. '80 3
Providence & Worces..100	2,000,000	J. & J.	July 81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,163,700	F. & A.	Aug. '81 1½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.*..130	448,700	J. & J.	July 79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb. '76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb. '80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Oct. '81 1½
United Cos of N. J*...100	20,490,400	quarterly	July '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050.000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" pref.100	20 000,000	quarterly	Aug. 81 1½
Ware River*.....100	$750,000	J. & J.	July '81 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	July '81 3½
Worcester and Nashua.. 70	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (NY)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug. '79 1
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	July '81 6
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600,000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	July 81 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300.000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102.549	.....	Oct. '73 7
Ninth Avenue (N.Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July 79 2
Philadelphia City..... 50	475,000	J. & J.	July '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	May 81 3
South Boston 50	600,000	J. & J.	July '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '81 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	July '81 4
Union (Phila.) 50	400,000	J. & J.	July '81 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June '75 2
Delaware Division..... 50	1,633,350	.....	Aug. '81 $1
Delaware and Hudson....100	20,000,000	.....	8 pc '81 1½
Delaware and Raritan*..100	5,847,400	quarterly	July '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '81 $2
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	Au. '81 50c.
" " (pref.). 50	2,888,977	annually	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	8.000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug. '81 $5
Central Mining Co.....	.....	F. & A.	Aug '81 3
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81
George's Creek C. & I...100	.....	J. & J.	July '81 3
Gold and Stock Tel....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,000	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	July '81 4
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	July 81 3
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept. '69 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	5,990.200	F.M.A.N	Aug. '81 2
Quicksilver, common....100	5,708,700	.....	Aug. '81 2½
preferred 100	4,291,300	.....	Aug. '81 9½
Quincy Mining Co..... 25	40,000 shs	F. & A.	Aug. '81 3
Quincy R. R. Bridge.....100	1,750,000	J. & J	July '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J	July '81 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	June '81 3½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	Aug. '81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '81 4
West. Union Telegraph.100	80,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,869,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,771,314	1,957,951	2,031,000	1,820,600	1,490,323	19,423,684
1881	1,222,250	957,300	1,162,363	1,454,361	1,863,676	2,231,900	1,928,099	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,398	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,569,000	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	236,995	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	196,220	168,199	186,995	200,332	204,138	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	168,256	178,861	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	380,134	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	372,190	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	584,230	548,284	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,003	194,949	198,110	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	188,120	195,329	227,679	.....	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,082	226,399	227,323	237,666	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	906,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	85,733	106,953	103,438	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	96,586	83,764	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	667,300	772,537	.....	.....	.....	.....	.....	.....
1881	816,960	803,490	941,699	846,000	809,700	807,900	820,000	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	130,740	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	162,027	145,416	132,692	131,009	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,130	151,594	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	210,257	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	241,629	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,023,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,316	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,487	1,713,697	1,515,835	1,398,944	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,136	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	440,811	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	241,277	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	299,880	368,276	404,180	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,024	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,323	343,742	350,585	291,619	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,259
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,293	283,399	260,254	252,333	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,923	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	201,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,993	490,195	451,560	408,241	349.053	363,454	442,655	542 555	661,400	678,200	626,725	655,100	6,258,41 9
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	213,407	272,089	.....	.....	.....	.....	.....	.....
1881	254,187	159,483	320,962	425,685	382,642	405,322	387,488	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,929,529	2,143,000	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	2,526,000	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759,451	978,629	892,024	948,773	953,468	1,066,742	1,185,225	1,177,134	1,526 475	1,105,616	962,663	12,336,15 3
1881	811,617	816,922	1,119,591	1,023,482	1,140,660	1,308,993	1,131,751	.....	.....	.....	.....	.....	.....

Steel rails have been laid on the New York, Susquehanna, and Western Railroad nearly all the way between Paterson and New York, and also on other sections of the line in the mountains where the old rails were worn out. The substitution of steel rails will be pushed steadily forward. It was intended to double track the road between Paterson and New York this Fall, but it has been decided to defer this improvement until next Spring.

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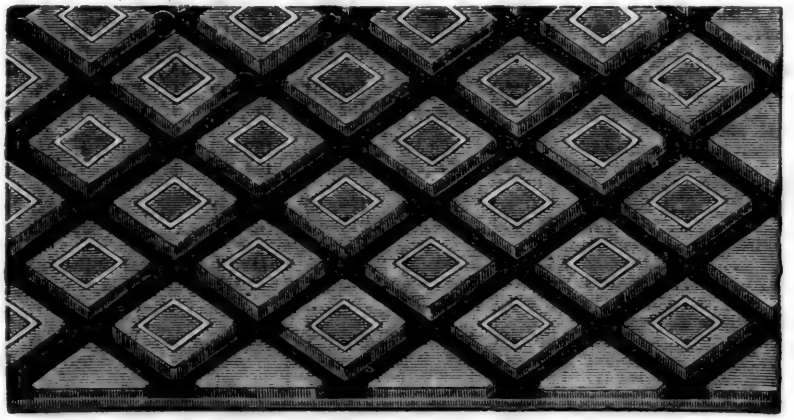


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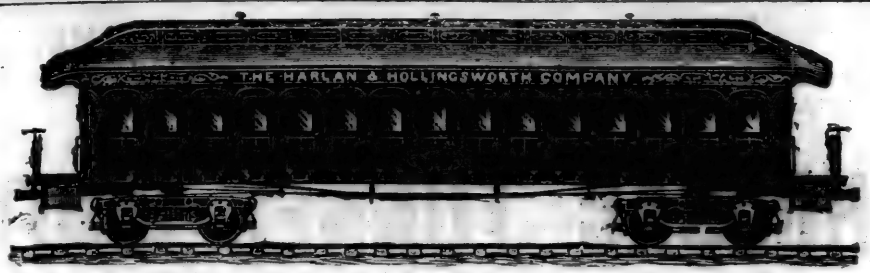
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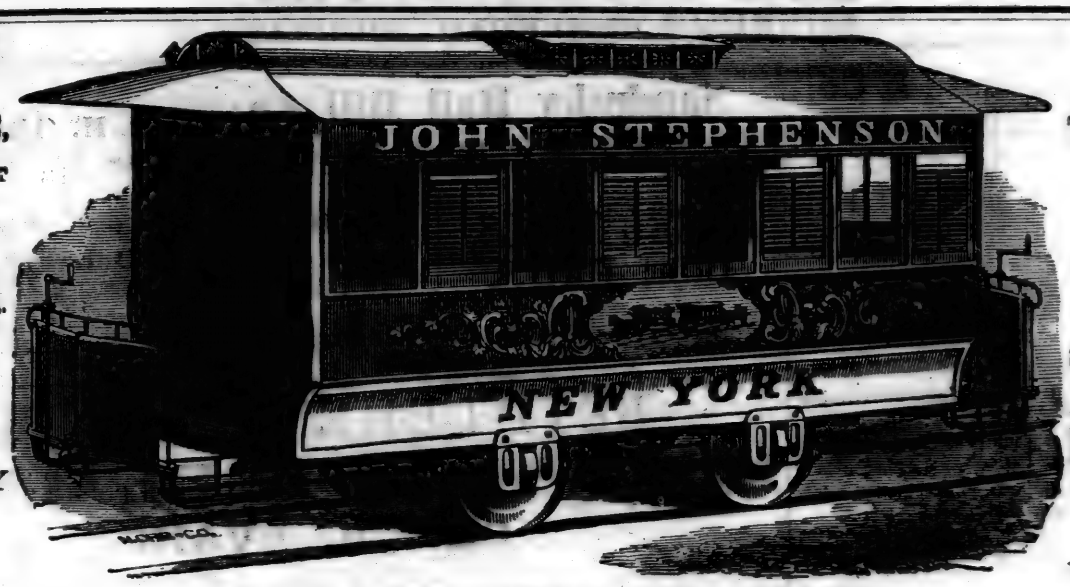
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Population of India.

Referring to the new census which has just been taken in India, and from which it appears that the total population in round numbers is 250,000,000, or something more than five times the population of the United States, the New York Times says: Accustomed as one is from very childhood to regard India as a thickly populated country, these figures still awaken surprise and again renew the wonder that an alien power, thousands of miles away, should govern it without more serious trouble. In many ways there is not a more interesting financial showing made by any nation than the Indian budget of Great Britain, and this year it reaches us by mail simultaneously with the news of this completed census. So much has been published of bankruptcy in Indian finances that the facts which this budget gives, when war expenses are eliminated from it, are a striking testimony to the efficiency of the English Government and the vast resources of its far east country. For the year 1881-2 the budget reckons upon a revenue of over $354,900,000, and expenditures of over $350,600,000, showing a clear surplus of nearly $4,300,000. To reach this surplus, however, Lord Hartington reckoned as income the sum of $15,000,000—to be paid in annual installments of $2,500,000—as part of the imperial contribution of $25,000,000 toward the expenses of the Afghan war, which, if taken out of the reckoning, would leave, of course, a considerable deficit. Lord Hartington in a single paragraph made a most suggestive statement of what the Indian finances would be had there been no Afghan war. For 1878-79 there would have been, he said, a surplus of $7,619,425; for 1879-80, one of $17,607,575; for 1880-81, one of $16,115,870, and for the current year, as we have already seen, one of $4,275,000. Thus, for the four years there would have been a surplus of $47,617,870, and the annual famine fund of $7,500,000 would have been allowed for in addition. What the war actually cost, as we now finally learn, was about $117,000,000; or more than double what it was reckoned to be, by the disgraceful error of last year. Besides the imperial contribution of $25,000,000 and the normal surplus of $47,617,870, to meet this war expense has required the use of the famine fund balances, some $20,176,000, and a requisition on the cash balances of $22,567,300 more.

The "Brown Coals" of the Far West.

The United States Territories and the States on the Pacific coast do not contain any coal of the carboniferous age, but they contain an abundance of the kind of fossil fuel called "Lignite" or "Brown Coal." This lignite, which is found in the earth like coal, and has its appearance and uses, and is, therefore, entitled to be called coal, occurs in greater or less quantities in all, or nearly all the States and Territories between the Missouri River and the Pacific coast. The principal localities where it is most in demand and found of the best quality, are along the line of the Union Pacific and Kansas Pacific Railroads, in the southern part of Wyoming and the northern part of Colorado. It is also abundant on the Northern Pacific Railroad. "Lignite" tends to crumble soon after exposure to the weather. This tendency is the cause of great waste at the mines—all the greater, that those tertiary coals can scarcely ever be made to melt and agglutinate into a firm coke. As ascertained by their analysis, they all contain water in their composition. Hence it is difficult to obtain a strong concentrated heat, such as is needed for welding iron in the forge fire. As a fuel for locomotives and for domestic purposes, including cooking as well as warming, lignite in general answers well. It kindles and burns freely, making a bright fire with a yellow blaze and comparatively little smoke. The odor of the smoke resembles the smell of burning peat.

The presence of iron pyrites in lignite is an objectionable feature, producing danger of spontaneous combustion. These iron pyrites can be removed by washing. Much of the lignite of the Pacific coast is more compact, approaches nearer to true coal and furnishes a better fuel than that of the Upper Missouri. Its great defect, however, is its tendency to crumble by exposure. To convert lignite into good transportable fuel, adapted to manufacturing and domestic uses, is claimed to be feasible. Some recent processes for utilizing bituminous coal dust are soon to be applied to its preparation, and in this way it is hoped that the vast lignite beds of the West, now nearly worthless, will be converted into valuable sources of fuel supply.[—The Tribune.

Cast Iorn in Fine Work.

The extent to which cast iron is used in the manufacture of small articles of light and fragile form, such as ornaments and appendages to dress, etc., is rapidly increasing, and the methods adopted in thus utilizing cast iron illust[illegible] the advancement in iron working which [illegible] few years have witnessed. It was sup[illegible]d ays The Metal Worker, that we had no material or means to reproduce such diminutive and fragile articles from cast iron. But recent improvements, both in material and manipulation, prove that we can almost equal the delicacy of what is known as "Berlin iron."

Fine charcoal iron possessses wonderful properties of fluidity when in a molten state; it finds its way into the smallest interstices of the mould, and comes out cooled, a definite reproduction of the imprint of the pattern. So exact is this reproduction that bare lines, to be represented only by very fine wire, come from the mould perfect in form and quite tenacious in texture. Articles of cast iron, cast in a mould of sand, which require fifty or a hundred to balance a quarter-pound weight, are as readily produced here as articles weighing pounds. It may be doubted if any metal is capable of producing more diminutive objects than iron. As instances of the possibilites of charcoal iron in castings, let any one examine the delicate shoe-buckles and belt-buckles, the shawl-clasps, and ornamental hair-pins, called steel, which bear a burnished surface rivalling that of silver. He will find they are of cast iron, very brittle, and showing a bright iron fracture. Quantities of these articles are made in England. They are said to be cast in sand moulds, the same as masses of iron are cast, and that come out as perfect as the heavier castings.

In short the possibilities of cast iron range from the utmost capacity of adjoining cupolas, capable of melting thirty tons, to the hand-ladle that, with ten pounds of metal, pours for a thousand separate articles.

Connecticut and Passumpsic Rivers Railroad.

The following is an abstract of the report of the Connecticut and Passumpsic Rivers Railroad Company for the year ending June 30, 1881:

Total receipts for year	$774,146 52
Expenses	462,981 61
Leaving net earnings	$311,164 91
From which has been paid:	
Coupons on 7 per cent mortgage bonds	$103,075 00
Coupons on 7 p. c. notes	8,610 00
Coupons on Massawippi 6 per cent bonds	24,000 00
Dividend February, 1881, 2 per cent	51,456 00
Dividend August, 1881, 3 per cent	79,245 00
Interest at bank	9,175 87
	$275,561 87
Leaving of net earnings for the year not disbursed	$35,603 04
To which add surplus of last year	8,880 17
Add also premium on bonds sold	12,819 31
Making a surplus on hand	$57,252 52
Increase in passenger receipts over last year	$14,182 77
Increase in freight over last year	78,269 05
Increase in mails and express over last year	1,611 24
Increase in rents over last year	56 54
Increase in interest over last year	22,478 94
Total gross increase	$116,598 54
Increase in operating the road	31,573 44
Increase in net receipts over last year.	$85,025 10

The tonnage as compared with last year was:

	1880.	1881.
Total tons	219,604	308,935
Tons carried one mile	13,670,452	19,726,622
Trains, mileage	449,978	525,171
Passengers carried	158,934	176,313

During the year there has been added to the equipment of the road 140 freight cars, costing $68,700, which have been paid for by the sale of 687 shares of stock, making the whole stock now issued 24,444 shares. Locomotives and other stock, as well as the stations, &c., have been kept in excellent repair, $8,543 having been expended upon the joint passenger station at White River Junction. The gravel train has been run more than two months since the opening of spring in ballasting the road; 1,500 tons of steel rails have been laid in the track, 5,784 rails taken up, welded and relaid, and 86,290 new ties have been put into the track during the year. Workmen are now laying 2,000 tons of steel rails, which will go into next year's account; when these are all laid there will be only about fifteen miles more to be laid to furnish continuous steel rails from Newport to Wells River, where the heaviest traffic passes, and more than one-half of the Massawippi road will also have steel rails. The report concludes as follows:

The long struggle we have had to obtain an efficient through line to Montreal and other points on the St. Lawrence River is over, and the thing is accomplished. We have now, through the means and great energy and perseverance of the Hon. Bradley Barlow, owner and manager of the Canadian line of roads with which we connect at Newport, a well-established line to Montreal, and embracing the line of roads on the north shore of the St. Lawrence River, which is developing a larger traffic than we had anticipated, and which we think is likely to increase and be permanent. Our relations with all connecting roads are of the most friendly nature, and the prospects for business the coming year are encouraging.

Chicago and Northwestern Railway.

The report of the Chicago and Northwestern Railway Company for the year ending June 30, 1881, recently sent to the Railroad Commissioners of the State of Wisconsin, shows the total miles of road to be as follows: in Wisconsin, 750.48; Illinois, 500.15; Michigan, 212.10; Iowa, 888.41; Minnesota, 414; Dakota, 247.61—a total of 2,807.85. Of this amount 487.50 miles are broad and 113.88 are narrow gauge. The company has also 440.19 miles of sidings. Total income, $19,969,335 42; operating expenses, $10,191,868 14; excess of income over operating expenses, $9,777,467.28; taxes in Wisconsin, $156,057 05; taxes in other States, $293,568 85; rentals, $1,412,287 85; interest on bonds, $3,695,548 16; dividends on preferred stock, $1,515,046 75; on common stock, $905,226; sinking funds, $98,120; surplus for the year ending June 30, 1881, $1,576,655 62. Capital stock, $58,568,150 53; bonded indebtedness, $57,471,000; unfunded and floating debt, $5,600,736 18; total of stock and debt, $121,639,886 71; capital stock per mile of road, $25,241 19; bonded indebtedness per mile, $24,768 85; unfunded debt per mile, $1,994 67; total of stock and debt per mile, $52,004 21. The earnings of the road for the year were: from passengers, $4,198,842 12; from express, &c., $315,122 69; from mails, $324,352 49; from freight, $14,978,712 05; total, $19,816,529 35. The earnings per mile of road operated for the year were $7,427 60. The equipment of the road is as follows: locomotives, 476; passenger cars, 207; baggage, mail and express cars, 113; parlor and dining cars, 7; other cars, 16,581.

Chicago and Atlantic Railroad.

Gen. Smith, one of the contractors for the construction of the Chicago and Atlantic Railroad, gives the following description of that enterprise:

The company was organized in 1878. It made but little progress and the project remained at a standstill until March, 1880, when the scheme was revived, and Gen. Smith and Mr. Conant contracted with the company of which Samuel B. Smith of New York is President, to construct and equip the road from Marion, O., to Chicago. Stock to the amount of $10,000 000 was issued. The issue of bonds was fixed at $6,500,000. The bonds were quickly sold, and the entire subscription money is now in bank in New York. The road is intended as a western outlet for the Erie Railway. When completed to Chicago the Erie will have a continuous line over its own roads from New York to Salamanca, the Atlantic and Great Western to Marion, O., and the Chicago and Atlantic to Chicago. The new line from Marion to Hammond, Ind., 242 miles, will involve an expenditure of $7,000 000. This involves equipment, station buildings and round-houses. At Hammond, which is 22 miles from Chicago, connection will be made with the Chicago and Western Indiana Railroad, which is now under contract for extension to that point. The route is now located the entire distance from Marion to Hammond, and graveling and bridge-building operations are in active progress upon every section of the line. The maximum grade will be twenty-six feet to the mile. The entire line from Marion to Hammond will be graded by next spring. No rails will be laid until the road bed is completed. During the months of May and June, 1882, the whole construction force will engage in tracklaying.

Gen. Smith said he had already purchased 27,500 tons of steel rails, and gave assurance that the through trains of the Erie Railway will be running into Chicago over this route by Sept. 1, 1882. This is allowing one year for grading, bridging, ironing, ballasting and equipping 242 miles of road. He said the project was being prosecuted upon a plan which is an innovation in railway construction. Not a shovelful of dirt was turned until the $7,000,000 required for construction had been paid in and deposited in bank. The road will not be opened, as is customary with new lines, in sections or pieces, but will first be perfected and then opened throughout its entire length on a certain day with all operating and running arrangements complete. Gen. Smith thinks the prospects for traffic extremely assuring for the success of the enterprise.

Interwoven Wire Spring Mattress for Sleeping Cars

An improvement in the building of sleeping-car berths has recently been perfected by Mr. Theodore T. Woodruff, mechanical engineer of this city. An examination of the model, now on exhibition at the Franklin Institute, shows the main feature of the improvement to be in the ready application of the celebrated interwoven wire spring mattress. By this method of construction the fact is patent that the seats and couches surpass those of the cars now so generally in use. Mr. Woodruff claims for his appliance comparative cheapness and durability; increased cleanliness, as the wire will not harbor vermin; and the thinness of the hair mattress to be used precludes any extended absorption of offensive odors from the body. He also claims that, being so much lighter in weight and the model of construction permitting all the bedding to be carried below the seats, the usual disagreeable swaying motion so apparent in the top-heavy sleeping cars is avoided; further, that as the wire mattress is perfectly flexible and yields to the slightest pressure, any bed spread upon it must be luxuriously soft and refreshing. It is the intention of Mr. Woodruff to apply his improvement to the fitting out of sleeping berths on steamships and sailing vessels, where it must prove of incalculable service.—Philadelphia Record.

The Treasury Department at Washington has been considering an appeal by Clark, Post & Martin from a decision of Collector Hartranft, at Philadelphia, assessing duty at the rate of 2½ cents per pound on certain so-called steel blooms imported per steamers Illinois, May 25, and Lord Gough, June 2, which the Appraiser, in his return, considered as steel in billets valued under 7 cents per pound. Under date of the 5th instant the Department addressed a letter to Collector Hartranft affirming his decision in the matter.

Ground has been broken for the extension of the Housatonic Railroad from State Line to the Lebanon Springs Railroad at New Lebanon, a distance of 12 miles, to give a through line via Bennington, Vt., between New York and Montreal.

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New York, Saturday, September 17, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

AT the close of the alloted time, last week, for which applications for space at the Atlanta cotton exhibition could be received, it was found that about 75,000 more feet of space had been applied for than could be furnished. It has been decided however to increase the accommodations sufficiently to meet the requirements of the late applicants. The enterprising and liberal spirit which the managers of the exhibition have shown throughout has deserved the success which now seems assured to Atlanta's great fair. Excursion tickets good to return within thirty days from the date of purchase, from this city to Atlanta, will be sold during October, November and December for thirty-six dollars.

APROPOS to the question that is frequently raised as to what is the basis upon which capitalists rest their Mexican expectations it is mentioned that Mexico has produced in a year $23,000,000 in silver alone at a time when the annual product of some of the other silver producing countries was as follows: Peru, $6,240,000; Buenos Ayres, $4,850,000; Brazil, $4,360,000; New Granada, $2,990,000, and Chili, $2,060,000. Considerable reliance is also placed upon the agricultural development which is naturally expected to follow the introduction of railroads. What Mexico has produced heretofore has been accomplished without systematized effort and under no inconsiderable disadvantage politically, and for what she can do in the future, the past is not an authentic index. But the lavish bestowal of subsidies is the most threatening influence now upon Mexico's credit and future prosperity, and grave apprehensions are justly felt as to her ability to discharge her enormous obligations.

The Railroads and the South.

Immigration to the South will doubtless assume during the next year a more active character than it has ever before exhibited. For some time railroad men and others interested in Southern development, have been studying and planning for the adoption of such means as would tend to turn southward a fairer portion of the tide of immigration that is flowing so freely to our shores. Especially is this seen in the policy of the management of some of the leading railroads extending through the South Atlantic States. Encouraging results have followed the efforts put forth to draw settlers to that section, and to the enterprise of railroad managers a large portion of the promising outlook in this direction must be attributed.

The Railroad and the State have had to work together to remove prejudices and to offer inducements to settlement; and it must be admitted that without the practical and substantial aid of the railroads the representatives of the people would have had a hard and barren work on hand, notwithstanding that the State policy has in the main been liberal. The great cotton exposition about opening in Atlanta, Ga., will do much to draw attention to the resources and advantages of the South, and this agent itself owes much of its power and usefulness to the hearty cooperation and substantial aid which the railroads have given it from the outset.

The one great difficulty that has stood in the way of Southern growth in the past has been the lack of enterprise and liberality of thought in making known to the world the attractions of that country and its wealth of agricultural and mineral resources. The fact that announcements made now concerning those resources are received with something of surprise, is evidence of the comparatively little that has been done heretofore to make known the inducements offered there to capitalists and settlers. There has been an unfortunate dearth of reliable information published concerning the material interests of the South, and the best of that which has been published has been issued by State or railroad officials rather than through the enterprise of the press or private individuals. Political prejudices are fast fading away at the South, a new impetus has already been given to her industries and her development promises to be measured only by local enterprise, in which the railroads will prove powerful supporters as they have proved willing and far sighted leaders.

Railroad Earnings.

Central Pacific, month of August, $2,059,000; August, 1880, $1,973,437; first eight months 1881, $14,711,544; corresponding period last year $12,318,198.

St. Paul, Minneapolis and Manitoba, four weeks ending August 31, $414,054 24; corresponding period 1880, $232,579 40; from Jan. 1 to August 31, $2,750,723 60; corresponding period 1880, $1,942,670 20.

Chicago and Grand Trunk week ending Sept. 3, $29,685; corresponding week 1880, $26,531.

Denver and Rio Grande first week of Sept. $138,092; corresponding week 1880, $80,517; miles now operated 933, operated last year 541.

Great Western of Canada week ending Sept. 2, $100,867; corresponding week 1880, $101,439.

Indiana, Bloomington and Western, week ending August 31, $3,299,772, corresponding week 1880, $31,822 46; month of August $117,956; August 1880, $111,731 99.

New York and New England, month of July, gross earnings, $240,826 57; operating expenses, $156,729 53; net earnings, $90,091 04; month of August gross earnings, $267,514 58; August 1880 gross earnings, $249,885 23.

Personal.

Charles A. Nimmo has been appointed general ticket agent of the Troy and Boston Railroad.

T. A. Phillips succeeds Major R. G. Butler as general manager of the Toledo, Delphos and Burlington Railroad.

Francis S. Lathrop, Receiver of the Central Railroad of New Jersey, who has been seriously ill at his house at Morristown, is reported to be convalescent.

W. S. Lincoln, of Springfield, Ill., has been appointed chief engineer of the Wabash system of roads, with headquarters at St. Louis.

Receiver King of the Ohio and Mississippi Railroad, it is said, having withdrawn his resignation and asked for an investigation of his management, the petition of Messrs. Pearsall and Chapman filed before Judge Matthews at Cincinnati has been withdrawn.

The following are among the more important of the official changes in the branch lines of the Pennsylvania Railroad recently reported: L. K. Lodge, formerly superintendent of the Central Division, has been appointed superintendent of the Philadelphia, Wilmington and Baltimore Railroad, which also embraces the West Chester and Philadelphia, and the Philadelphia and Baltimore Central Railroads. Mr. Lodge has his headquarters at the West Chester Depot, West Philadelphia. William A. Baldwin who occupied the position of General Superintendent of the Philadelphia and Erie Railroad Division, has been transferred as manager to the Pennsylvania Company, which embraces the leased and controlled lines west of Pittsburg and Erie. Mr. Baldwin has his headquarters at Pittsburg. He is succeeded by Robert Neilson, as General Superintendent of the Philadelphia and Erie Railroad Division. Mr. Neilson was formerly Superintendent of the Elmira and Canandaigua Division of the Northern Central Railway. By this change he also becomes General Su-

perintendent of the Elmira and Canandaigua, and the Susquehanna and Shamokin Divisions of the Northern Central Railway, with headquarters at Williamsport. Spencer Meade assistant engineer on the Middle Division of the Pennsylvania Railroad, has been made Superintendent of the Elmira and Canandaigua Division of the Northern Central Railway. His headquarters are at Elmira. A. B. Starr, Assistant Superintendent of the Philadelphia and Erie Railroad, is transferred to the Superintendency of the Shamokin Division of the Northern Central Railway, in place of L. K. Lodge. E. B. Taylor, Superintendent of the West Pennsylvania Division, is transferred to the Superintendency of the Pittsburg and Columbus Division of the Pittsburg, Cincinnati and St. Louis Railway; and Mr. A. P. Kirtland, Assistant Engineer of the West Pennsylvania Division, is promoted to be Superintedent of that Division.

Organization.

Charters have been issued at Harrisburg, Pa., to the Pittsburg, Rochester and Sharpsville Railroad—capital, $725,000; and to the Mt. Pleasant and Latrope Railroad, Westmoreland County, $130,000 capital. Archibald Hutchinson of Pittsburg, president.

A charter has been issued at Harrisburg, Penn., of the Delaware and Slatington Railway Company, with $300,000 capital. The new road runs from Slatington, on the Lehigh River, for about 27 miles, northeast to the Delaware River at Portland, just below the Water Gap.

At the annual meeting of the Newport and Wickford Railroad and Steamboat Company the following were elected directors: George Miller, J. N. A. Griswold, George Peabody Wetmore and Davis King, jr., of New York; John G. Weaver, of Newport, and S. H. Vaughan, of Wickford, R. I. George M. Miller was elected president and A. S. Sherman secretary and treasurer.

The annual meeting of the stockholders of the Pullman Palace Car Company was held in Chicago on the 7th inst. 53,000 shares of the capital stock being represented. The following directors were elected: George M. Pullman, Charles G. Hammond, John Crerar, Marshall Field, Amos T. Hall, J. W. Doane and R. P. Flower, all being re-elected except Mr. Doane, who fills the vacancy occasioned by the resignation of the Hon. Robert Lincoln.

A certificate of incorporation of the Cincinnati, New Orleans and Texas Pacific Railroad Company has been filed at Columbus, Ohio. The capital stock is $3,000,000. The incorporators are Fred Wolffe, Montgomery, Ala.; Charles A. Page, Boston; Theodore Cook, Edgar M. Johnson, Aaron W. Goldsmith, Cincinnati. Theodore Cook has been named as possible president of the new company, with Col. John Scott as general manager.

Articles of incorporation of the South Chicago Railroad Company were filed with the Secretary of State of Illinois on the 9th inst. The capital is $100,000. It is proposed to construct a road from a point on the Illinois Central between Hyde Park and Grand Crossing to South Chicago. The corporators and directors are W. R. Ackerman, Benjamin F. Ayer, E. T. Jeffrey, J. C. Welling, William S. Mauric and John Dunn.

The directors of the Indiana, Bloomington and Western Railway Company, elected on the 7th inst., are: Austin Corbin, J. R. Maxwell, Henry W. Maxwell, C. H. Odell, E. R. Root, Milton Garrison, L. H. Carhart, F. W. Dunton and Alfred Sully, of New York; J. D. Campbell, of Davenport, Ia.; R. K. Dow, and J. L. Farwell, of Claremont, N. H., and F. W. Peck, of Chicago. The construction of the Eastern Division to Springfield, O., is rapidly pushing to completion.

The Chicago, Brazil and Ohio River Railroad and Coal Company filed articles of incorporation with the State Secretary of Indiana on the 8th inst. Capital, $700,000. Directors, Chauncey Hibbard, Athur Holmes, A. D. Wallick, Fred Schuster, Joseph P. Reford, George B. Gurley and George M. White. The line is designed to run from Jasper, Dubois County, through the counties of Martin, Owen, Clay, Parke, Montgomery, Tippecanoe, White, and Jasper to Hebron, in Porter County. Length, 350 miles.

The Canada Mutual Telegraph Company was organized in Montreal on the 10th inst. with a fully subscribed capital of $1,000,000. The company will commence immediately the construction of lines all through the Dominion. Its connection in the United States will be the Mutual Union Telegraph Company, whose offices it is exrected, will be opened through this country by March next. The officers of the new Canadian company are Charles R. Hosmer, president and general manager; George B. Williams, vice president; A. F. Riddell, secretary and treasurer.

A company has been organized at Fargo to build a line of railroad north from Moorhead to St. Vincent. The incorporators are: Hon. E. G. Comstock, Mayor Burns, A. A. White, W. H. Davy, J. Erickson and others; the object being to build the road running out of Fargo north, and keeping between the Red River and the present line of the St. Paul, Minneapolis and Manitoba route. The matter of securing the right of way and other details are being pushed forward with a view to closing up the whole affair at once, and then commence building the line.

A charter was granted at the State Department, Harrisburg, Penn., on the 9th inst. to the Rostraver Railroad Company, the line of which will run from Bellevernon, Fayette county, on the Monongahela river, to the bank of the Youghiogheny river, near big Sewickley creek, Westmoreland county, a distance of 10 miles. The capital stock is $20,000. D. R. Davidson, of Pittsburgh, is the president, the other corporators being H. C. Frick, Charles H. Spencer, G. B. Bosworth, Pittsburgh; John Guffy, W. C. Guffy, Westmoreland.

Articles of incorporation of the Chicago, Mt. Vernon and Southern Railroad Company have been filed in the Circuit Clerk's office at Salem, Ills. The incorporators are: Jas. A. Creighton, of Springfield; Geo. M. Haynes, Geo. H. Varnell, Seth E. Crewes, of Mt. Vernon, and Bluford Wilson. The new road will pass from Altamont through Effingham, Fayette, Marion, Jefferson, Franklin and Williamson counties, with a branch from Mt. Vernon through Jefferson and Perry to Tamaroa; the capital stock of the road to be $3,000'000—30,000 shares at $100 a share. The survey begins immediately.

Articles of incorporation of the Sierra Iron and Quincy Railroad have been filed in the County Clerk's office, San Francisco. The purpose of the corporation is to construct a two-foot narrow-gauge railway from Quincy, Plumas County, through the Sierra and Mohawk Valleys, by way of Beckworth Pass, to Reno, in Nevada, and a branch to the Sierra iron mines, in Gold Valley, Sierra County, Cal. The estimated length of the road is 100 miles. The directors are Phillip N. Lillienthal, Charles N. Kohler, Frederick Weisenbaum and Caleb T. Fay. Capital stock, $3,000,000. Charles Kohler is treasurer and 10 per cent of the capital stock has been paid.

The charter of the Topeka and Rich Hill Railroad Company has been filed with the Secretary of State of Kansas. The route of the proposed road is from Topeka to Ottawa, Franklin county; thence to Ossawatomie, Miami County; thence to Pleasanton, Linn County; thence to Rich Hill, Bates County, Mo. The directors for the first year are Stephen A. Allen, Pleasonton; D. A. Crocker, Pleasanton; W. F. Dallas, Linn County; Daniel Underhill, Linn County; Reuben Smith, Miami County; H. H. Williams, Ossawatomie; E. H. Brown, Girard; Alfred Ennis, Topeka, and W. L. Parkman, Ottawa. The capital stock of the company is $500,000, divided into 1,000 shares of $50 each. The estimated length of the road is 110 miles.

The directors of the Columbus, Hocking Valley and Toledo Railroad elected on the 10th inst. are: J. W. Ellis, New York City; S. Burke, Charles G. Hickox and W. J. McKinnie, of Cleveland; C. W. Andrews, of Youngstown; and M. M. Greene, of Columbus. The officers are: M. M. Greene, president; S. Burke, vice-president; W. M. Greene, secretary, and F. H. Medory, treasurer. The board re-appointed Orlando Smith, general manager; James A. Wilcox, general counsel; George R. Carr, general superintendent; I. J. Janney, auditor; W. A. Mills, general freight agent, and W. H. Harrison, general passenger and ticket agent. The line is now operated in three divisions—the Lake Erie Division, 124 miles; Hocking Valley Division, 118 miles, and Ohio River Division, 83 miles. Total, 325 miles.

A certificate of consolidation of the Cleveland, Columbus, Cincinnati and Indianapolis, the Cincinnati Hamilton and Dayton, the Cincinnati, Hamilton and Indianapolis, the Cincinnati, Richmond and Chicago and the Dayton and Michigan Railroad Companies, was filed in Columbus, Ohio, on the 8th inst. Thirteen directors will be elected at Cleveland on October 20. Capital stock, $20,000.000, of which $18,500,000, has been issued. The stock of the new company will be issued upon surrender of stock in the old companies. In the distribution of the new stock, stock of the two old roads will be received as worth the same, and the same amount of the new stock be issued to them. It is certified by the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company that its present capital stock is $15,000,000, and its bonded indebtedness $6,275,000. The present capital stock of the Cincinnati, Hamilton and Dayton Railroad Company is $5,500,000; its bonded debt, $10,325,750

At a meeting of the stockholders of the Tennessee Coal and Railroad Company, held at Nashville, Tenn., on the 13th inst., the following board of directors was elected: John H. Inman, C. C. Baldwin, president of the Louisville and Nashville Railroad; Thomas Evans and B. R Smith, of New York; Gen. E. P. Alexander, first vice president of the Louisville and Nashville Railroad, of Louisville; George A. Washington, second vice president of the Louisville and Nashville Railroad, of Tennessee; ex-Gov. James D. Potter, president of the Nashville and Chattanooga and St. Louis Railroad; Nathaniel Baxter, Jr.; Thomas O'Connor, G. M. Fogg, A. S. Colyer, James C. Warner, and A. M. Shook, of Tennessee. The officers are: President, Nathaniel Baxter, Jr.; vice president, A. S. Colyer; general manager, A. M. Shook. The capital stock subscribed is $2,000,000. This is the company which recently purchased the Sewanee coal mines and blast furnaces at Cowan, Tenn., and the branch railroad intersecting the Nashville and Chattanooga Railroad at the latter point.

The incorporators of the Chicago, St. Paul and Omaha Railroad Company, recently organized in Illinois, are George S. Bowen, Elgin, Ill.; Pindar F. Ward, Geneva, Ill.; Holmes Miller, L. D. Brady, Otis N. Shedd, James L. Holden and Isaac N. Hardin, Aurora, Ill. The board will consist of seven members. The company proposes to construct, equip and operate a line of railway from Chicago in a westerly direction to the northern boundary of Illinois. This

line, as projected, will be about 140 miles in length. Another line to be constructed by this company will extend from a point upon the line described, in Du Page County, in a southerly and westerly direction to the western boundary of the State opposite Muscatine. The first of these lines will be designated the main line of the St. Paul division and the second will be designated the main line of the Omaha division of the proposed railway. The latter is projected for a distance of about 150 miles. The company also proposes to construct the South Chicago branch, extending to the eastern line of the State near Lake Michigan, 10 miles; a branch from the main line, near Fox River, to Batavia, St. Charles and Elgin, 20 miles; a branch from the main line in Ogle county to Rockford, 15 miles; a branch from the main line in Ogle County to Polo and thence to the Mississippi Rive, 55 miles; a branch from Plainfield, Will County, to Joliet and thence to the coal fields in Will County, 35 miles; a branch from Lisbon, Kendall County, to Streator, with a sub-branch to Morris, 35 miles; a branch from the main line in La Salle County to Ottawa, 8 miles; a branch from the main line in La Salle County to the towns of La Salle and Peru, 10 miles, and a branch from the main line to Rock Island and Moline, 12 miles. The capital stock is $10,000,000.

The Coal Trade

The leading coal carrying companies make the following reports of their tonnage for the week ending September 3, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad	186,605	5,726,671	4,916,276
Schuylkill Canal	21,269	376,796	280,819
Lehigh Valley	112,102	4,157,012	3,233,831
Del., Lack. & Western	91,489	2 769,185	2,174,595
Shamokin Valley	17,815	710 209	545,674
Central New Jersey.	.....	2,795,155	2,193,157
United R. R. of New Jersey	32,706	1 017,586	714,465
Pennsylvania Coal	33,329	879,857	670,358
Delaware and Hudson	77,876	2,333,341	1 889,487
Huntingdon & Broad Top Mt.	13,448	345,744	298 283
Penn. and New York.	30,543	1,092,915	809 583
Clearfield, Pa.	41,053	1,610,666	1,060,013

The total tonnage of anthracite coal from all the regions for the week ending Sept. 3, as reported by the several carrying companies, amounted to 550,156 tons, against 641,823 tons in the corresponding week last year, a decrease of 91,667 tons. The total amount of anthracite mined for the year is 18,115,457 tons, against 14,351,853 tons for the same period last year, an increase of 3,763,604 tons. The quantity of bituminous coal sent to market for the week amounted to 96,953 tons, against 112,053 tons in corresponding week last year, a decrease of 15,100 tons. The total amount of bituminous mined for the year is 8,234,049 tons, against 2 802,039 tons for the corresponding period last year an increase of 432,010 tons. The total tonnage of all kinds of coal for the week is 647,109 tons, against 753,876 tons in corresponding week last year, a decrease of 106,767 tons, and the total tonnage for the coal year is 21,349,506 tons, against 17,153,892 tons to same date last year, an increase of 4 195,613 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending August 27, was 182,872 tons, of which 143,341 tons were coal and 39,531 tons coke. The total tonnage for the year thus far has been 5,849,323 tons, of which 4,250,434 tons were coal and 1,598,889 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Sept. 3 were 39,080 tons, and for the year to that date 1,365,831 tons, a decrease of 41,190 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week 25,840 tons; year, 883,058 tons; increase as compared with 1880, 6,829 tons; Chesapeake and Ohio Canal—week, 6,653 tons; year, 303,501 tons; decrease as compared with last year, 75,548 tons. Pennsylvania Railroad—week, 6,561 tons; year, 177,940 tons; increase compared with 1880, 25,697 tons. The Reading Railroad tonnage for last week ending Sept. 10, was 181,000 tons, of which 57,000 tons were sent to and 54,500 tons shipped from Port Richmond, and 14,000 tons sent to and 13,300 tons shipped from Elizabethport.—[Phila. Ledger, Sept. 12.

Tidewater Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st ult. inclusive, during the years 1880 and 1881, was as follows:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush
1880.	4,300	16,636,600	20,889,400	47,000
1881.	5,600	9,059,900	10,929,400	48,200
Inc.	1,300	†7,576,700	†9,960,000	Inc. 1,200

†Decrease.

By reducing the wheat to flour the quantity of the latter left at tidewater this year, compared with the corresponding period last year shows a decrease equal to 1,514,040 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tidewater from the commencement of navigation to and including the 31st of August, in the years indicated:

	1879.	1880.	1881.
Canal opened	May 8.	April 20.	May 17
Flour, bbls.	4,100	4,300	5,600
Wheat, bush.	10,916,600	16,636,600	9,059,900
Corn, bush.	8,700,700	20,889,400	10,929,400
Barley, bush.	15,700	47,000	48,200
Rye, bush.	811,200	453,200	131,400
Oats, bush.	776,300	847,700	861,300
Malt, bush.	226,100	571,700	490,800
Feed, lbs.	488,600	.....	141,200

The Framingham and Lowell Railroad, which was opened to the public in 1871, was sold at public auction September 10 at South Sudbury, Mass., on an execution issued in favor of the Boston, Clinton, Fitchburg and New Bedford Railroad Company, for $379,129 35, and $88 24 cost of suit. The franchises and property were sold subject to an existing lease to the Boston, Clinton, Fitchburg and New Bedford Railroad Company, and to a first mortgage made to secure bonds to the amount of $500,000.

Herepath's Railway Journal says it is a remarkable fact that the two best paying lines in England have their termini at Cardiff, and are both mineral lines. The Taff Vale Railway Company have just declared a dividend of 10 per cent., with 6 per cent bonus, which is equal to 16 per cent per annum, while that of the Rhymney Railway Company is 11 per cent.

The location of the line of the Toronto and Ottawa Railway has been completed. The route throughout is described as a good one, and easy of construction. The measured distance between the points above named is 117 miles and from Peterborough to Toronto via Port Hope 94 miles, making a total from Toronto to Perth via Port Hope and Peterborough of 211 miles, which will be 37 miles shorter than via Brockville.

How Queen Victoria Travels.

A late number of the London Times gives an account of the recent trip made by Queen Victoria to Balmoral, etc., in the royal saloons provided for such occasions. Superintendents of the railroads always take charge of the trains whenever the Queen travels, and upon the occasion referred to "the utmost precautions were taken for the safety of Her Majesty during the journey, very detailed instructions being issued to the various railway officials for the purpose, and it was distinctly stated that on the occasion none of the public were to be admitted, under any circumstances, to the stations between Banbury and Edinburgh; that the company's servants were to perform the necessary work on the platforms without noise; and that no cheering or other demonstration was to be permitted, the object being that the Queen might be undisturbed during the night journey. The royal train was provided with a complement of fitters, lampmen and greasers, and was preceded by a pilot engine; it was furnished with continuous brakes and electric communicators. A 'look-out man' was placed on the tender of the engine with instructions to keep his face turned to the rear of the train for the purpose of observing signals, and similar orders were given to the guard in the front van."

Twenty of Marden's patent cars, that can be used as coal cars or changed in a moment to a platform car by an ingenious arrangement, are being built at the Boston and Albany Railroad car shops. They are equipped with the Ames patent drawbar, that is self-shackling.

The famous Rigbi Railway in Switzerland had more than two thousand people to carry up the mountain in a single day, not long ago, and proved inadequate to the task.

It is expected that the first one hundred miles of the Danville, Olney and Ohio River Railroad, the construction of which is being rapidly pushed, will be in operation very shortly.

There is now a surplus in the Treasury of Georgia of $332,000, and it is expected that the balance in the Treasury on the 1st of October will be $561,000. The State is entirely free from debt.

Track laying is now completed on section A, Canadian Pacific Railway, giving a continuous line of rail from Thunder Bay to Eagle Lake, the easterly end of Section B.

The rails are being laid upon the new railroad between Marlton and Medford, Burlington county, N. J., and it is expected that the track will be completed by the 1st of October.

The Rochester and Pittsburg Railroad, which is being pushed with a great deal of energy, is expected to be completed in the autumn of 1882, with a branch to Buffalo.

It is stated that the Minister of Public Works has given orders to survey a direct railway line from Naples to Rome via Gaeta and Terracina.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1883	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1885	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1865	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,500	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1889	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,110,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1908	...
Construction Notes	78,000	7	Jan. & July.	"	1884	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,186,000	5	April & Oct.	"	1900	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	...	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	810,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till 80)	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	308,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	634,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	964,000	9	" "	" "	1900	....
Registered Certificates	84,000	8	" "	"	1875	....
Funded Interest	226,900	8	" "	Lynchburg.	1880	....
				New York.		
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bonds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley:						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1856-'90 (Balt.) skg fd.	2,833,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1894	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,374,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $3,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1898	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1832	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1892	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.)						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	...
1st Mortgage (new)	1,200,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'82-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,232,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,480,000	7	"	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold)	25,883,000	6*	Jan. & July.	New York.	'95-'98	...
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,610,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okid & Ala.).	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6,530,000	6*	" "	" "	1890	...
Income bonds, Sinking Fund ..	2,225,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76-'89	...
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1991	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1854	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	553,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	858,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,893,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,641,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv..						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd June.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,000,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,316,000	7-8	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)....	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1907	....
1st Mort. (Dav. & N. W.).....	1,786,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	5,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m)	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	240,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated sinking fund	5,211,000	7	F. M. A. & N	New York.	915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	902	....
Sinking Fund Bonds of 1879...	6,440,000	5-6	Apr. and Oct	" "	929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug	" "	887	....
1st Mortgage (Chic. & Mil.)....	1,700,000	7	Jan. and July.	" "	898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct	" "	900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept	" "	908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	908	....
Winona and St. Peter—						
1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York	887	....
2d Mortgage guar.....	1,610,000	7	May & Nov	" "	907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	916	....
Chicago, Pekin & Southwestern:						
1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	901	....
2d Mortgage	750,000	8	April & Oct.	.....	891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	....
2d Mortgage for $5,000,000.....	7,258,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage.....	2,941,000	8	Jan. & July	New York.	1886	....
2d Mortgage.....	1,500,000	8	April & Oct	" "	1890	....
Mississippi Central—						
1st Mortgage.....	345,000	7	May & Nov	New York.	1906	....
2d Mortgage.....	1,996,000	8	Feb. & Aug	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage.....	477,000	8	March & Sept	Boston.	889	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1908	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage.....	499,000	7	June & Dec.	New York.	902	....
2d Mortgage, guar.....	1,545,800	7	Jan. and July.	" "	82-'9	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	900	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.)'58	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'9	....
1st Mort.(Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold.....	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.) ...	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
2d Mortgage.....	651,000	7	Jan. and July	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec	" "	75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	405,000	7	Jan. & July	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new.....	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new.....	1,297,000	7	Jan. & July.		1907	....
1st Mort. (Tus. and Black Riv.	180,000	7	May & Nov.		1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1893	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	....	....
Columbia and Port Deposit:						
1st Mortgage	1,663,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1903	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	....	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'92-'96	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1888	....
1st Mort.(Tol., Loganap't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar	426,000	7	May & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	496,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
elaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.).	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,255,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1905	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	6	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division.	596,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	44*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	265,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.	300,500	10	May & Nov.	" "	1883	....
1st Mort.(Bay C. & L.Jag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.&Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	" "	" "	1903	....
Fonda, Johnste'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1909	....
Income Bonds	317,032	7	" "	" "	1888	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.).						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,07[illegible]	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3[illegible],000	7	" "	" "	1892	....
Hannibal & Naples(W.,St.L.&P.)						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1855	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1885	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	....
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	....
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	989,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L G.(M.&W.D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.		1905	....
Illinois & So. Iowa (W.,St.L.&P)						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,000,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	908,000	7	April & Oct	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7				
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8				
New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.	....	....
Mortgage on Branches	1,325,000	....		"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7		"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	....
Kansas City, St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City, Top. & W. (A., T. & S. Fe)						
1st Mortgage	864,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....			....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1890	....
2d Mort. (")gold	350,000	7*	March & Sept.	New York.	1896	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'0[illegible]	....
Knoxville and Ohio.						
1st Mortgage	600,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	827,000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	....		" "	....	....
1st Mort. (Laf., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon.		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600 000		June & Dec.	Philadelphia.	1907	....
Lehigh Valley:		7				
1st Mortgage (coupon & reg.)	5,000 000		June & Dec.	Philadelphia.	1898	....
2d Mortgage registered	6,000,000		March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6	June & Dec.	"	1923	....
Little Miami:		7				
1st Mortgage	1,492,000	6*	Jan. & July.	Cincinnati.	1833	....
Street Connection Bonds	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1894	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Sks. Fd.	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Pt. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb. & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $5,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,500,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,490,000	7	Jan. & July.	New York.	1902	...
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	758,980		Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1883	...
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	...
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	.....	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	...
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	...
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	...
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	...
1st Mortgage	645,000	6	March & Sept.	"	1908	..
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	...
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	...
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	...
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	566,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1896	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4,700,000	6	" "	" "	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Pr
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	N [illegible]	1898	....
1st Mort. (North'n Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	trust.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	960,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	...
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,818,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,252,000	7	Feb. & Aug.	" "	04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $15,000,000	.....		.....	.....	....	...
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	100,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct.	" "	1889	....
1st Mort (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.		1894	....
1st M. (St. L. Kan. & Arizona)	1,200 000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feb 1, out of net earnings preceding fiscal yr. non-acc.	New York "	Sinking fund.	....
Second Preferred Debentures	1,850,000	7				....
Third Preferred Debentures	600,000	7				....
Fourth Preferred Debentures	900,000	7				....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,950,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6 800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (McM. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1 1 1	....
1st Mort. (Tenn & Pacific K R)	800,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1 6	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,985,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300,000	7	May & Nov.	New Haven.	1888	....
2d Mort. guar. by New Haven.	225,000	7	Various.	New Haven.	var.	....
New Haven and Northampton:						
1st Mortgage	1,200,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	280,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,000,000	6	" "	" "	1109	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1110	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec	" "	1899	....
New London Northern:						
1st Mortgage	300 000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	512,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000 000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERCAN RAILROAD BOND LIST

An Asterisk (*) affixed to rate of interest signifies "Payable Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,505	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for	13,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd } $30,000,000		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1s mortgage	182,500	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,236	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1995	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1902	....
Leased Lines Rental Trust, 1875	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Peterab.—See Atl M&O:						
North Carolina:						
1st Mortgage	210,000	6	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,950,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	....	....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	....	....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	....	....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1890	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,475,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						....
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1906	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1895	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar.	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.&W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'81	....
Consolidated Mortgage, guar.	538,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B &Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,000	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						....
1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
2d Mortgage, Income, 1880	859,200	7	....	....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						....
1st Mortgage, guar.	500,000	7	....	....	....	....
Pennsylvania:						
General Mortgage }	19,992,700	6	Jan. & July.	Phil. or Lond	19'0	
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,301,540	6	M. J. S. & D	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	"	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia	'81-'9	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	....	"	 0	....
Pennsylvania Company:						....
Judgment bds (held by Pa.R.R.)	6,400,000	6	....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	....	"	1921	....
Pennsylvania & New York (L.V.):						....
1s. Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1906	....
1st Mortgage guaranteed	1,000,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.&P.):						....
1st Mortgage guaranteed	500,000	8	Feb. & Aug.	New York.	1896	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	853,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						....
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						....
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1887	....
Petersburg:						
1st Mortgage (installments)	500 000	8	Jan. & July.	New York.	'79-'9	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						....
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						....
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						....
Receiver's Certificates, 1880	1,800 000	4-6	....	Philadelphia	....	....
Loan of 1868, debenture	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1893	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort. $ loan, coup & reg.	10,649,000	7	June & Dec.	Philadelphia	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M., gold or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499 900	7	Jan. & July	"	1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct	Phil. or Lond	1897	....
General Mort. stg. sinking fund	19 685,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & De	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1883	....
Bonds for Berks Co. Railroad	500,000	5-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	13,036,500	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar. by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0.0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,500,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtl: Creek. Div.)..	328,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Se ies B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June and Dec	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage...	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	..
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds..... ..	1,500,000	6*	" "	"	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds.....	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P.&R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)..	800,000	8	.....	"	1888	...
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage..... ...	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.....	177,516	6	Various.	Richmond.	'80-'96	....
Dollar Loan, coupon.....	450,000	8	Jan. & July	Philadelp a.	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1900	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Sng Fd.	422,500	7	March & Sept.	New York.	1910	..
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug.	Boston.	1891	....
General Mortgage	1.5.0,000	5	May & Nov.	"	1902	...
Sadnaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St. Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	8	... .	....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,000,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,000,000	7	" "	" "	1915	....
2d Mo t. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1890	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	... & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,.83,000	7	March & Sept.	" "	1901	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold ...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	414,306	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,.82	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	.. ..
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. (Dakota Ext.)for$6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	800,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	800,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,00.	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y.,N. H. & Hart.)						
1st Mortgage, 1880.....	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage.....	1,623,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsidy)....	1,628,020	6	" "	U.S.Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'78-'88	...
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	...
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,600	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8	Jan. & July.	New York.	1890	...
Sterling Mort., guar. by L. & N.	5,975,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	576,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.:						
1st Mortgage	231,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
Terre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum)	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Ronlout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,249,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	6	March & Sept.	N. Y. & Bost	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £360,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	..
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1903	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	846,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	...
Utah Northern:						
1st Mortgage	3,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	...
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	850.000	7	" "	"	1890	....
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,180,600	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (St. West. Rwy of '59)	2,495,000	7	" "	" "	1858	....
1st Mort. (Quincy and Toledo)	600,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	200,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (St. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4–7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	...
1st Mort.(Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	...	.....	" "	....	....
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1903	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,600	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb & Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	672,049	6	Various.	"	'73-'90	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,168,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'76-'91	....
Western Maryland:						
1st Mortgage, unendorsed	460,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	675,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	550,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	123,500	6	May and Nov	"	1900	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1880	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275.000	6	Various.	Worcester.	1887	....
Plain Bonds	250.000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,275,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	....
Delaware and Hudson:						
1st Mort. reg. — 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
1st Mort. reg. — 3d series, Jan. 1, 1871	4,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Essex):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg.):						
1st Mortgage, extended	1,709,330	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,223,000	6	" "	" "	1916	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,273,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,308	7	March & Sept.	London	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Cars. Engines.	Pass.	B. M. Fr.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,267,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1878	90.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern, Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,131	92,663	—	50	....
Sept. 30, 1879	142.6	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. (D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	668,393	1,218,236	558,265	7	100	....
Oct. 31, 1879	242.6	17.5	82.9	4-9	75	37	8	1,930	Allegheny Valley ..... Pennsylvania	21,564,350	2,413,862	.....	.....	2,166,500	23,274,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9					Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,634	—	82,247	.....	1,656,432	1,300,000	12,889	.....	62.6	241,210	50,940	423,448	251,796	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.8	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,300	*	5,711,649	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,454,967	6	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	153,846	269.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlanta and West Point .....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	777,298	251,621	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence, Me., N.H.& Vt.	71,306,347	9,935,149	.....	.....	34,675,800	68,950,311	.....	.....	422.8	5,373,414	963,497	2,259,843	4,135,296	618,808	—	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio..Virginia.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	543,931	824,789	38,749	6	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	130,466	3,8,002	1,686,320	644,006	—	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ‡ ....Md. & W. Va	120,707	—	1,250	87	131,700	—	—	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ‡ .....Maryland.	22,543,315	12,203,663	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	8,679,346	.....	.....	8,864,827	4,341,246	8	100	....
Sept. 30, 1879	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	285,067	223,674	10	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago O., I. & Ill.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	289	Baltimore and Potomac.....Maryland.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	183,942	677,600	1,508,498	741,788	—	50	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) ..... Pa.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport.....N. Y.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6‡	50	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap..... Penn	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe..... Penn.	201,346	15,263	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	68,628	41,628	18,135	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	61	72	30	748	Boston and Lowell.....Mass.	24,516,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	540,789	86.3	1,225,343	2,876,531	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	3,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,102	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	677	Boston and Providence.....Mass. & R. I.	4,454,338	*	49,311	28,831	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	284,892	159,451	—	100	....
Sept. 30, 1880	36.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	4,612,774	—	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	39	30	17	593	Boston, Concord and Montreal .....N. H	1,383,397	—	1,451	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	124,307	119,015	178,235	183,866	40,455	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,000	39.0	632,307	49,800	.....	13,197	deficit.	—	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley..... Mass.	466,684	94,219	158,303	26,588	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,388	47,341	6	100	....
Dec. 31, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope..... Virginia	3 47,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	110,500	*	.....	.....	110,500	.....	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island .N.Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,300	337,569	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.— N. Y. & Pa.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	87,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	236	Buffalo and Southwestern.....New York.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,527	43.8	50.896	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	1,238,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	6,734,454	*	443,919	22,632	2,004,350	3,548,800	1,401,765	248,391	120.5	617.728	207 239	1,063,256	954,683	380,355	—	100	....
May 31, 1880	46.4	—	2.7	5-0	3	2	1	56	Burlington and Northwestern.....Ia.	1,413,362	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	21,291	32,994	39,775	4,482	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern, Mo. & Iowa	292,729	53,150	.....	.....	140,000	203,800	.....	.....	48.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1880	146.5	—	54.2	3-0	24	7	7	611	Cairo and St Louis..... Ill.	12,677,206	*	1,227,691	111,303	5,500,000	6,050,000	165,921	1,700,280	424.6	911 306	253,107	764,183	1,410 260	459,702	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.	7,103,035	*	.....	.....	4,535,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,497	342,002	62,491	—	100	....
Dec. 31, 1879	61.2	84.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	In Receiver's hands. No returns.	275,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	168,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	550,990	519,216	—	100	....
June 30, 1879	248.0	11.0	6.7	5-6	13	6	6	206	Canada Central..... Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	296,682	107,682	65,860	270,439	82,196	—	100	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	495,473	202,127	3‡p	50	....
Oct. 31, 1879	94.0	4.5	15.6	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	2,995,386	547,276	—	100	....
Mar. 31, 1880	42.0	—	12.2	4-8.5	22	18	5	325	Carolina Central..... N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	.....	.....	.....	.....	.....	7pf	50	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,21‡	34.6	78,090	21,677	73,578	57,929	2,559	6‡	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,242	103,70..	.....	3,159,420	1,537,985	—	100	....
June 30, 1879	189.1	1.8	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	716,568	160,545	—	100	....
Dec. 31, 1879	78.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*.....Cal. Nev. & Utah	125,021,099	8,030,469	10,234,033	1,464,793	54,275,500	93,192,285	306,605	15,382,688	1,218.1	7,203,591	6,842,307	1,875,348	17,158,168	6,945,300	—	100	....
Dec. 31, 1879	158.0	278.4	37.0	4-8.5	109	57	44	1,955	Central Vermont..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,687	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga	5,182,315	*	372,892	23,626	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,884	98,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.)..... Penn.	1,084,892	—	57,142	26,037	648,763	500,000	990	.....	22.6	67,547	130,743	167,571	84,660	30,596	—	60	....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	26	Cheraw and Darlington..... S. C	680,000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,631	—	100	....
Sept. 30, 1879	423.0	9.3	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio .....Va. & W. Va.	54,238,716	*	534,267	133,243	23,762,136	22,523,215	5,716,662	457,197	432.3	2,060,344	166,869	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire..... N. H. & Mass.	2,595,229	322,266	.....	305,141	2,163,300	806,500	27,396	35,480	64.0	574,267	134,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	192.5	4-8.5	137	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,837,160	4,583,315	12,490,872	11,627,850	2,597,983	579,373	840.4	3,609 688	843.429	2,634,177	9,755,677	2,708,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,468	172,924	333,054	3,714,329	259,340	204,956	152.0	1,600,088	146,215	749,340	1,020,794	389,445	—	100	....
Jun. 30, 1880	80.0	24.0	10.2	4-8.5	15	6	5	200	Chicago and Iowa.....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	196,841	104.0	.....	.....	.....	.....	.....	—	100	..
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan.....Mich.	6,238,201	429.640	33,923	119,443	6,161,000	480,000	114,740	75,467	245.6	587,908	248,287	345 467	654.285	112,827	—	100	....
May 31, 1880	1,627	—	267.1	4-8.5	425	192	100	12066	Chicago & Northwestern, Ill. Wis. & Mich.	73,865,795	—	8,318,765	2,811,606	36,513,610	37,686,000	11,448 446	5,985,060	1,627.5	12,769,566	3,964,798	5,574,686	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	6.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,227 440	.....	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	....
Sept. 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chi ago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	82,000	109,942	.....	30.6	1 2,890	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11629	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,586,547	3,722,845	1,834,371	31,094,484	27,270,225	16 586,547	4,492,865	1,857.3	8,690,517	2,076,184	4,686,353	14,817,106	1,260,038	8	100	....
Dec. 31, 1879	163.8	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,210 193	233,825	730,016	115 027	5,151,440	953,000	258,520	45,190	208.1	330,734	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,688,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$ p.c.
Dec. 31, 1879	640.1	484 3	696 7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,600	4,807,829	2,477,188	50 000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,841,294	15,271,492	6,236,968	6	100 ....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	23,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	980,204	4,670,023	6,540,364	3,543,382	4	50 ....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,884	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740		50 ....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami.....Ohio.	5,046,241	*	1,965,942	34,724	4 687,300	2,015,000	34,946	359,661	195.5	1,219,194	835,841	787,769	1,332,496	440,790	8	50 ....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶.....Ark.	7,010,817	*	961,167	8,199	4,096,135	2,648,500	1,528,826	L. 293,278	165 2	233,829	54,516	.....	362,160	156,829		100 ....
Sept 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶.....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,048,848	286,071	1,617,950	538,359		100 ....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	66,203	6,032	48 408	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....		100 ....
Jun. 30, 1879	185.	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville. Ill., T.,Ky. & Ala.	32,703,922	*	13,326,077	1,267,520	9,059,361	22,902,820	10,425,589	3,909,759	1,839.9	5,627,177	.....	.....	7,435.843	3,227,644	8	100 ....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,995,352	*	86,083	307,93?	1,860,603	3,764,700	522,498	241,567	232.8	.....	395,673	403,833	1,129,632	425,271		50 ....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	288.2	.....	169,286	415,998	696 621	99,974		100 ....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	6	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,303,885	*	.....	3,937	379,100	.....	946,104	L. 1,282	36.5	.....	6,592	10,760	17.106	df. 1,762		100 ....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,155	.....	387,500	398,000	48,114	.....	22.1	40,058	23,802	100,349	50.235	26,279		100 ....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	8,721,018	34,223	328,300	354.9	917,353	553,364	596,107	1,508,377	638,297		100 ....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	*	40,124	53.132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,859	100,745		100 ....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644.887	552,671	275,743		100 ....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039		100 ....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,258	428,621	138,567		100 ....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5½	100 ....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192.511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17.782	14,450	9,332	21,547	6,282		100 ....
Jun. 30, 1879	166.7	22.6	18.4	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489		100 ....
Sept. 30, 1879	152.8	6.0	9.8	4-8.5	15	8	4	288	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,505	96,921		100 ....
Jun. 30, 1879	108.0	—	8.0	4-8.5	18	6	3	286	Minneapolis and St. Louis....Minnesota.	3,729,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382		100 ....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,188	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380		100 ....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	278	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,340	.....	118.0	118,620	.....	.....	155,520	31,458		100 ....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805.332	.....	.....	808.0	2,781,621	296,652	676,785	3,344,292	1,368,772		100 ....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,891	*	752,657	1,564,245	800.000	15,123,000	675,970	1,560,328	421.6	2,641,542	896,401	1,898,657	3,922,893	1,783,784		100 ....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,718 429	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704		100 ....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	796,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,980	338,552	2,284,616	824,966		100 ....
Nov. 30, 1879	28.0	—	2.0	5-0	2	2	1	14	Montrose.....Pa.	332,141	37,900	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10.335	9,181	20,884	2,851		50 ....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924		50 ....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N. H. & Mass.	666,015	218,243	333,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	546,963	529,031	435,285	148,911	7	100 ....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	—	—	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100 ....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T. Ala. & Ky.	14,360,900	*	178,593	976,150	6,843 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,158	914,407	3½	25 ....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	418	Naugatuck.....Connecticut.	1,903,484	224,086	63,525	150,188	2,000,000	.....	33,563	317,670	56.5	296,826	352,288	228,196	592,151	242,063	10	100 ....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19.814	101,949	44,759		100 ....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927		100 ....
Jun. 30, 1879	74.0	46.0	14.5	3-6	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	115,237	32,324	96,565	161,315	36,403		100 ....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9.428	38,224	887,350	1,164.500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845		100 ....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4.018	.....	164,050	99.878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830		50 ....
Sept 30, 1880	13.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	13.0	47,315	123,445	62,327	122,886	48,776		100 ....
Sept.30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593,242	796,516	84 223	100,749	2,460,000	2,619,000	271,356	214,328	144.6	460,407	300,940	360,234	703,206	293,156		100 ....
Sept.30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1.084,500	416,813	.....	30.0	157,664	391,500	47.58.	166,100	40,750		100 ....
Sept.30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	100,000	136,523	1,500,000	1,499,500	99,006	155,108	121.0	517,233	365,008	469.500	591,347	183,547	6	100 ....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,263	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100 ....
Sept.20, 1880	208.2	66.0	62.8	4-8.5	87	119	40	1,568	N. York & N. England..M., R. I. & Conn.	27 087,926	1,616,806	322,785	665,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,161		100 ....
Sept. 30, 1879	441.7	298.4	1,416.4	4-8.5	594	459	167	—	New York Central & Hudson River.N.Y.	137,757,158	*	4,050,034	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,180,643	9,441,243	25,747,558	10,496,283	8	100 ....
Sept. 30, 1879	16.6	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	5,500,000	.....	.....	17.5	2,979,666	29,475,912	.....	2,239,849	1,068,149	10	100 ....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western..N. Y. &Pa.	158,035,707	*	1,537,552	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,293,676	5,491,431	8.715 892	18,693,109	7.049.183		100 ....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	3,545	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,888,584	2,164,455	768,623	2,1 4 052	16,500,000	.....	331,431	2,145,288	152.5	2,462,532	4,600,507	1,348,687	4,294,228	1,694 986	10	100 ....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Osw go Midland.....N. Y.	26,377,340	*	.....	.....	6,800,522	16,078 500	3,524,436	.....	344.0	410,479	218,161	216,100	528,592	84,401		100 ....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645.027	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	207,866	689,009	255,176	8½	100 ....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556 700	219.529		100 ....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	189	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	985.350	1,058,000	60,044	119,037	102.0	286,090	46,900	.....	346,268	135,364		50 ....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,294,077	1,750,035	.....	.....	4,397,300	6,017,000	1,183.490	.....	88.2	628,550	586,547	607,724	1,021,184	560,435		50 ....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	*	.....	.....	81.550	160,000	140,019	.....	9.8	31,458	69 582	12,237	17,449	17,449		50 ....
Dec. 31, 1879	138.0	8.6	354.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412.019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,705,179	1,530,879	7,920.866	4,107,949	1,216,007		50 ....
Mar. 31, 1880	69.6	13.4	16.5	4-8.5	25	13	10	530	Northern.....New Hampshire.	3,068,400	*	424,147	491.913	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,368	489,005	112,439	5½	100 ....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,178	Northern Pacific...Minn .Dak.,Wash.&c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089		100 ....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	15	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,658	.....	122.0	362,895	103,982	245,696	472,172	104,390		100 ....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren.....Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,888	15.195	75,796	36,340		100 ....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	218	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	529,433	7,138,800	5,787,000	636.097	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100 ....
Feb. 28, 1880	199.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,678	527,302	.....	.....	.....	10.950,000	62,570	.....	199.1	270,950	105,133	54,723	508,153	137,543	—	100 ....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,866,646	191.662	6,000,000	5,070,000	72,026	174,190	172.5	[Five m os. ending May 31, '80			1,138,627	721,059	2	100 ....
Jan. 31, 1880	185.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,686	*	34,976	112,804	2,853,000	1,441 194	48,288	88,240	185.7	886,627	48,105	276,765	352,471	83,233	—	100 ....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,967	13	100 ....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225.915	451,400	91,104	.....	55.0	.....	47,670	22,624	89,974	22,398	—	50 ....
Dec. 31, 1879	47.1	15.9	75.1	4-3	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,630	.....	.....	12	50 ....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.....Pennsylvania.	59,975,140	*	81,173,558	12,834,952	68,870.200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,667	5,048,645	13,684,047	21.743,628	9,992 008	4½	50 ....
Jun. 30, 1879	88.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,229,700	*	.....	.....	1,229.700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	215,416	9,186	—	100 ....
Nov.30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,943,345	———	125,092	47,896	38.040	1 924,600	893,148	———	38.5	257,564	66,458	310,730	194,690	65,871	—	50 ....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg.....Va.& N. C.	1.035,750	*	.....	.....	1,334,200	1,041,000	446,223	———	64.0	142,598	29,524	67,782	202,986	54,767	—	100 ....

Nov. 30, 1879	102.9	228.6	713.4	4-8.5	478	428	76	20243	Philadelphia & Reading	Penn	30,513,089	9,355,442	67,357,546	16,687,139	34,278,175	77,924,761	11,656,879			826.0	10,302,755	7,908,648	12,825,566	13,106,352	4,119,011	—	50	....					
Oct. 31, 1880	96.3	15.8	149.0	4-8.5	76	180	50	1,313	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,213,690	*	3,076,773	534,868	11,535,750	3,740,500	543,073	955,908		212.7	1,874,822			3,263,110	1,366,223	8	50	....					
Dec. 31, 1879	6.0	3.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon	Pa.	425,427	63,106	472,075	.....	767,790	192,428	.....	.....		9.1	49,200	143,893	71,488	141,245	19,604	—	50	....					
Dec. 31, 1879	68.0	2.8	13.3	4-8½	22	14	1	688	Pittsburg and Lake Erie	Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,510	28,155		70.3	309,515	.....	371,461	335,649	157,923	—	50	....					
Dec. 31, 1879	192.3	8.1	198 9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	16,107,384	3,834,910	1,679,297	1,439,976	8,437,200	12,497,000	2,126,367			1,171.2	2,950,472	771,103	2,728,461	3,625,686	1,592,039	—	50	....					
Dec. 31, 1879	468.4	—	2.9.8	4-9	278	155	59	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,619,721	*	200.000	.....	26,043,586	13,510,000	.....	.....		468.4	8,319,823	2,254,341	3,679,382	8,452,388	3,951,254	7	100	....					
Dec. 31, 1879	95.0	25.0	29.0	4-9	82	17	8	246	Pittsb., Titusville and Buff	N. Y. & Pa.	8,473,622	587,500	34,188	111,765	4,959,450	4,125,955	62,585	59,068		120.0	441,927	226,554	625,669	467,126	190,331	—	50	....					
Dec. 31, 1879	24 0	—	1.3	4-9	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	613,367	.....	13,301	3,894	399,600	200,000	30,460	.....		24.0	61,106	63,123	121,808	77,599	33,349	—	100	....					
Sept. 30, 1879	23.7	—	2.0	6-0	2	2	—	4	Port Jervis and Monticello	N. Y.	1,124,080	*	.....	.....	724,277	.....	16,000	.....		23.7	24,030	19,211	13,782	25,807	1,616	—	100	....					
Sept. 30, 1879	94.0	—	10.0	4-8.5	9	17	4	182	Portland and Ogdensb	Me., N. H & Vt.	3,569,605	*	52,915	87,556	1,052,186	2,649,000	186,731	114,969		94.0	190,603	82,514	120,879	271,494	102,046	—	100	....					
Sept. 30, 1879	52.5	—	7.0	4-8.5	7	9	3	127	Portland and Rochester	Me. & N. H.	1,966.211	*	.....	.....	636,011	1,500,000	627,274	.....		52.5	171,068	109,004	106,829	145,702	19,252	—	100	....					
Dec. 31, 1879	112.0	—	4.0	5-0	11	9	3	198	Port Royal and Aug	S. C. & Ga.	2,629,331	*	46,032	40,143	750,000	1,750,000	36,879	78,646		112.0	(15 mo	nths.	115,269	220,177	84,742	—	100	....					
Sept. 30, 1879	3? [	—	1.9	3-0	2	1	1	80	Potomac, Fred. and Pied.	Va.	969,447	*	.....	.....	1,468,000	125,000	5,000	.....		38.5	37,160	6,675	23,025	23,177	6,715	—	100	....					
Sept. 30, 1879	42.7	—	2.2	4-8.5	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,449,920	*	.....	.....	850,000	535,000	38,216	.....		42.7	61,402	45,000	20,202	51,844	8,516	—	100	....					
Sept. 30, 1879	22.6	—	2.3	4-8.5	2	3	2	77	Providence and Springfield	R.I. & Mass.	920,981	*	.....	.....	517,150	500,000	10,000	.....		22.8	54,869	76,861	35,564	79,988	39,302	—	100	....					
Sept. 30, 1880	43.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester	R. I. & Mass.	2,926,358	102,407	37,220	37,220	517,150	500,000	10,000	46,796		22.8	54,869	76,861	35,564	79,988	39,302	—	100	....					
Sept. 30, 1879	13.6	—	3.0	4-8.5	5	10	—	25	Providence, Warren and Bristol	N. J.	744,287	644,025	.....	.....	602,141	2,000,000	1,242 000	568,549	261,070	65.8	710,486	1,849,912	787 521	1,069,644	337,666	5	100	....					
Dec. 31, 1879	230.3	—	3.7	4-8.5	6	—	—	250	Pueblo, and Ark. Valley	Col.	6,809,000	*	.....	.....	437,917	20,000	.....	.....		13.6	.....	213,105	49,419	89,864	15,421	6pf	100	....					
Jan. 30, 1879	286.6	53.5	15.0	4-8.5	35	42	11	481	Que., Mon., Ottawa and Occid.	Ind.	10,500,000	*	2,036,947	110,260	6,084,200	2,591,000	172,490	107,518		230.3	(Includ	ed in Less	ees return	s.)			—	100	....					
July 31, 1879	97.0	—	7.0	4-8.5	14	12	9	145	Raleigh and Gaston	North Carolina	1,500,000	*	.....	.....	.....	.....	7,811,245	.....		340.0	480,763	179,767	87,463	341,098	69,280	—	100	....					
Sept. 30, 1879	22.5	2.3	2.6	4-8.5	3	7	5	113	Richmond and Petersburg	Va.	1,152,291	*	1,229,810	41,675	1,008,600	225,000	18,859	19,225		24.8	72,556	114,651	99,049	164,623	73,071	4	100	....					
Sept. 30, 1879	80.0	—	7.2	4-8.5	13	14	10	121	Richmond, Fred'burg and Potomac	Va	2,509,718	67,553	439,309	101,009	1,530,500	847,764	77,176	596,597		80.0	167,937	119,675	68,005	314,840	152,864	—	100	....					
Sept. 30, 1879	38 5	—	3.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake	Va.	632,887	*	.....	.....	497,500	273,000	.....	.....		38.5	56,255	20,351	83,409	124,035	41,074	—	100	....					
Sept. 30, 1879	107.6	—	10.7	4-8.5	11	10	5	246	Rochester and State Line	N. Y.	2,437,417	*	.....	.....	22,094	2,349,900	191,709	.....		107.6	400,565	104,098	325,210	275,898	89,813	—	100	....					
Jun. 30, 1879	91.0	—	4.5	4-8.5	5	5	2	84	Rock Island and Peoria	Ill.	1,680,012	*	.....	.....	1,500,000	150,000	24,366	.....		91.0	219,205	95,986	206,737	365,892	102,028	5f	100	....					
Sept. 30, 1879	141.1	48.5	54.9	4-8.5	52	50	25	1,176	Rome, Watertown and Ogdensburg	N. Y.	11,315,878	*	.....	.....	5,293,900	7,759,900	639,256	.....		408.8	1,079,018	514,770	571,083	1,143,289	308,648	—	100	....					
Sept. 30, 1879	22.0	—	3.1	4-8.5	4	4	2	104	St. Croix and Penobscot	Me	364,000	*	27,383	18,508	100,000	200,700	1,014	108,177		22.0	24,844	12,271	.....	38,662	19,457	—	100	....					
Mar. 31, 1880	10.5	—	0.5	4-8.5	2	5	3	16	St. Johns	Florida	218,000	*	.....	.....	110,000	108,000	.....	.....		10.5	22,750	.....	.....	26,852	16,656	5	100	....					
Jun. 30, 1879	52.5	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa	Ont	1,589,229	*	.....	.....	789,909	730.000	.....	.....		59.0	127,202	48,038	43,305	129,517	37,865	—	100	....					
Dec. 31, 1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco	Mo. & Ind. T.	28,841,974	*	474,693	171,988	22,063,420	6,786,087	504,117	325,032		392.4	1,103,388	94,355	471,310	1,672,488	948,494	—	100	....					
Dec. 31, 1879	193.2	71.0	...	4-8.5	14	13	4	660	St. L., Alton & T. H	Ill. & Ind.	11,768.400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	168,179		264.0	.....	.....	.....	1,501,459	498,731	—	100	....					
Dec. 31, 1879	489.8	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,694,908	*	4,455,463	893,522	21,488,961	30,068,667	1,692,341	.....		684.9	2,483,149	652,757	981,139	5,292,611	2,372,592	—	100	....					
Dec. 31, 1879	41.5	18.7	2.5	4-9	4	1	—	9	St. Louis, Salem and Little Rock	Mo.	1,481 474	128,838	12,607	14.189	746,800	978,100	53,704	.....		60.2	.....	.....	.....	83,165	37,729	—	100	....					
Dec. 31, 1879	158.3	—	29.5	4-8.5	32	14	10	792	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,330,209	*	1,550	2,069	3,928,016	4,499,000	227,546	.....		158.3	1,142,765	204,730	900,294	1,317,287	862,897	—	100	....					
Jun. 30 1879	156.0	—	22.0	4-8.5	24	10	4	486	*St. Paul and Duluth*	Minn.	9,097,866	.....	.....	.....	.....	.....	.....	.....		169.0	378,425	61,525	252,922	469,416	113,713	—	100	....					
Jun. 30, 1880	207.1	395.4	37.9	4-8.5	60	69	*	1,493	St. Paul, Minn. and Man	Minn. & Iowa.	31,686,882	*	570.990	1,582,102	15,000 000	16,324,900	1,522,707	992,367		656.0	.....	.....	.....	2,988,108	1,632,695	—	100	....					
Dec. 31, 1879	49.5	—	7.0	4-8.5	3	3	2	66	Sacramento and Placerville	Ca.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691		49.5	.....	20,004	33,120	149.253	58,163	—	100	....					
Jun. 30, 1879	60.0	—	2.1	5-0	2	1	—	18	Savannah & Memphis	Ala.	4,701,533	*	.....	.....	2,321,080	2,137,000	418,297	31,467		60.0	42,631	11,200	11,000	53,244	11,557	—	100	....					
Sept. 30, 1879	68.0	—	3.2	5-0	2	—	—	5	Savannah, Griffin and N. Ala	Ga.	1,555,945	*	.....	.....	815,255	500,000	.....	.....		63.0	.....	.....	.....	52 960	22,875	—	100	....					
Sept. 30, 1879	80.0	—	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke	Va. & N. Carolina	2,140,813	*	.....	.....	1,299,600	215,004	100,500	1,218,427		80.0	269,388	32,450	226,337	477,865	179,124	7	100	....					
Dec. 31, 1879	27.3	3.8	12.	4-9	—	—	—	—	Shamokin Valley and Pottsville	Pa.	2,863,450	.....	.....	.....	869,450	1,994,000	.....	.....		31.1	(Leased	to Northe	rn Central.	Rental	$104,671.	12	50	....					
Nov. 30, 1879	95.0	—	8.5	4-9½	6	2	2	147	Shenango and Allegheny	Pa.	1,046,631	147,940	26,000	.....	200,000	1,105,000	159,375	.....		46.0	.....	27,351	288,465	150,283	54,916	—	100	....					
Sept. 30, 1879	32.3	—	1.5	4-8.5	3	2	2	28	Shepaug	Conn.	268,524	*	.....	6,625	299,700	400.000	.....	.....		32.5	38,394	10,956	20.528	54,175	18,605	—	100	....					
Jun. 30, 1879	61.8	51.7	5.5	4-8.5	5	3	4	92	Sioux City and Dakota	Iowa & Dak.	3,246,38.	*	.....	.....	2,400,000	900,000	.....	.....		113.2	780,868	23,734	74,684	277,338	75,619	—	100	....					
Jun. 30, 1880	107.4	—	8.9	4-8.5	14	8	6	184	*Sioux City and Pacific*	Neb. & Iowa.	5,355.551	*	.....	.....	2,068,400	3,256,320	329,757	89,980		80.5	227,288	59,525	211,117	269,490	109,666	7pf	100	....					
Sept. 30, 1879	25.0	—	1.0	4-8.5	2	1	1	52	Somerset	Maine	799,488	*	.....	.....	377,574	450,000	78,662	*		25.0	15,750	8,049	8,078	19,908	3,199	—	100	....					
Sept. 30, 1879	183.0	6.3	26.0	5-0	1	1	1	52	South and North Alabama	Ala.	10,098,212	*	94,837	.....	3,461,767	6,208,810	810 618	.....		139.3	590,226	83,017	468,195	873,197	314,586	—	100	....					
Aug. 31, 1879	144.0	166.6	21.5	5-0	36	28	9	392	Southwestern (C. of Ga.)	Ga.	4,291,300	*	.....	.....	3,892,300	399.000	.....	.....		310.5	471,550	.....	.....	751,576	307.624	7	100	....					
Jun. 30, 1879	167.5	—	13.8	4-8.5	14	8	36	289	Southern Minnesota	Wis. & Minn.	6,468,914	*	69,682	102,594	1,784,200	4,739,900	103,621	113,519		167.5	251,455	52.028	148,394	534.426	262,004	—	100	....					
Sept. 30, 1879	69.0	—	3.4	5-0	5	4	2	31	Spartanb. Union and Col	S. C.	1,340,882	*	.....	.....	751,296	548,370	125,000	.....		69.0	.....	7,682	.....	75,614	20,884	—	100	....					
Jun. 30, 1879	108.0	—	10.0	3-0	11	5	—	—	Springfield Southern	Ohio.	1,334,511	164,670	.....	.....	635,241	192,700	.....	.....		108.0	.....	78,589	91,477	117,400	10,292	—	100	....					
Dec. 31, 1879	24.0	—	1.0	4-8.5	1	2	1	—	State Line and Sullivan	Pa.	1,000,000	13,320	43,165	.....	1,000,000	400,000	41,678	.....		24 0	32.790	8,154	.....	63,088	16,070	—	100	....					
Sept. 30, 1879	13.0	—	0.3	4-8.5	4	9	—	7	Staten Island	N. Y.	480,000	*	.....	.....	210,000	300,000	.....	.....		13.0	72,988	356,128	.....	264.518	85,346	20	100	....					
Dec. 31, 1879	24.0	10.0	3.7	4-8.5	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236.500	.....	.....		84.0	104,230	.....	.....	123,168	22,091	—	100	....					
Dec. 31, 1879	81.0	—	38.5	4-8.5	18	8	4	448	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	253,808	2,004,000	2,020,000	216,695	65,805		81.0	484,623	145,196	1,238,735	829,842	327.231	4½	100	....					
Sept. 30, 1879	43.5	—	2.0	4-8.5	4	6	—	60	Syracuse, Chenango & New York	N. Y.	1,089,660	*	.....	.....	801,400	261,400	.....	.....		43.5	84,240	35,417	50,178	72,278	3,766	—	100	....					
Oct. 31, 1879	79.7	34.1	39.0	4-8½	44	22	17	1,466	Terre Haute and Indianapolis	Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,600,000	793,627	1,262,660		118.8	1,018,962	232,586	1,287,601	1,082,374	404.371	8	50	....					
May 31, 1880	179.7	264.1	42.7	4-8.5	52	21	12	92	Texas and Pacific	Texas.	27,416,108	*	2,439,858	338,408	7,902,500	21,220,533	618,856	454,435		443.3	1,545,829	194,788	526,093	2,589,222	1,045,704	—	100	....					
Dec. 31, 1879	44.0	4.0	13.4	4-8.5	16	8	3	942	Tioga and Elmira State Line	Pa.	1,559,836	606,099	.....	.....	580,900	629,500	.....	1,417,559		54.5	287,829	78,186	691,187	387,225	171,671	—	50	....					
Jun. 30, 1879	79.0	—	11.7	3-6	12	16	3	278	Toronto and Nipissing	Ca.	1,600,000	*	.....	.....	168,360	1,276,915	290,382	.....		106.5	194,503	89,613	81,694	172,155	46,551	—	50	....					
Jun. 30, 1879	191.0	—	16.0	3-6	20	12	6	424	Toronto, Grey and Bruce	Ca.	4,274,888	*	.....	.....	782,234	3,365,665	16,349	.....		191.0	310,025	118,652	92,855	284,967	80,512	—	100	....					
Sept. 30, 1879	34.7	—	16.7	4-8.5	18	15	7	451	Troy and Boston	New York.	1,981,912	*	1,103,588	.....	1,609,016	2,199,500	408,149	.....		46.0	425,505	278,257	812,189	593 896	288,519	—	100	....					
Sept. 30, 1879	74.0	—	6.8	4-8.5	7	8	2	1.4	Ulster and Delaware	New York.	1,073.359	*	1,751,912	16,846	1,139,500	1,582,000	170,017	.....		74.0	129,008	84,694	123,894	178,283	18,673	—	100	....					
Dec. 31, 1879	1,087	8.0	20.0	4-8.5	178	121	41	3,115	*Union Pacific*	Nebr. Wy. & Utah.	114,493,812	.....	.....	.....	36,762,300	77,731,512	.....	.....		1,042 4	7,001,869	.....	.....	992,886	13,201,077	7,725,574	—	100	....					
Dec. 31, 1879	404.3	—	34.7	4-9	24	3	1	49	United New Jersey (Pa.)	N. Jer.	38.330,487	.....	.....	.....	20,490,400	19,976,000	.....	.....		404.3	5,588,128	7,204,654	5,052,996	9,088,884	2,914.947	—	100	....					
Apr. 30, 1880	36.5	—	1.5	4-8.5	6	7	5	2	Utah Central	Utah.	2,500,000	.....	.....	.....	1,500,000	1,000,000	.....	.....		36.5	.....	.....	.....	447.034	291,972	11	100	....					
Dec. 31, 1879	108.0	—	7.5	4-8.5	6	5	3	91	Utah Southern	Utah.	3,450,000	.....	.....	.....	1,500,000	1,950.000	.....	.....		105.0	.....	.....	.....	327,558	177,042	—	100	....					
Sept. 30. 1879	87.0	—	18.8	4-8.5	18	20	14	212	Utica and Black River	New York.	2,378,739	418,847	183,100	238,519	1,771,720	1,112,000	84,788	180,751		180.1	432,840	213.019	106,880	475,508	184,977	2	100	....					
Sept. 30, 1879	71.0	—	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira	New York.	2,883,472	*	.....	.....	.....	2,000,000	207.337	.....		98.0	174,354	100,026	88,003	166,981	def. 4,106	—	100	....					
Dec. 31, 1879	75.7	21.7	16.8	4-8.5	16	10	4	4	Utica, Chenango and Susq. Valley	N. Y.	4,148,103	*	.....	.....	.....	4,000,000	.....	.....		97.4	406,078	217,658	328,600	652,756	def. 268	6	100	....					
Feb. 28, 1879	140.0	2.0	10.0	5-0	15	10	7	91	Vicksburg and Meridian	Miss.	3,046,444	.....	134,110	81,077	1,397,603	3,166,973	88,474	.....		142.0	144,330	45,666	45,597	329,176	70,315	—	100	....					
Dec. 31, 1879	52.2	1.5	37.0	4-8.5	24	10	4	369	Virginia and Truckee	Nevada.	3,715,350	712,279	.....	.....	6,000,000	1,000,000	.....	.....		53.7	458,810	.....	395,854	1,288,261	552,752	5f	100	....					
Dec. 31, 1879	40.8	1.4	2.1	4-8.5	3	2	1	33	Wabash, Chester and West	Ill.	468,212	*	.....	.....	250,000	200,000	26,273	.....		42.3	.....	15,103	38,782	89 424	def. 13,996	—	100	....					
Dec. 31, 1879	718.5	628.4	210.6	4-8.5	231	125	77	7,938	Wab., St. L. & Pacific	O., Ind. & Ill.	.....	.....	.....	.....	40,000,000	38,287,250	.....	.....		1,801.7	.....	.....	.....	8,224,566	2,624,777	—	100	....					
Sept. 30, 1879	33.4	—	5.0	4-8.5	2	2	3	16	Wallkill Valley	N. Y.	293,799	*	660,000	11,593	330,000	582,000	108,691	.....		33.5	80,828	69,830	60,738	8 ,012	14,423	—	100	....					
Sept 30. 1879	10.2	—	0.4	4-8.5	—	—	—	—	Warwick Valley	N. Y.	192,162	*	.....	.....	225,000	285,000	.....	.....		10.2	14,500	23,761	22,185	37,008	16,041	3f	100	....					
Sept. 30, 1879	51.7	—	2.7	4-8.5	6	7	6	66	Washington and Ohio	Virginia	1,944,790	*	.....	.....	1,777,921	387.300	128,400	.....		51.7	99.745	28,889	27,839	97,470	22,281	—	100	....					
Sept. 30, 1879	238.5	121.0	18.0	4-8.5	31	39	14	522	Wash. City, Va. Mid. & Gt. So.	Va & N C.	10,160,949	*	.....	.....	4,265,297	3,095,942	1,815,004	.....		369.6	826,137	181,911	514,018	954,788	347,082	—	50	....					
Oct. 31, 1879	26.3	—	5.1	4-8.5	11	23	5	70	West Chester and Philadelphia	Pa.	1,647,106	163.012	349,717	143,209	821,300	1,100,000	53,146	228,598		26.3	256,190	788,127	95,439	304,452	128,535	7	50	....					
Dec. 31, 1879	85.8	47.0	18.4	4-9	20	5	18.4	260	West Jersey	New Jersey.	2,396,749	459,297	1,082,971	186,340	1,869 750	2,523,000	102,845	93,372		128.4	471,746	659,662	162,467	544,151	248,885	2	100	....					
Aug 31, 1879	116	51 0	8.5	5-0	16	13	8	260	Western of Alabama	Alabama.	3,275,012	*	177,000	43,062	.....	2,563,000	722,011	220,082		167.0	322,840	.....	.....	.....	579,493	254,968	—	100	....					
Sept. 30, 1879	163.0	20.7	26.2	4-8.5	39	12	12	612	Western Union	Wis. & Ill.	8,082,297	*	63,377	14,885	4,000,000	3,500,000	864,353	306.207		212.7	688,993	160,254	348,422	773,551	234,716	—	100	....					
Sept. 30, 1880	162.0	17.0	13.0	4-8	28	22	11	370	Wilmington and Weldon	N.C.	3,240,224	*	18,900	154,782	1,456,200	1,619,100	49,792	383,784		180.5	494,494	.....	.....	603,175	188,928	3	100	....					
Sept. 30 1880	180.0	—	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta	N. C. & S. C.	2,556.532	*	26,195	243,999	980,000	1,800,000	112,315	184,411		189.0	396,551	.....	.....	547,446	146,423	—	100	....					
Dec. 31, 1879	249.9	70.0	17.9	4-8.5	25	13	6	617	Wisconsin Central	Wis	19 823,023	*	.....	.....	11 435,600	8,168,000	.....	193,091		456.7	706,741	167,085	325,078	851,091	353,952	—	100	....					
Dec. 31 1879	108.4	—	11.5	4-8.5	5	4	2	548	Wisconsin Valley	Wis.	2,853,739	306,132	104,728	28,767	2,026,256	1,149,748	78,278	89,087		90.0	.....	58,197	124,162	228,983	92,386	—	100	....					
Sept. 30, 1880	46 1	—	31.0	4-8.5	19	22	8	367	Worcester and Nashua	N.H. & Mass.	2,121.982	390,686	.....	2,464,504	1,789,800	1,000,000	3,894	172.878		94.5	462.662	371,619	467,479	575 860	189.301	—	100	....					
Jun. 30, 1879	65.0	—	2.0	5-0	8	2	2	21	Youngstown and Connetton Valley	Ohio.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....		23.8	22,766	3,972	16,147	4,446	1,369	—	100	....					

Philadelphia and Reading Railroad.

The properties of the Philadelphia and Reading Railroad Company, either owned or leased, are as follows:

First—846.3 miles of railroad—306.1 miles double track and 556.2 miles of coal lateral lines and sidings, in all equal to 1708.6 miles of single track with 506 locomotive engines and 20,726 cars of all kinds, and machine and other shops and conveniences necessary for repairs and reconstructions.

Second—156.23 miles of canal and slackwater navigation, with 322 canal barges, 319 mules, and other equipment necessary for working these properties.

Third—14 steam colliers, with tonnage capacity of 15,600 tons, together with 66 coal barges, two schooners and two steam tugs for use at Richmond terminus in distributing coal to the various points along the coast.

Fourth—160,566 acres (251 square miles) of land, 91,149 acres (142 square miles) being anthracite coal lands, which is nearly 30 per cent of all the anthracite coal fields in Pennsylvania. There are 78 workable collieries on the properties owned and controlled by the company, but 63 only were worked last year.

Fifth—15,010 acres of iron ore lands, with five workable ore-banks or mines, representing a cost of $655,819 50.

Sixth—14 iron furnaces for the manufacture of pig metal, two iron-rail mills, and five other manufacturing establishments.

The ownership or control of these various properties, including the company's guaranty obligations, and a considerable investment in stock and bonds of properties controlled by lease or otherwise, represent a capitalized cost of $207,999,321 64.

Pullman Palace Car Company.

The following statement of the Pullman Palace Car Company for the year ending July 31, 1881, was presented at the recent annual meeting of the stockholders in Chicago:

REVENUE.

Earnings (leased lines included)		$2,355,266 33
Our proportion of earnings of other sleeping car associations controlled and operated by this company		481,573 25
Patent royalties		12 234 00
Manufacturing profits, Detroit shops		133,313 27
Profit and loss, including interest, discount and exchange		13,109 23
Total		$2,995,496 08

DISBURSEMENTS.

Operating expenses, including legal expenses general taxes and insurance (leased lines included)	$768,310 19	
Maintenance of upholstery and bedding (leased lines included)	175,499 11	
Our proportion of operating expenses and maintenance of upholstery and bedding in cars of other sleeping car associations controlled and operated by this company	132,600 00	
Rental of leased lines	261 000 00	
Interest on bonds	191,867 01	
Dividends on capital stock	482,166 00	
		2,014,442 67
Surplus for the year, being excess of revenue over ordinary disbursements		$981,053 71

ASSETS.

* 502 cars and equipments, including franchises, cost		$9,020,600 58
* Amount invested in other car associations controlled and operated by this company, cost		2,491,904 05
Stock in Union foundry and Pullman car-wheel works		22,500 00
Real estate and plant, Detroit shops		370,520 84
Real estate and plant, 492 acres of land, Chicago car works, homes for workmen and other improvements at Pullman, Ill		2,545,904 96
Real estate and plant, St. Louis repair shops		43 012 99
Real estate, Chicago		22,001 66
Lumber		613,198 26
Other construction material and operating supplies, including cars in process of construction		841,157 75
Patents, United States and foreign		184,383 43
Furniture and fixtures in the several offices of the company, 52 in number		65,725 69
Cash		87,156 89
Total		$16,308,097 10

LIABILITIES.

Capital stock issued, 80,209 shares, par value $100 each		$8,020,900 00
Fractional scrip		2,900 00
Outstanding bonds—		
Eight per cent currency debenture bonds:		
Third series, due February 15, 1887	$445,000 00	
Fourth series, due August 15, 1882	820,000 00	
Seven per cent currency debenture bonds, due October 15, 1888	908,000 00	
Seven per cent sterling debenture convertible bonds, due April 1, 1885	49,500 00	
		2,222,500 00
Amount received from sale of old cars leased from Central Transportation Company		423,156 80
Balance of accounts payable and receivable		497,933 62
		$11,167,390 42
Surplus—		
Invested in the assets of the company	$5,376,163 16	
Less written off during the year for loss on old cars sold or destroyed, replaced by new; do. on account Atlantic S. S. Co., and adjustment of its account with Erie Railway Co. (our proportion); also for estimated depreciation in B. & O. association cars (our proportion;) also doubtful accounts written off.	235,456 48	
		5,140,706 68
Embraced in the following accounts:		
Guarantee fund account	15,728 55	
Depreciation acc't	960,000 00	
Income account	4,224,978 13	
	$5,140,706 68	
Total		$16,308,097 10

* Total number of cars operated (exclusive of Pullman Southern Car Company), 734.

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.
Alleghany Val. 7 3-10s	....	....	....	....	....	....
7s, Income	55	25	....	....	55	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	116	....	....	....	113	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	56¼	....	....	....	56¼	56¼
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	120
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	13	15¼	14¼	14¼	....	15¼
Preferred	24¼	25¼	25¼	25	25	25
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	43¼	44	44	44¼	44¼	44¼
6s, 1884	....	....	....	....	....	....
Gold Loan	116¼	....	116	116	....	....
Railroad Loan	....	....	....	....	116	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	61¼	61¼	61¼	62	62	
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	134	134	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	55¼	....	56	56	....	56
Minehill & Sch. Haven	....	....	....	....	621	....
North Pennsylvania	70	....	....	60	....	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	123	....
Gen'l mort. 7s, coup	....	123	123	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	....	....	52¼	....	....	....
6s	....	....	....	....	....	....
Northern Pacific	40¼	40	40¼	41	40¼	40¼
Preferred	80¼	81¼	82¼	82¼	81¼	82¼
Pennsylvania R. R.	64¼	64¼	64¼	64¼	64¼	64¼
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new	118	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	30	29¼	30¼	31¼	32¼	32
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	....	....
Consol. mortgage reg	....	....	....	....	125¼	....
Gen'l mortgage 6s	....	....	93¼	94	94	93¼
Philadelphia and Erie	....	....	....	....	....	28
1st mortgage, 6s	108	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	121¼	....	....	....	....	....
Pittsb., Titusv. & Buff.	21¼	22	22¼	22¼	121¼	22¼
7s	....	....	....	....	22¼	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	....	....	13	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	....	....	....	....
United Co. of N. Jersey	190¼	....	....	190¼	....	190¼
Hestonville, (Horse)	....	21¼	....	....	....	21¼
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 13.

	W.7.	Th 8.	F.9.	Sat.10.	M.12.	Tu.13.
Baltimore and Ohio	496	....	....	196	196	
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	47¼	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	122	....	....	....	....	122
2d mortgage, 7s	88¼	89	....	90¼	91¼	92
3d mortgage, 8s	....	....	48	47¼	48	47¼
Northern Central ($50)	....	....	....	....	....	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	121	....	....	116¼
6s, 1904, gold	....	....	....	....	....	114¼
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	78¼	....	78¼	78¼	78¼	....
Consol. Coupons	92¼	....	....	....	....	93
10-40 bonds	52¼	....	....	....	53	52¼
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
3d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	....	40	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 14.

	Th.8.	F.9.	Sat.10	M.12	Tu.13	W.14.
Adams Express	139	....	137	....	138½
Albany and Susq.	....	....	....	....	....
1st mortgage	....	....	....	....	....
2d mortgage	....	....	....	....	....
American Express	86½	87½	88½	89½	88½
Atlantic & Pacific Tel	....	....	....	....	....
Burl., C. R. & Nor	....	....	80	80	....
1st mortgage 5s	....	100	....	100½	100½
Canada Southern	65	65½	66	66½	66½
1st mortgage guar	99½	99½	99½	99½	99½
Central of N. Jersey	94½	95½	96½	97½	95½
1st mortgage 1890	....	....	....	117½	....
7s, consolidated, ass.	....	....	....	....	....
7s, convertible, ass.	....	....	....	....	....
7s, Income	....	....	....	....	....
Adjustment	....	....	....	....	....
Central Pacific	91½	90½	90½	91½	91½
6s, gold	....	....	....	....	....
1st M. (San Joaquin)	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....
Land grant 6s	....	....	....	....	....
Chesapeake and Ohio	....	27½	27½	27½	29
Chicago and Alton	....	30½	....	132½	....
Preferred	....	....	....	....	....
1st mortgage	....	....	....	....	....
Sinking Fund	....	....	....	....	....
Chic., Burl. & Quincy	166	167	168	169½	162
7s Consol, 1903	....	....	....	....	....
Chic., Mil. and St. Paul	119½	124	129½	121½	120½
Preferred	....	131½	....	133½	132
1st mortgage, 8s	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....
7s, gold	....	....	126	....	....
1st M. (La Crosse div.)	....	....	....	....	....
1s M. (I. and M. liv.)	....	123½	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....
Consolidated S. F.	....	126½	125½	126	126
Chic. & Northwestern	125½	126½	126½	127½	126½
Preferred	138½	139	....	139½	140
1st mortgage	....	107	....	....	....
Sinking Fund 6s	....	....	....	....	....
Consolidated 7s	....	....	....	....	....
Consol. Gold bonds	....	....	....	124½	124½
Do. reg	....	....	....	....	....
Chic., Rock Isl. & Pac	137	136½	137½	138	137
6s, 1917, c.	....	....	127	....	127
Clev., Col., C. and Ind	89½	90½	91½	91½	92
1st mortgage	....	....	....	....	....
Clev. & Pittsburg guar	137½	....	....	....	136
7s, Consolidated	....	....	....	....	....
4th mortgage	....	....	....	....	....
Col., Chi., & Ind. Cent	21	21½	22½	22½	21½
1st mortgage	....	....	....	....	....
2d mortgage	....	....	....	....	....
Del. & Hudson Canal	107½	108½	108½	109½	109½
Reg. 7s, 1891	....	....	....	....	....
Reg 7s, 1884	....	108	....	108	....
7s, 1894	....	....	....	120½	....
Del., Lack. & Western	124½	124½	125½	126½	126½
2d mortgage 7s	....	....	....	....	....
7s, Consol. 1907	125	....	....	....	....
Erie Railway	....	....	....	....	....
1st mortgage	....	....	....	....	....
2d mort. 5s, ext	....	....	....	....	....
3d mortgage	....	....	....	....	....
4th mort. 5s, ext	....	....	....	....	....
5th mortgage	....	....	....	....	....
7s, Consol. gold	....	....	....	....	129
Great Western 1st mort	....	....	....	....	107½
2d mortgage	....	....	....	....	....
Hannibal & St. Joseph	200	225	....	....	100
Preferred	116	115	115	114½	113½
8s, Convertible	....	....	114	....	112
Houston & Tex. Cent	93½	93½	....	....	93½
1st Mortgage	....	....	....	....	112
Illinois Central	129½	129½	129½	160½	131½
Lake Shore & Mich So	123½	123½	124½	124½	123½
Consol. 7s	....	....	....	....	....
Consol. 7s, reg	128	....	....	....	....
2d Consolidated	....	125	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....
Long Dock bonds	....	....	....	....	....
Louisville & Nashville	96½	96	97	98	97½
7s Consolidated	....	....	....	122½	....
Manhattan	21½	20½	21½	22½	21½
Metropolitan Elevated	83½	83½	84½	85½	85½
1st Mortgage	98½	99	98½	98½	98½
Michigan Central	94½	96½	97½	97½	94½
7s, 1902	....	....	....	126	....
M. S. and N. I. 1st, S. F.	....	....	....	....	....
Morris and Essex	....	....	124½	124½	124
1st mortgage	....	....	....	....	....
2d mortgage	....	....	....	....	....
7s of 1871	....	....	....	....	....
7s, Convertible	....	....	....	....	....
7s, Consolidated	....	125	....	125	....
N. Y. Cent. & Hud. Riv	143	143½	143½	144½	145
6s, Sinking fund, 1883	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....
1st mortgage	....	....	....	....	....
1st mortgage, reg	....	....	....	....	....
N. Y. Elevated	105½	105½	107	107½	107½
1st mortgage	115	....	116	....	116½
N. York and Harlem	....	....	....	....	....
Preferred	....	....	....	....	....
1st mortgage	....	135	....	....	....
1st mortgage reg	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
N.Y., Lake Erie & W.	43½	45½	43½	44½	43½
Preferred	86	88½	....	88½	88½
2d Consolidated	101½	101½	101½	102½	101½
New 2d 5s fund	....	....	....	....	....
N.Y., N. Haven & Hart	....	....	....	186	....
North Missouri 1st M	....	....	....	....	....
Northern Pacific	40½	40½	40	40½	40
Preferred	92½	82½	81½	82½	81½
Ohio and Mississippi	44½	45½	42½	45½	44½
Preferred	110	104	113	....	....
2d mortgage	122	104	....	....	....
Consolidated 7s	....	122½	....	....	....
Consol. Sinking fund	126	....	....	....	....
Pacific Mail S. S. Co	45½	51½	51½	51½	51½
Pacific R. R. of Mo	....	....	....	....	....
1st mortgage	....	108	....	....	108
2d mortgage	....	....	....	....	....
Panama	....	....	....	....	....
Philadelphia & Reading	61½	65½	64½	64½	64
Pitts., Ft. W. & Chi. gtd	....	140	....	140	139
1st mortgage	....	....	....	....	....
2d mortgage	....	....	....	....	....
3d mortgage	....	....	....	....	....
Pullman Palace Car	143	145½	....	....	....
Quicksilver Mining Co	....	....	....	12½	12½
Preferred	60	....	....	....	....
St. Louis & San Fran	45½	45½	45½	46½	47
Preferred	72	72	72	73½	73
St. L., Alton and T. H	105	106½	106	....	107
Preferred	....	....	....	49	....
1st mortgage	....	....	....	....	92½
2d mortgage	....	....	....	....	....
2d mort. preferred	....	....	....	....	....
Income bonds	....	....	....	....	....
St. L., Iron Mt. & S	....	....	....	....	....
1st mortgage	....	....	....	....	....
2d mortgage	....	....	....	....	....
Tol., P. & War. 1st E.D	....	....	....	....	....
1st mort., West. Div	....	....	....	....	....
Union Pacific	122½	122½	123	123½	123½
1st mortgage	....	117	117	....	....
Land Grant 7s	....	....	....	....	....
Sinking Fund 8s	....	124½	....	124½	124½
United States Express	....	68	....	....	70
Wabash	....	....	....	....	....
1st mortgage	109	....	....	....	....
2d mortgage	....	....	....	....	....
7s, Consolidated	110	....	....	....	....
St. Louis Division	....	....	....	....	....
Wabash, St. L. & Pac	43½	49½	49½	51½	50½
Preferred	88	87½	88	89	88½
New Mort. 7s	....	....	....	....	....
Wells-Fargo Express	....	130	....	....	129½
Western Pacific bonds	....	111	....	....	....
Western Union Tel	89½	89½	91½	92½	89½
7s, S. F. conv., 1900	....	....	....	120	....

Boston Stock Exchange.

Prices for the week ending Sept. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
Atch., Top. and San. Fe	138½	138½	138	139½	139½
1st mortgage	....	....	....	....	....
2d mortgage	....	....	....	....	128
Land Grant 7s	....	....	....	....	....
Boston and Albany	....	....	167½	....	....
7s, reg	....	....	....	....	113½
Boston and Lowell	....	....	....	....	164
Boston and Maine	153	....	152½	....	....
Boston and Providence	....	....	....	....	....
Boston, Hart. & Erie 7s	69	69½	70	72	72½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....
Burl. & Mo. R. in Neb	....	....	....	....	....
6s, exempt	117½	....	....	116½	....
4s	....	....	90	....	....
Chi., Burl. and Quincy	....	156½	157½	159½	162
7s	....	....	....	....	....
Cin., Sand. & Clev. ($50)	24½	....	24½	26	25½
Concord ($50)	....	....	....	....	....
Connecticut River	....	....	....	....	....
Eastern	....	....	49	47½	....
New 4½ Bonds	110	....	....	110½	110½
Fitchburg	....	....	....	....	....
Kan. C., Top. & West	....	....	....	....	....
Michigan Central	....	....	....	....	....
N. Y. & New England	....	....	70	71½	....
7s	....	....	....	....	....
Northern, N. H.	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....
Ogden. & Lake Champ	....	....	44	....	....
Preferred	....	....	....	....	....
Old Colony	....	129½	....	....	....
Ph., Wil. & Balt. ($50)	....	....	66	....	....
Portl'd, Saco & Ports	....	....	....	....	118
Pueblo & Ark. Val	....	....	....	....	....
7s	....	119	....	....	119
Pullman Palace Car	142	144½	144½	....	....
Union Pacific	122½	122½	122½	123½	124½
8s	....	....	....	....	....
Land Grant 7s	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....
Vermont and Canada	....	....	....	....	....
Vermont and Mass	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....
Cambridge (Horse)	125	....	....	....	....
Metropolitan (")	....	68	....	....	....
Middlesex (")	....	....	....	....	....
Cal. & Hecla Mining Co	219½	219½	219½	219½	220
Quincy	....	86½	85½	87	88

New York Stock Exchange.

Closing Prices for the week ending Sept. 14.

	Th.8.	F.9.	Sat.10	M.12	Tu.13	W.14
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	115½	115½	....	116½	....
U. S. 4s, 1907, coup	....	116½	....	116½	117½
U. S. 4½s, 1891, reg	113½	....	....	113½	....
U. S. 4½s, 1891, coup	113	....	....	113½	113½
U. S. 5s, 1881, reg	....	....	....	....	101½
U. S. 5s, 1881, coup	101½	....	....	....	....
U. S. 6s continued at 3½	101½	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	....
Dt. of Col. 3-65s, coup	....	....	....	107	....

London Stock Exchange.

	—Closing Prices— Sept. 2	Aug. 26
Baltimore and Ohio (sterling)	113 — 115	116 — 118
Cairo and Vincennes common stock	49 — 51	49 — 51
Do. pref. 5 per cent	94 — 96	94 — 96
Central of New Jersey $100 shares	93 — 94	93 — 94
Do. Cons. Mort. Oct. '79 coupon	118 — 120	118 — 120
Do. Adjustment bonds	105 — 110	106 — 110
Do. Income bonds	102 — 106	102 — 106
Det., Gd. Haven & Mil. Equip. bds.	118 — 120	118 — 120
Do. Con. M. 5 p.c. till '84 after 6 p.c	111 — 113	111 — 113
Illinois Central $100 shares	131½ — 133½	131 — 132
Lehigh Valley Consol. mortgage	118 — 122	118 — 122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 — 140	137 — 140
Do. $100 shares	146 — 148	146 — 149
Do. Mort. bonds (ex.)	122 — 124	122 — 124
N. Y., Lake Erie & West., $100 shs	43 — 44	43 — 45½
Do. 6 p. c. pref. $100 shares	88 — 88	85 — 87
Do 1st Con. Mort. Bonds (Erie)	128 — 132	128 — 132
Mort. Funded Coupon bonds	125 — 128	125 — 128
Do. do. 2d do.	103 — 105	103 — 105
Do. 2d Consol. Mort. bonds	100 — 102	99 — 101
Do Gold Income Bonds	90 — 15	90 — 95
N. Y., Penn. & Ohio 1st mor. bds	51 — 52	55 — 56
Do. Prior Lien Bonds (sterling)	105 — 110	110 — 112
Pennsylvania, $50 shares	66 — 66½	65 — 66
Do. Con. Sink. Fund Mort	121 — 123	121 — 123
Philadelphia & Reading $50 shares	30½ — 31½	30 — 31
General Consol. Mortgage	117 — 119	117 — 119
Do. Improvement Mortgage	106 — 107	106 — 107
Do. Gen. Mort. '74, ex-deferd. cou.	96 — 98	96 — 98
Do. Scrip for the 6 def. ₰ coupons	93 — 96	93 — 96
Pittsbg, Ft. W. & Chic. Equip. bds	105 — 109	104 — 108
St. Louis Bridge 1st mort. gold bonds	127 — 129	129 — 131
Do 1st pref. stock	102 — 105	102 — 105
Union Pacific Land Grant 1st mort.	118 — 122	118 — 122

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Sept. 15, 1881.

In the money market this morning call loans ranged from 4 to 6 per cent; time loans were 5@6 per cent, and prime mercantile paper about the same. In the afternoon the quotation for call loans at the Stock Exchange was 6 per cent; and at the close it was 5@6 per cent.

The posted rates for prime bankers' sterling were 4.81@4.84⅛; the actual rates were 4.80@⅛ and 4.83⅛@4.84, with cable transfers 4.84⅛@¾ and prime commercial bills, 4.78½@¾. The actual rates for continental exchange are as follows: francs, 5.25⅝@5.26¼; marks, 93¾@94⅜, and guilders, 39⅝@39⅞.

The Refunding Committee of the City of Williamsport, Penn., are now engaged in exchanging the old Williamsport 6s, for the new 4s. The defaulted interest on the old bonds is paid either in cash or new 4s, at the option of the creditor.

The Sinking Fund Commissioners have unanimously confirmed the action of the Southern Railroad trustees in leasing to Frederick Wolff, for 25 years, the Cincinnati Southern Railroad. The lessee, who, it is said, represents the Erlangers, has agreed to deposit half a million in bonds to secure payment to the present license and for the rolling stock. Possession will probably be given on the 1st of October. The Cincinnati Southern will thus become a part of the system of which the Alabama Great Southern is the main line.

The directors of the Pullman Palace Car Company, at their meeting in Chicago on the 10t

inst., approved an official circular for distribution among the stockholders, setting forth that the money realized from the increase of the capital stock and the surplus revenues of the company have been expended in building car works, &c., at Pullman, Illinois, and in devoting over $1,500,000 to increase the rolling stock and construction material, to its equipment and to the payment of its debenture bonds; that the interrate of the company require a further expenditure of $2,000,000 upon its railway, water, sewerage and other improvements, including 750 more homes for its workmen; that the income from these investments will be a fair return for the outlay, and authorizing 25 per cent increase of the entire capital stock of the company, giving stockholders the option to subscribe at par for the new stock pro rata, all shares subscribed for to be paid for on or before November 16. The new stock will commence earning dividends November 1, 1881.

The closing quotations on Thursday were: Adams Express, 137@138; American Express, 88@89; American District Telegraph, 50@54; Chicago, Burlington and Quincy, 161@162; Canada Southern, 65⅛@65¾; Chicago and Northwestern, 126¼@126⅜; do. pref., 139¾@140; Central of New Jersey, 95¼@95⅝; Chicago and Rock Island, 137@138; Central Pacific, 91⅛@91⅜; Chicago, Milwaukee and St. Paul, 119¾@119⅞; do. pref., 131¾@133; Cleveland, Columbus, Cincinnati and Indianapolis, 91½@92; Columbus, Chicago and Indiana Central, 21½@21¾; Delaware and Hudson Canal, 109⅛@109⅜; Delaware, Lackawanna and Western, 126@126¼; Hannibal and St. Joseph, 250@350; do. pref., 113¼@114; Illinois Central, 131@131⅛; Lake Erie and Western, 54@55; Lake Shore and Michigan Southern, 123⅛@123⅝; Metropolitan Elevated, 83¾@84⅛; Manhattan Elevated, 213¼@217⅛; Michigan Central, 93¼@93⅜; New York Elevated, 107¼@107¾; New York, Lake Erie and Western, 43⅜@43½; New York Central and Hudson River, —@141¾; Ohio and Mississippi, 44½@45; Ohio Central, 28⅛@28½; Texas and Pacific, 52@52⅛; Union Pacific, 123⅜@123⅝; United States Express, 70@70½; Wells Fargo Express, 130@132; Western Union Telegraph, 89⅜@89½; Wabash, St. Louis and Pacific, 50¾@51; do. pref., 88⅛@88⅝.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Col. and Pacific consol., 102; Boston and New York Air Line, 66; Cedar Falls and Minnesota, 27; Chesapeake and Ohio 1st pref., 40¼; do. 2d pref., 31; do. cur. int., 57⅝; do. 1st, Series B, 86; Chicago, St. Paul Minneapolis and Omaha, 43¼; do. pref., 106¾; do. consol., 103½; Chicago, St. Louis and New Orleans, 77; Central Iowa, 88; Col., Chi. and Ind. Cent. Inc., 77; do. 1s., Trust Co. certif. ass., sup., 123; Chicago, Milwaukee and St. Paul 1st S. W. div., 106½; Chicago and Northwestern Int. bonds, 198½; Cairo and Fulton 1st, 110½; Cleveland and Toledo S. F., 111; Denver and Rio Grande, 88⅛; do. 1st, 117½; do. 1st consol., 111¼; East Tenn., Va. and Ga., 16¼; do. pref., 31; do. inc., 60; Galveston, Houston and Henderson 1st, 80; International and Gt. Northern 1st, 109⅛; Indiana., Bloomington and Western, 47¾; do, 1st, 92⅛; do. 2d, 80; Indianapolis, Decatur and Springfield 1st, 106; do. 2d inc., 61; Kansas Pacific 1st consol., 107⅛; do. 6s, Denver div. ass., 111; Keokuk and Des Moines 1st, 105; Lehigh and Wilkesbarre consol. ass., 110½; Louisville, New Albany and Chicago, 75; Louisiana and Missouri River, 23; Long Island, 50; Lake Erie and Western, 55¼; do. 1st, 108; do. inc., 72; do. 1st Sandusky div., 103; Louisville and Nashville Gen'l mort., 6s, 106½; do. N. O. and M. 1st, 103; do. St. Louis div. 2d, 54; Mississippi Bridge 1st, 105; Michigan Central 5s, 97½; Manhattan Beach, 29; Marietta and Cincinnati 1st pref., 17⅛; do. 2d pref., 12⅜; Mobile and Ohio, 37⅝; do. 1st deben., 96; 2d deben., 69¾; do. 3d deben., 60; Missouri, Kansas and Texas, 41½; do. consol. 7s, 106; Missouri Pacific, 107⅜; Milwaukee, Lake Shore and Western, 52½; do. 1st, 105¾; Memphis and Charleston, 78⅜; Nashville, Chattanooga and St. Louis, 89½; do. 1st, 118¼; New York, Ontario and Western, 31⅛; do. pref., 88; Norfolk and Western, 25½; do. pref., 57; Northern Pacific 1st, 103; Nevada Central 1st, 100; Ohio Central, 28½; do. 1st, 100; do. Inc., 56½; Ohio Southern, 27; do. inc. 48; do. 1st, 94; Oregon Railway and Nav., 165⅛; do. 1st, 109; Peoria, Decatur and Evansville, 41⅞; do. 1st, 107¼; do. inc., 85; Rome, Watertown and Ogdensburg 1st consol., 97; Rochester and Pittsburg, 32½; do. 1st, 102¾; do. inc., 45; Richmond and Allegheny, 47¼; do. 1st 105; St. Louis, Kansas City and Northern, Omaha div., 1st, 118½; St. Louis and San Francisco 2d Class B 95; do. C., 93; do. Equip., 101; St Paul, Minn. and Man., 103¼; St. Louis and Iron Mt. 1st, pref inc, 91½; do. 2d pref., inc., 90; do. 5s, 91; Toledo, Delphos and Burlington, 27; do. inc., 50; Texas and Pacific, 52⅝; do. Inc., L. G., 79; do. Rio Grande div. 1st, 92; Arkansas 7s, L R. and F. S., 15; Louisiana consol. 7s, 67½; South Carolina 6s, non-fund., 12; Am. Dist. Tel., 50; Colorado Coal and Iron, 54⅛; do. 6s, 93⅛; Cam. Coal, 42; Maryland Coal, 26; New Central Coal, 27; Sutro Tunnel, 1⅝; Central Mining, 1½; Excelsior, 1¾; Ontario, 36½; Standard, 21¼.

Philadelphia.—Belvidere Delaware 2d mort. 107; Central Transp., 42; Catawissa new pref., 55; Huntingdon and Broad Top Mt. consol. 5s, 94½; do. 1st, 120; Pennsylvania Canal 6s, 100; Pennsylvania R. R. 4½s, 101; Texas and Pacific, 52; do. consol. mort. 6s, 102; do. Rio Grande, 92¼; West Jersey 2d, 124; West Philadelphia, 109. The latest quotations are: City 6s, 110@124; do. free of tax, 127@130; do. 4s, new, 102@113; Pennsylvania State 6s, 3d series, 101¼@102; do. 5s, new. loan, 118@120; do. 4s, new, 110@114; Philadelphia and Reading R. R., 32@32⅛; do. consol, mort. 7s, coup. 125@—; do. reg., 125@—; do. mort. 6s, 122@125; do. 7s, 1893, —@125; do. new conv., —@69; United New Jersey R. R. and Canal, 190¼@190¾; Buffalo, Pittsburg and Western, 22⅛@22¼; Pittsburg, Titusville and Buffalo 7s, 99@100; Camden and Amboy mort. 6s, 1889, 115⅝@116⅛; Pennsylvania R. R., 64¾@64⅞; do. gen'l mort., coupon, 122@127; do. reg., 127@—; do. consol. mort. 6s, reg., —@123; Little Schuylkill R. R., 56¼@56¾; Morris Canal, pref., 160@—; Schuylkill Nav., 6@7; do. pref., 12½@13; do. 6s, 1882, 93@95; do. 1872, 107@—; Elmira and Williamsport pref., 56½@60; do. 6s, 110@—; do. 5s, 100@104; Lehigh Coal and Navigation, 44⅜@44⅞; do. 6s, 1884, 107@—; do. R. R. loan, 116@116¼; do. Gold Loan, 115⅞@116⅛; do. consol. 7s, 119@120; Northern Pacific, 40⅜@40½; do. pref., 82@82¼; North Pennsylvania, 59½@60½; do. 6s, 105@—; do. 7s, 122⅞@123⅛; do. Gen'l mort. 7s, reg., 120@124; Philadelphia and Erie, 23½@—; do. 7s, —@118; do. 5s, —@109; Minehill, 62⅜@62⅝; Catawissa, —@21; do. pref., 56½@57; do. new pref., 54⅞@55⅛; do. 7s, 1900, 118@—; Lehigh Valley 61¾@62; do. 6s, coupon, —@127; do. reg., —@127; do. 2d mort. 7s, 133¾@134½; do. consol. mort., 118@122; Fifth and Sixth streets (horse), 136@150; Second and Third, 113@114; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 45@50; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, —@22; Germantown, —@80; Union, 110@125; Lombard and South 24⅞@25⅛; West Philadelphia, 110@—; People's, 33¼@33¾; Continental, 105@108.

Baltimore.—Atlanta and Charlotte, 78; do. 1st, 110; Atlantic Coal, 1 35; Baltimore and Ohio 1st pref., 127; Baltimore City 6s, 1884, 107; do. 6s, 1890, 119; do. 5s, 1900, 123; do. 5s, 1894, 118¼; do. 5s, 1916, 126; do. 4s, 1920, 112½; Columbia and Greenville 1st, 103¼; do. 2d, 95; Canton 6s, gold, 108; Maryland Defense 6s, 106; Marietta and Cincinnati 1st Sterling, 118; Norfolk and Western pref., 54¼; Richmond and Danville, 101½; South Side 3d, 103½; Virginia Midland 1st pref., 75; do. 2d mort., 109¾; do. 4th, 55; do. 5th, 94¾; Virginia Peelers, 89¾; do. coupons, 21½; Wilmington, Columbia and Augusta, 110. The latest quotations are: Atlanta and Charlotte, 77@78; Baltimore and Ohio, 195@196¾; Baltimore City 6s, 1890, 117½@—; do. 5s, 1900, 123@—; do. 5s, 1916, 125½@—; do. 4s, 1920, 112⅛@114⅛; Central Ohio 1st, 109½@—; Columbia and Greenville 1st, 103@103½; Canton 6s, gold, 107¾@108; Marietta and Cincinnati 1st, 122@123; do. 2d, 90¼@91½; do. 3d, 47⅛@47½; Northern Central, 52½@53¼; do. 6s, 1900, gold, 116½@—; do. 6s, 1904, gold, 114@115; do. 5s, 1926, 100⅛@101½; Norfolk and Western, 56@57; Pittsburg and Connellsville 7s, 121⅝@—; Richmond and Danville, 101½@105; Richmond and Allegheny, 44@—; Virginia Midland 1st, 70@73; do. 5th —@95; Virginia Consols., 78¼@78⅝; do. consol. coupons, 92½@93; do. 10-40s, 52¾@52⅞; Western Maryland 2d, Washington County guar., 112@—.

Boston.—Atlantic and Pacific 6s, 102; do. Inc., 48; Atchison, Topeka and Santa Fe 5s, 97; Boston Water Power, 8⅝; Boston Land, 9; Burlington and Missouri River in Nebraska 6s, non-exempt, 106⅝; Central of Iowa, 87½; Cincinnati, Sandusky and Cleveland 7s, 106; Connecticut and Passumpsic Rivers R. R., 93; Connotton Valley, 25; Chicago and West Michigan, 87⅛; Chicago, Milwaukee and St. Paul 6s, Dubuque div., 106⅛; Flint and Pere Marquette, 32; do. pref., 101⅛; Iowa Falls and Sioux City, 89; Kansas City, St. Joseph and Council Bluffs 7s, 119; Kansas City, Fort Scott and Gulf pref., 127; do. 7s, 112⅞; do. Branch 7s, 111½; Little Rock and Ft. Smith, 78⅝; Louisiana and Missouri River, 23⅛; do. pref., 44⅛; Mexican Central Block

new, 94½; do. old, 110½; do. 7s, 89¾; Marquette, Houghton and Ontonagon, 71; do. 6s, 104; Massachusetts Central 6s, 99¾; New Mexico and Southern Pacific 7s, 119; Ogdensburg and Lake Champlain consol., 6s, 103½; Rutland, 5⅝; do. pref., 28; do. 6s, 105; Republican Valley, 120½; do. deferred, 120; Sonora block, 200; Summit Branch, 19; Southern Kansas and Western 7s, 113; Toledo, Delphos and Burlington, 18¾; do. 6s, M. L., 49; do. inc. Dayton div., 47½; Wisconsin Central, 24½; do. 7s, 80; do. 2d, 55; Wisconsin Valley 7s, 114¼; Atlantic Mining Co., 15½; Aztec, 50c.; Allouez, 3¾; Arnold, 50c.; Atlas, 25c.; Brunswick Antimony, 8; Blue Hill, 3; Copper Falls, 4; Crescent, 1⅛; Catalpa, 1¾; Dana, 45c.; Douglas, 2½; Franklin, 13¼; Harshaw, 7; Hanover, 40c.; Humboldt, 59c.; Napa consol. Quicksilver, 7; National, 2⅝; Osceola, 29¾; Pontiac, 75c.; Pewabic, 15½; Phœnix, 1¾; Ridge, 4⅞; Silver Islet, 32; Sullivan, 4⅝; Winthrop, 55c.

Minnesota State Railroad Bonds.

The Supreme Court of Minnesota on the 10th inst. rendered a unanimous decision in which it settles two pre-eminent and principal questions in regard to the Minnesota State Railroad bonds. First, it holds that the question presented to it is primarily whether a writ of prohibition can issue to retain the tribunal created by the law of last winter from action. The Court says it is first met by the objection that the act of last winter is void, because the constitutional amendment of 1860, declaring that no provision shall ever be made for the payment of the State railway bonds without a submission to the people, prohibited the Legislature from passing the act in question, which was a measure making provision for the payment. The validity of the amendment of 1860 is thus directly involved. If valid, it withdrew from the Legislature the power to make provision for the payment of the bonds, while if void, of course, it could interpose no obstruction. If invalid, it is upon the ground that it impairs the obligation of contracts, and so is in violation of section 10 of Article I of the Constitution of the United States. A contract of this character is not a contract within the meaning of the clause of the United States Constitution, because there is no judicial remedy for its enforcement. The Court refers to the preposterous consequence of holding that the hundreds of millions of State bonds in existence had no obligation which could be impaired by legislation because no judicial remedy existed for their enforcement where the Judges, who were contemporaneous with the adoption of the Constitution, held that the clause against impairing the obligation of contracts protected the executory contracts of States, and says that no decision since that time has ever held or intimated the contrary. The analogous cases of municipal bonds are freely referred to. The Court sees no distinction in principle between what a Legislature may do in repealing a law providing for municipal taxation and one providing for taxation directly by the Legislature of each State to pay the obligations of the State. A different Governmental department is intrusted with the duty, but it is as much the duty of the Legislature in the one case as of the Courts in the other.

The Court then proceeds to inquire whether the restraint upon the Legislature, requiring a submission to the people, merely affects the remedy, and concludes that, withdrawing the absolute power from the Legislature, and prohibiting their action without a vote of the people, practically interferes with and impairs the obligations of the contract. Cases are cited in support of this from decisions on Municipal bonds, holding that the addition of the requirement that the consent of an additional party to the performance of a contract, if it is entered into, is null and void as impairing the contract obligation. Having thus arrived at the conclusion that the constitutional amendment is void, the Court devotes the remaining part of the opinion to showing that as the act attempts to shift the responsibility of deciding this question from the Legislature, which ought to have decided it, to the tribunal created for the purpose, it is void, as being a delegation of legislative power.

Illinois Central Railroad.

During the month of August, 1881, the traffic on the lines operated by this company was: (estimated)

In Illinois	$649,984 00
In Iowa (Leased Lines)	182,402 00
Total	$832,386 00

—being the heaviest August traffic the road has ever done.

The traffic for the same month in 1880, on the same mileage, was: (actual)

In Illinois	$594,945 98
In Iowa (Leased Lines)	137,808 71
Total	$732,754 69

During August, 1881, the Land Sales were 1,376.93 acres for $7,224 82 and the cash collected on Land Contracts was $8,301 18.

L. A. Catlin, Secretary.

N. B.—A Dividend of $3 50 per share was payable September first.

Cincinnati Iron Market.

Reported by E. L. Harper & Co.

Cincinnati, Sept. 13, 1881.

The market is stronger than reported last week owing to the advance in prices of manufactured iron. Consumption is great but the stock of raw material is light. We quote as follows:

	No.		Mos.
FOUNDRY.			
Hanging Rock Charcoal	1	26 00@27 00	4
Strong Nutral Coke	1	22 50@23 50	4
American Scotch	1	20 00@21 50	4
GREY FORGE.			
Neutral Coke		20 00@21 50	4
Cold Short		19 00@20 00	4
CAR WHEEL AND MALLEABLE.			
Hanging Rock Cold Blast		36 00@38 00	4
" Warm "		30 00@32 00	4
Lake Superior 1 and 2		32 00@33 00	4
Lake Superior 3 to 6		34 00@36 00	4
Southern Car Wheel		34 00@35 00	4

The work of laying telegraph lines in China is being vigorously pushed. They are working between Soochow and Shanghai, but only for official business.

The Mexican Central Railway Company has received advices from the Mexican Government that the latter has accepted the road from Mexico to Tula—the first 93 kilometres of the main line—and that the Mexican National or Independence Day, September 16, has been appointed for the celebration of the work. In October 150 kilometres of the road will be railed, when the company will be entitled to $1,125,000 in subsidy upon this section.

The Baltimore and Cumberland Valley Railroad, which was opened on the 12th inst., extends from Edgemont on the west side of the Blue Ridge Mountain, to Shippensburg, Cumberland county, Pennsylvania, by way of Waynesboro and Chambersburg, and is an extension of the Western Maryland Railroad in a northwesterly direction. It crosses the Cumberland Valley Railroad at Chambersburg.

The lines of the Philadelphia, Wilmington and Baltimore Railroad formally passed into the control of the Pennsylvania Railroad Company on the 1st inst. Official changes were made some time ago, and the executive duties of the new acquisition are performed by the heads of departments of the Pennsylvania Railroad, whose system is now in full force.

All the telegraph line, property, and estate formerly belonging to the Bankers' and Brokers' Telegraph Company, between the cities of New York and Washington, has been conveyed to the Western Union Telegraph Company for the sum of $120,000. The conveyance was made by John H. Wells and wife.

"The Erlanger system," which has leased the Cincinnati Southern Railroad, is made up of the following roads: the Alabama Great Southern, 290 miles; the Vicksburg and Meridian, 142 miles, and the Vicksburg, Shreveport and Pacific, (in progress), length of road in operation, 73 miles.

The roadbed of the Oregonian Railway Company (narrow gauge) has been graded all the way from Brownsville to Coburg, Lane county, and it is expected trains will be running by October 1st, in time to carry off this year's grain crop.

The product of the Quincy Mining Company for August, is: Barrel work 600,840 lbs.; masses 34,410 lbs.; total 635,250 lbs., or 317 1250-2000 tons, against 400,555 lbs., or 200 555-2000 tons same month last year.

The permanent location of the Memphis and Vicksburg Railroad has been commenced, starting from the west bank of the Yazoo river.

A branch of the Lehigh Valley Railroad is to be built from Landsdown, a depot on that line, to Clinton, N. J.

Fifty miles of track were laid on the Rio Grande Division of the Texas and Pacific Railway during the month of August.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	13,500,000	J. & J.	Jan. '81 3½
Ashuelot	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.	10,409,300	quarterly	Aug. '81 2
Atlanta and West Point.	1,232,200	J. & J.	July '81 4
Atlantic and St. Law*	5,000,000	M. & S.	Sept. '81 3
Augusta and Savannah.	1,022,900	J. & D.	June '80 3½
Avon, Genesee & Mt. M.*	225,000	A. & O.	Jan. '78 5
Baltimore and Ohio.	14,216,800	M. & N	May '81 5
" " pref.	4,949,578	J. & J.	July '81 3
Washington Br.	1,650,000	A. & O.	Apl. '81 5
Berkshire*	600,000	quarterly	Apl. 81 1½
Boston and Albany	20,000,000	quarterly	Sept. '81 2
Bos., Clin., F. & N. Bed.	1,297,600	— & —	
" " pref.	1,750,100	... .	Apl. '81 3
Agricultural Br. guar	60,000	J. & D.	June '76 3
Bost., Conc. & Mont.* pref	800,000	M. & N	May '81 3
Boston and Lowell	3,250,000	J. & J.	July '81 2
Boston and Maine	6,921,274	M. & N.	May '81 4
Boston and Providence	4,000,000	M. & N.	May '81 4
Attleborough Branch	134,700	J. & J.	July '81 3½
Bost. Revere B. & Lynn.	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*	950,000	J. & D.	June '81 3
Burl. & Mo. Riv. in Neb.	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic	377,400	quarterly	Apl. '80 3
" " pref.	338,311	quarterly	Apl. '80 3½
Camden & Burl. Co	381,925	J. & J.	July '81 3
Cape May and Millville*	447,000	J. & D.	June '80 3
Catawissa*	1,159,800	Oct.-ber	Oct. '80 1½
" pref.	2,200,000	M. & N.	May '81 3½
" 2d pref.	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*	599,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	6,850,400	F.M.A.N	Aug. '81 1½
" " pref.	769,600	F. & A	Aug. 81 3½
Central of Georgia	7,000,000	J & D.	June '81 4
Central of New Jersey.	18,563,200	quarterly	Apl. '76 2½
Central Ohio*	2,425,000	J. & J.	July '81 3
" pref.	400,000	J. & J	July 81 3
Central Pacific	54,275,500	F. & A.	Aug. '81 3
Chemung*	380,000	quarterly	July '81 1½
Cheshire, preferred	2,155,300	J. & J.	July '81 1½
Chicago and Alton.	10,065,400	M. & S.	Sept. 81 4
" pref.	2,425,400	M. & S.	Sept. '81 4
Chicago, Burl. & Quincy.	31,004,466	quarterly	Sept. '81 2
Chi., Clin., Dub. & Minn.	6,166,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*	3,916,200	J. & J.	July 81 4
Chi., Mil. and St. Paul.	15,404,261	A. & O.	O. '81 3
" " pref.	12,279,483	A. & O.	Oct. '81 3½
Chicago & N. Western.	14,988,207	J. & D	June '81 4
" pref.	21,525,353	quarterly	June '81 1½
Chicago, R. I. & Pacific	50,000,000	quarterly	Aug. '81 1½
Chicago & West Mich.	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton.	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref.	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg*	11,236,150	quarterly	Sept. '81 1½
Columbus and Xenia*	1,786,200	M.J.S.D	Sept. '81 2
Colum. & Hocking Val.	2,500,000	F. & A.	Aug. '81 20s
Concord	1,500,000	M. & N.	May '81 5
Concord and Ports.*	350,000	J. & D.	June '81 2½
Conn. & Passump Riv.	2,175,700	F. & A.	Aug. '81 3
Connecticut River	2,100,000	J. & J.	July '81 4
Cumberland Valley.	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.	241,900	A. & O.	Oct. '80 4
" 2d pref.	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk	600,000	quarterly	June 81 1½
Dayton & Michigan*	2,401,528	A. & O.	Oct. '80 1½
" " pref.	1,211,250	quarterly	July 81 2
Delaware*	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*	1,584,400	quarterly	Aug. '81 1½
Del., Lackaw. & Westn.	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor.	1,825,600	F. & A.	Aug. '80 2½
" " pref.	2,503,386	F. & A.	Aug '81 3½
Dubuque & Sioux City*	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*	1,309,200	J. & J.	July 81 3
East Mahanoy *	392,950	J. & J.	July 81 3
East Tenn., Va. & Ga.	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.)	4,997,600	J. & J.	July '73 3
Eastern (N. H.)	492,800	J. & D.	June '81 2½
Eel River	3,000,000	quarterly	Sep. '81 90c
Elmira, Jef. & Canand*	500,000	Sept.	Sept. '80 5
Elmira & Williamsport*	500,000	M. & N.	May '81 1½
" " pref.	500,000	J. & J.	July '81 3½
Erie and Pittsburg*	1,090,250	quarterly	Sept. '81 1½
Fitchburg	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo.	600,000	.....	Oct. '71 1½
Georgia	4,200,000	J. and J	Oct. '81 2½
Hannibal & St. Jo. pref.	5,183,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster*	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref.	1,180,000	quarterly	July '81 2
Illinois Central	20,000,000	M. & S	Sept. '81 3½
Iowa Falls & Sioux City*	4,625,000	quarterly	Sept. '81 1½
Iowa Railroad Land Co	7,620,000	quarterly	Aug. '81 1
Ia. So. & Mo. Northern.	600,000	quarterly	May, '81 2
Jeffersonv., Mad. & Ind.	900,000	quarterly	May, '81 1½
Joliet and Chicago*	1,500,000	quarterly	June '80 1½
Kan. City, Top. & West.	2,250,000	quarterly	May, '80 1½
Kentucky Central	500,000	J. & D.	Dec. '80 1
" pref.	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So.	49,466,500	quarterly	Aug. '81 2
" (guar.)	533,650	F. & A.	Aug. '81 5
Lawrence*	450,000	quarterly	July '81 2
Lehigh Valley	27,332,581	quarterly	Oct. '81 1½
" pref.	100,800	quarterly	Oct. '81 1½
Little Miami*	5,871,450	quarterly	Sept. '81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*	$2,646,100	J. & J.	July '81 2½
Louisville & Nashville	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover	500,000	J. & J.	July '80 3½
Lowell and Lawrence	200,000	A. & O.	Apl. '78 2
Lykens Valley	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati	1,408,912	— & —	
" " 1st pref.	8,180,719	M. & S	Sep. '66 3s
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	400,000	F. & A.	Aug. '81 3
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated	6,500,000	quarterly	Apl. '81 2½
Michigan Central	18,738,204	quarterly	Aug. '81 1
Middlesex Central	2,136 shs	F. & A.	Aug. '81 3
Mill Creek & Minehill*	323,375	J. & J.	July '81 5
M. Hill & Schuyl. Hav.*	3,856,450	J. & J.	July '81 3½
Missouri Pacific	2,416,000	quarterly	July 81 1½
Mobile & Montgomery	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon	282,350	J. & J.	July '81 6
Nashua and Lowell	800,000	M. & N.	May '81 3½
Nashua and Rochester	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis	6,575,256	A. & O	Apl. '80 1½
Naugatuck	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*	1,000,000	M. & S.	Sept. '81 3½
N. Castle & Beaver Val.*	1,800,000	quarterly	July '80 2½
N. Haven & Northamp.	605,000	quarterly	Oct. 74 3
New London Northern*	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R.	89,428,330	quarterly	July '81 2
New York and Harlem	8,500,000	J. & J.	July 81 4
" " pref.	1,500,000	J. & J.	July '81 4
" City Line	....	annually	Apl. '81 3
New York & Long Br.*	2,000,000	.....	Oct. '79 2
New York Elevated	6,500,000	quarterly	Apl. '81 2½
N. Y., Lake Erie & West.	77,107,700	.....	...
" " pref.	8,146,700	.....	...
N. Y., N. H. & Hartf.	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.	3,000,000	quarterly	Aug. '81 2
Niag. Bridge & Canand*	1,000,000	J. & J.	July '80 3
North Carolina*	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref.	96,000	M. & N	Nov. '77 4
North Pennsylvania	4,527,150	quarterly	Aug. '81 1½
Northern Central	5,642,000	. & .	July '81 3
Northern N. Hampsh.	3,068,400	J. & D.	June '81 3
Northern New Jersey*	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	2 604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*	3,077,000	J. & J.	July '76 2
" " pref.	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	20,000,000	quarterly	...
" " pref.	4,030,000	J. & D.	Mar. '75 3½
Old Colony	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.	4,455,000	quarterly	Aug. 81 2
Oswego and Syracuse*	482,400	F. & A.	Aug 81 4½
Panama	7 000,000	Aug. 1, 1	881, $24.26
Paterson and Hudson*	632,000	J & J.	July '81 4½
Paterson and Newark*	250,000	J. & J.	...
Paterson and Ramapo*	248,000	J. & J.	July '81 4½
Pember. & Hightstown*	342,150	J. & J.	July 80 3
Pennsylvania	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*	6,004,300	J. & J.	...
" " pref.	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn*	1,626,250	M.J.S.D.	Sept. 81 3
Philadelphia & Reading	32,726,375	quarterly	Jan. '76 2½
" " pref.	1,651,800	quarterly	July '76 3½
Phila. and Trenton*	1,259,100	quarterly	July '81 2½
Phila., Wil. & Balt.	11,572,700	J. & J.	July '81 4
Pittsb., Ft. W. & Chi.*	19,714,285	quarterly	July '81 1½
" Special Imp.	5,504,300	quarterly	July '81 1½
Pittsfield & N. Adams	460,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm.	1,500,000	J. & J.	July '81 3
Profile and Franconia	.....	Annual.	Nov. '80 8
Providence & Worces.	2,000,000	J. & J.	July '81 3
Republican Valley	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass.	175,575	— & —	Jan. '81 3
Richmond & Petersb.	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	1,200,000	J. & J.	July '75 3
Rutland preferred	4,163,700	F. & A.	Aug. '81 1½
St. L., Alt. & T. Haute.	2,300,000	— & —	
" " pref.	2,464,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n.	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley*	576,050	J. & J.	July, '81 2½
Seaboard and Roanoke.	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.*	869,450	F. & A.	Aug. '80 3
Shore Line*	996,800	J. & J.	July '80 4
Sioux C. & Pacific pref.	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*	438,300	J. & J.	July '79 3
South Western, (Ga.) *	3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.*	448,700	J. & J.	July '79 3½
Summit Branch*	4,125,000	F. & A.	Feb. '76 3
Syr., Bingham. & N.Y.*	2,004,000	J. & D.	Feb. '80 2
Terre Haute & Indiana	1,988,150	F. & A.	Aug. '81 4
Troy and Boston	1,809,000	F. & A.	Feb. '80 2
Union Pacific	36,745,000	quarterly	Oct. '81 1½
United Cos of N. J*	20,490,400	quarterly	July '81 2½
Utica, Chenango & S. V.	4,000,000	M. & N.	May '80 3
Utica and Black River	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	3,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific	20,000,000	... .	...
" pref.	20 000,000	quarterly	Aug. 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*	$750,000	J. & J.	July '81 3½
Warren (N. J.)	1,800,000	A. & O	Apl. '80 3
Warwick Valley	225,000	J. & J	July '80 3
Westchest. & Phil. pref.	821,300	J. & J.	July '80 2
West Jersey	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon	1,452,200	J. & D.	Nov. '79 3
Winchester & Potomac*	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*	500,000	J. & J.	July '81 3
Worcester and Nashua.	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City	110,300	— & —	.....
Baltimore City	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills.	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 3
Brooklyn City	2,000,000	F.M.A.N	Aug. '79
Bushwick (Brooklyn)	309,000	J. & J.	July '71 3½
Cambridge	908,600	J.A.J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.	500,000	A. & O.	Oct. 80 5
Continental (Phila.)	180.000	J. & J.	July '81 6
D. Dock, E. B'dw. & Bat.	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark	200,000	— & —	 3
42nd St. & G. St. Ferry	748,000	M. & N.	May '79 6
Frankf. & Southw. (Phila.)	600 000	A. & O.	Apl '80 4
Germantown (Phila.)	1,000,000	J. & J.	July '80 5
Girard College (Phila.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Phila.)	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	3,050 000	J. & J.	Jan. 75 1½
Highland	600,000	J. & J.	July 81 4
Lomb. & South Sts. (Phila.)	105,000	A. & O	Oct. '79 2.4
Lynn and Boston	500 000	M. & N.	May '81 4
Malden and Melrose	200,000	— & —	.....
Metropolitan (Boston)	1,500,000	J. & J.	July '81 4
Middlesex (Boston)	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.	102,540	.....	Oct. '71 7
Ninth Avenue (N. Y.)	797,320	— & —	.....
Orange and Newark	282,555	— & —	.....
People's (Phila.)	206,054	.....	July '79 2
Philadelphia City	476,000	J. & J.	July '81 5
Philadelphia and Darby	200,000	J & J.	July '77 2
Phila. and Grey's Ferry	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.)	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	750,000	M. & N.	Nov. '77 5
Somerville (Boston)	115,000	M. & N.	May '81 3
South Boston	400,000	J. & J.	July '81 4
Third Avenue (N. Y.)	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.)	1,000,000	J. & J.	July '81 5
23d street (N. Y.)	600,000	J. & J.	Jan. '79 4
Union (Boston)	374,300	J. & J.	July '81 4
Union (Phila.)	400,000	J. & J.	July '81 7
West Philadelphia	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware	1,983,568	J. & D.	June '75 2
Delaware Division	1,633,350	.....	Aug '81 $1
Delaware and Hudson	20,000,000	.....	Sept. '81 1½
Delaware and Raritan*	5,847,400	quarterly	July '81 2
Lehigh Coal & Navigat.	10,848,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat.	1,003,500	J. & J.	July '81 $2
Morris (consolidated)	1,025,000	F. & A.	Feb. '78 2
" (preferred)	1 175,000	F. & A.	Feb '78 5
Pennsylvania	4,337,950	— & —	.....
Schuyl. Nav. (common)*	1,908,207	annually	Au. '81 50c.
" " (pref.)	2,888,977	annually	Aug. '81 $1
MISCELLANEOUS.			
Adams Express	12,000,000	quarterly	May '81 2
American Express	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co.	8.000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug. '81 $5
Central Mining Co.	... .	F. & A.	Aug '81 3
Consolidation (Md.) Coal.	10,250,000	M. & S.	Jan. '81
George's Creek C. & I.	.....	J. & J.	July '81 3
Gold and Stock Tel.	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.	4.400,000	F. & A.	Feb. '76 1½
Mariposa Gold.	2,836,600	.....	.....
" pref.	8,893,400	.....	.....
Missouri Val. Land Co.	200,000	M. & S.	July '81 4
Mongona Coal Co.	305,200	quarterly	Mar. '80 2½
National Tube Works	1,000,000	quarterly	July 81 3½
Pacific Mail Steamsh p.	20,000,000	M.J.S.D.	Sept. '80 3
Pennsylvania Coal	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car	5,990,200	F.M.A.N	Sept. '81 14
Quicksilver, common	5,768.700	.....	Aug. '81 2½
" preferred	4,291,200	.....	Aug. '81 9½
Quincy Mining Co.	40,000 shs	F. & A	Aug. '81 3
Quincy R. R. Bridge	1,780,000	J. & J	July '81 5
Sioux C. & L.F. L. & L. Co.	500,000	J. & J.	July '81 2
Spring Mountain Coal	1,250,000	J. & D.	June '81 3½
Topeka Equipment Co.	255,000	A. & O.	Apl. '81 5
United States Express	7,000,000	F.M.A.N	Aug. '81 1
Wells-Fargo & Co. Exp	6,000,000	J. & J.	July '81 4
West. Union Telegraph	80,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,553	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,366,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,859,000	2,059,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,981	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,767,900	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,858	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,569,000	1,678,000	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,308	232,146	218,093	236,995	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	.....	.....	.....	.....	.....	.....
Cin., Ind , St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	204,138	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	168,256	178,861	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,927	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	380,134	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	372,190	396,472	.....	.....	.....	.....	.....
1881	307,476	317,681	393,493	433,212	514,767	584,230	548,284	606,193	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,003	194,949	198,110	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	188,120	195,329	227,679	289,360	.....	.....	.....	.....	.....
1881	359,706	434,475	325,209	267,082	226,399	227,323	237,666	305,462	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,733	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	832,386	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	69,960	84,225	90,375	85,733	106,953	103,438	116,732	.....	.....	.....	.....	.....
1881	90,283	83,261	71,713	103,555	102,630	96,566	83,764	117,956	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,491,345
1881	816,960	805,124	947,959	850,862	628,725	1,227,885	820,000	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	130,740	140,593	.....	.....	.....	.....	.....
1881	218,243	211,353	226,398	162,027	145,416	132,692	131,009	159,348	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,130	151,594	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	210,257	219,885	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	246,621	267,515	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,923,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,096,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,487	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,691	1,794,983	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	440,811	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	241,277	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	143,835	214,755	299,880	368,276	404,180	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,024	308,699	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,323	343,742	350,585	291,669	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,469,038	1,308,658	1,325,780	13,621,259
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,298	283,399	260,254	252,333	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,933	490,195	451,560	408,241	349.053	363,454	442,555	565 869	661,400	678,200	636,725	655,100	6,258,41
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	622,529	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	243,407	272,089	282,579	.....	.....	.....	.....	.....
1881	264,187	159,483	320,962	425,685	382,642	405,322	387,488	414,954	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,528	1,934,215	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,033,146	2,398,467	2,590,969	2,528,826	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	978,629	892,024	946,773	953,468	1,066,742	1,185,225	1,177,134	1,226,475	1,105,616	96 .663	12,336,15
1881	811,617	816,923	1,119,591	1,023,482	1,140,660	1,308,993	1,131,751	1,542,838	.....	.....	.....	.....	.....

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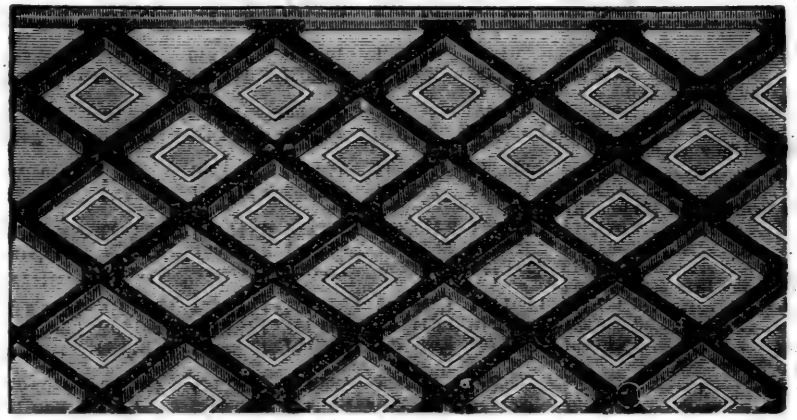
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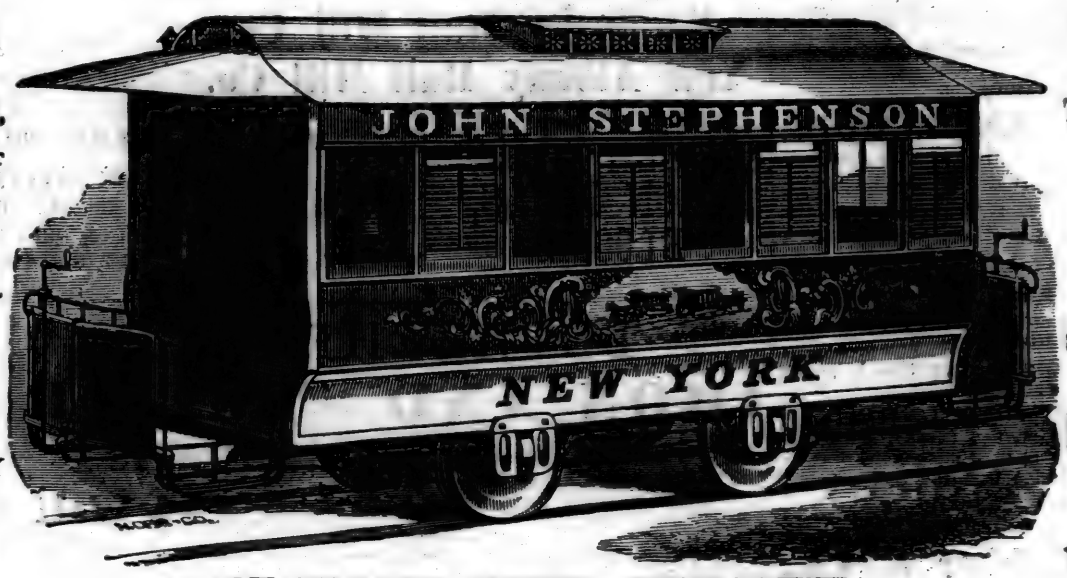
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

2d Quarto Series, Vol. XXXVII., No. 39.] NEW YORK, SEPTEMBER 24, 1881. [Whole No. 2,370, Vol. LIV.

PAPIN, THE INVENTOR OF THE STEAM-ENGINE.

IN January, 1705, Leibniz sent to Papin a sketch of Savery's engine for raising water. This set Papin with renewed vigor to work, besides stimulating to emulation the breast of his patron, the Landgrave of Cassel. After some consideration he pronounced in another letter to Leibniz that he would surpass Savery's invention. He related how he had thought it best not to let the steam act directly against the surface of the water (as in Savery's machine), but that the pressure of the steam should be imparted to the water through the intermediation of a piston, whose surface, becoming hot, would not produce condensation; and he added that experiment had proved the conjecture to be sound.

His great difficulty now was, not to make pistons fit accurately, but to construct tubes sufficiently strong to bear the pressure of such columns of water as he wished to raise. Leibniz congratulated him when replying in August, and advised him not to try to force water high, but rather to lift it by a series of pumps, each drawing 30 feet, a suggestion which Papin on his part rebutted by observing that one force-pump driving water 500 feet high was more economical than 10 pumps, each raising the water 50 feet. He further lets Leibniz know that he hopes to do away with the delay of letting the cylinder of his engine cool between each stroke (the very first of the improvements subsequently made by Watt), and that he has some idea about the transmission of power to a distance, with which problem, however, he thinks it useless to concern himself, "because by means of the heat-engine one can produce, every where one will, so much power, and so cheaply, that it would be a superfluous expense to carry it elsewhere." Strange commentary, indeed, on the present eager strife of inventors to supersede steam by the electric transmission of power! On Oct. 10, he writes again that he is almost satisfied with his engine, which, though having but one cylinder and two valves, yet furnishes a continuous jet, surpassing Savery's machine, which had two pressure-vessels and four valves; he is only waiting the Landgrave's order, as to how he shall apply his engine to drive a mill.

On the last day of the year 1705 he declares to Leibniz his intention of propelling vessels by steam, as he is persuaded that by this means one could have vessels which would follow their course correctly in spite of tempests and adverse winds. At this idea he labored diligently for the next two years—in fact, so long as he continued to remain at Cassel—his devotion to the object in hand being remitted only for the sake of his correspondence and for the work of publishing his treatise, the "Ars Nova," in which his high-pressure boiler and its applications are described. It was toward the close of this time that (on Feb. 4, 1707,) he communicated to Leibniz the first suggestion of a hot-air engine, afterward realized by Stirling and Ericssen. He was now preparing to leave Cassel, where the patronage of the Landgrave had grown on the one hand slack, on the other irksome, in order to regain the more congenial atmosphere of London and of the Royal Society. He strained every nerve and spent all his little resources to accomplish the building of the steam-propelled boat by which his return to England was to be made famous. He was certain that by this means two men on board his boat might do more than a hundred rowers could.

In July and August of that year he made diligent efforts to obtain permission to descend the river via Munden and Bremen into the Veser, permission which was finally granted by the Elector of Hanover, in spite of the monopoly possessed by the guild of boatmen of Munden to pass boats from the Fulde into the Veser. With a boatman of Munden as captain, he sailed from Cassel on Sept. 24, 1707, with his family. At Munden, however, the guild of boatmen asserted their privileges, the magistrates pronounced the boat confiscated, and a handsome offer of ransom was rejected. Papin pushed forward desparingly for England, only to find himself almost unknown and friendless. The old generation was fast passing away. For two or three years he continued his mechanical inventions, and several times applied through Sloane for a grant of money from the Royal Society to aid him in his work, but in vain. Misunderstanding and misery followed apace. The inventions on which he relied for fame and position were passed by unnoticed. In the loss of his ship he made shipwreck of his life's hopes. He died in London, probably in the early half of the year 1722, but in such obscurity that neither place nor date is with any certainty known.—*Nature.*

THE FALL OF THE STEAM-ENGINE.

THE steam-engine has been coming in for some disparagement at the meeting of the British Association. According to some leading members of the body the steam-engine has had its day—its part is played. It will before long, we are assured, be seen only in museums. It is needless to say, however, that the scientific men of the British Association do not speak lightly of the steam engine for the same reasons which induce Mr. Ruskin to contemn and denounce it. Mr. Ruskin objects to all inventions and appliances which bring crowds of uncultured persons to interfere with the meditative seclusion of the cultured few, or the cultured one; which enable rude inquiring tourists to roam over hillside and lakeside, and "to spoil for him the earth and skies." The scientific men object to the steam-engine and talk slightingly of it because they think it is not up to the work which the age requires; because it spends too much force with too little result. They want a better force than that which drives the steam-engine, more locomotion, quicker travel, involving, of course, greater diffusion than ever of the uncultured among the scenes hitherto claimed by some as sacred to the cultured. For ourselves, we have no rooted prejudice in favor of the steam-engine. We are quite willing that it should go, if only something better, swifter, safer, and less noisy should come to take its place. It had its merits, undoubtedly, and was a very useful piece of mechanism in its day. But if its day be done, we are quite ready to welcome the coming guest and speed the parting one to its place in the South Kensington Museum.—*London Daily News.*

Chief Engineer Montague of the Central Pacific Railroad states that he has received advices from the surveying party under Engineer Warner, which started east from Ogden some weeks since to examine the new line for an extension of the Central Pacific to the Missouri River. He reports finding a favorable line with grades not exceeding 53 feet per mile, with an open and productive

country all the way from Salt Lake to Fort Fetterman via South Pass. Warner's Party will continue on east until met by a party working west. It is claimed that a better road than the present one east of Ogden can be built for one-third the cost.

Western Union Telegraph Company.

FOR THE QUARTER ENDING SEPTEMBER 30, 1881.

EXECUTIVE OFFICE,
WESTERN UNION TELEGRAPH COMPANY.
NEW YORK, September 14, 1881.

In the Report presented by the Executive Committee at the last Quarterly Meeting of the Board held June 8, 1881, the net revenue for the quarter ending June 30 (May being partially and June wholly estimated) were stated at $1,836,391 00.

The official returns for the quarter (ended June 30) showed the net revenues to be $1,842,844 22 or $61,458 22 more than the estimate.

The following revised statement, based upon complete returns, will show the condition of the company at the close of the quarter ended June 30, 1881:

Surplus, April 1, 1881, as per last quarterly report		$1,231,998 58
Net revenues, quarter ended June 30, 1881		1,842,844 22
		$3,074,842 80
From which deducting appropriations for—		
Two dividends of 1½ per cent on capital stock	$2,400,000 00	
Interest on bonded debt	106,788 06	
Sinking funds	20,000 00	
Construction	204,732 62	
Telegraph stocks, &c.	216,063 36	
		2,947,584 04
Leaves a surplus, July 1, 1881, of		$127,258 76

This surplus does not include the cash turned over by the American Union Telegraph Company, amounting to $238,000; nor does it include the new material turned over by that company, and which cost about $225,000, which are held for payment of liabilities of that company until the final balance shall be ascertained.

The net revenues for the quarter ending September 30, instant, based upon official returns for July, nearly complete returns for August, and estimating the business for September, will be about		$1,949,894 61
Add surplus, July 1, as above		127,258 76
		$2,077,153 37
From which appropriating for—		
Interest on bonded debt	$107,000 00	
Construction and purchase of telegraph stocks and properties	300,000 00	
Sinking funds	20,000 00	
		427,000 00
Leaves a balance of		$1,650,153 37
It requires for the payment of a dividend of 1½ per cent on the capital stock		1,200.000 00
Deducting which, leaves a surplus, after paying dividend, of		$450,153 37

In view of the preceding statements, the committee recommend to the Board of Directors for adoption, the following:

Resolved, That a dividend of one and one half per cent on the capital stock of this company be and is hereby declared out of the net revenues of the quarter, payable on and after the fifteenth of October next to stockholders of record, at the close of the stock books on the 20th of September, instant.

Resolved, That for the purpose of such dividend, the books for the transfer of capital stock in this company be closed at three o'clock p. m. on Tuesday, the 20th of September, instant, and be reopened on the morning of the 17th of October following.

Respectfully submitted,
NORVIN GREEN, President.

Commerce of New York.

The foreign imports at New York for the month of August, were:

	1880.	1881.
Entered for consumpt'n.	$20,804,185	$23,688,448
Do. for warehousing	8,688,329	7,354,500
Free goods	9,939,602	11,831,129
Specie and bullion	9,492,680	5,287,804
Total entered at port	$48,924,596	$48,166,881
Withdrawn fr. wareh'use	10,044,789	9,682,684

The foreign imports at New York for the eight months from January 1, were:

	1880.	1881.
Entered for consumpt'n	$164,803,772	$148,563,427
Do. for warehousing	86,149,879	61,673,279
Free goods	82,755,641	81,836,585
Specie and bullion	14,660,362	35,672,555
Total entered at port	$348,369,154	$327,445,800
Withdrawn fr. wareh'se	57,729,686	64,603,710

The duties received at New York for the eight months ending with August, were:

	1880.	1881.
Six months	$71,088,623 16	$68,641,439 07
July	13,360,394 37	12,079,573 95
August	14,492,361 87	15,204,469 58
Total	$98,891,279 40	$95,925,482 60

The exports from New York to foreign ports for the month of August, were:

	1880	1881.
Domestic produce	$35,937,898	$34,497,968
Foreign free goods	113,355	419,315
Do. dutiable	398,094	301,632
Specie and bullion	400,029	967,789
Total exports	$36,849 375	$36,186,699
Do. exclusive of specie	36,449,347	35,218,960

The exports from New York to foreign ports for eight months from January 1, were:

	1880.	1881.
Domestic produce	$265,802,243	$242,090,097
Foreign free goods	1,774,108	5,820,260
Do. dutiable	8,036,700	4,028,617
Specie and bullion	5,580,011	8,367,988
Total exports	$276,193,062	$261,306,962
Do. exclusive of specie	270,613,051	252,938,974

Propeller for the Erie Canal.

The following is a description of a new propeller which is now being constructed with a view of obtaining the prize offered by the Erie Canal Co.:

The vessel is built like an old-fashioned scow, is 61½ feet long by 30 feet beam, and draws two feet of water amidships. The bottom is V shaped from stem to stern, and has five keels aft of the centre, running out to the stern. Forward of the centre the five keels extend 7½ feet. On the forward deck is placed an upright high-pressure boiler of 15-horse power. Just behind this is the engine, which has a large fly-wheel, 4 feet in diameter. On the deck is a large air-box, extending almost across the boat, from the under side of which four square tubes run down perpendicularly into the water. A large fan is placed on the air-chamber, and the air is forced directly downward into the water between the five keels. The propelling power is given to the boat simply by the air rushing between the keels and pressing the water out at the stern. When in motion the air rushing out gives the boat the appearance of a stern-wheel propeller, although she leaves no perceptible wake. The boat easily makes five miles an hour.

Northern Pacific Railroad.

The report of the directors of the Northern Pacific Railroad Company for the year ending June 30, 1881, which was presented at a meeting of the stockholders held in this city on the 15th inst., shows that the mileage is 758 miles, not including 311 miles used chiefly for construction purposes. The increase in working mileage for the year was 32 miles. The following is a comparative statement of the earnings for the years ending June 30, 1880 and 1881:

	1880.	1881.
Freight	$1,588,556 57	$2,207,299 13
Passenger, express & mail	636,479 32	782,800 25
Miscellaneous	5,149 92	4,420 11
	$2,230,181 81	$2,994,519 49

—showing an increase for the year of $764,337 68, equal to 34.27 per cent. The expenditures in 1880-'81 were:

Operating expenses	$1,791,553 78	
Rentals	152,648 49	
Taxes	77,286 58	
		2,025,390 90
—equal to 67 63 per cent, leaving a balance of		$969,129 19

The main line from Thomson Junction (near Duluth) to a connection with the Oregon Railway and Navigation Company's line at Wallula Junction is 1,684 miles.

Of this distance the following is completed and in operation:

On the eastern end—	
Thomson Junction to a point 25 miles beyond Glendive, in Montana	668 miles
On the western end—	
From Wallula Junction, in Washington Territory, to a point 200 miles east thereof	200 miles
	868 miles.
Leaving to be constructed to complete the line between Lake Superior and the Pacific coast	816 miles.

THE financial statement of the Finance Minister of the Dominion of Canada shows that the total revenue of the government for the year 1880-'81, was $29,712,063 97, the total expenditures $25,579,168 37, and the total surplus $4,132,895 60. In 1879-'80 the revenue was $28,468,505 19 and the expenditures $25,161,712 66, showing a deficit of $1,693,127 47.

THE Toronto, Grey and Bruce Railway has passed into the hands of William Hendrie, of Hamilton, and E. B. Osler and William Ramsay, of Toronto. They command three-fourths of the stock and intend to make the line a first-class one in every respect by the 1st of Nomber.

THE name of the Columbus and Miami Valley Railway Company has been changed to "Columbus and Cincinnati Railway Company." A. F. Gatch is President of the company.

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New York, Saturday, September 24, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

GEN. THOMAS T. ECKERT, general superintendent of the Western Union Telegraph Company, has explained to F. H. Parker, president of the New York Produce Exchange, some of the causes which have led to complaints about delays in the transmission of messages from the Exchange to the West, concerning which Mr. Parker recently wrote Mr. Eckert, asking that the company provide additional telegraphic facilities. General Eckert considers the facilities of the company for the transmission of despatches to be more than adequate for the demands of ordinary business, but says that unforseen requirements and causes arising from the assassination of the President, the increase in commercial messages and the extended forest fires seriously interfering with the working of the wires, have occasioned the delays complained of. In consequence of the extraordinary demands upon the company the erection of about ten thousand miles of new wire has been undertaken with about as much more planned, and it would seem that every effort is now being made to give ample accommodations to the public.

THE FAITH THAT LEADS THROUGH THE GLOOM.

BOWING reverently before the will of an Infinite power our people with trembling lips and broken voices, but with faith in their country and their countrys' God still held to as in trying days of old, speak in a tender regret of what might have been, but in strong resolve look forward with hope to what shall be. In the terrible struggle of eighty days after a most heroic fight for life in which "The People" My Trust" was the sacred watchword, our honored and beloved President has passed away. He is not dead. Such men do not die. Enshrined in the hearts of their countrymen, their lives are everlasting as are the truths and principles for which they have labored, and their spirits lead on in the grand march over the paths which their wisdom and lofty examples have laid for the advancement of mankind.

The paths which were marked out by President Garfield both in his private and official career are as clearly defined and unmistakable as were the prominent traits of character and granite-founded principles of this noble man. To the nation, from a political and business standpoint, the clearness with which his policy and plans have been made apparent, even during his short labor in executive duties, is proving a strong anchor, and by it the danger of panic and confusion is averted even in the midst of the troubled waters. There is no mistaking his aims. They had been clearly presented before his sudden prostration, and during these weeks of terrible suspense they have been indelibly impressed upon the public mind. His aims and wishes, prayed over and studied by the bedside of the heroic sufferer, are now held in sacred memory by a united people, while the principles he inculcated in private and public life form a nation's cherished heritage. So true is this that those most experienced in the affairs of Government and business alike agree in the opinion that the change in the Executive will be unaccompanied by any marked variation of policy or any important influence upon commercial and financial interests. To this business view is added the reassuring belief that in President Arthur will be found a man of experience and strength to bear the mantle which has fallen with a chastened benediction upon him.

In the life of James A. Garfield, from the time when as a poor boy he struggled manfully for existence, looking for sympathy and encouragement only in the wealth of love of that now almost sainted mother's heart, to the hour when he passed from a high and honored sphere to a higher and more honored, leaving behind him a mourning world; all through this active, earnest, noble life there has been a development of character and a presentation of principles which stand as magnificent examples of the possibilities of a true Christian manhood in private and in public life. The good which he has done cannot be measured. It is bearing rich fruit in these hours of mourning, and it will continue to influence his fellow men to deeds of patriotism and heroic strength and to a more faithful love of truth and duty long after his life's record has added to history one of its most sublime and touching pages.

The hearts of the people have been touched in the tenderest manner by the glimpses of home-life which this terrible trial has given. The purity, the devotion and the refined simplicity which have been so constantly exhibited from the time the Presidential party left their Ohio home to the time in which we see the sadly broken circle returning over a pathway strewn with flowers but draped in mourning, have given to the world a nobler ideal of home-life and a higher conception of the possibilities of true womanhood and the marvellous power of a noble hearted mother's and wife's devotion. In these busy days down here in the whirl and strife of money handling it is well that the thoughts of men are turned reverently toward that gray haired mother in the West who waits the return of her son with breaking heart but with unshaken faith in the wisdom of that Providence which has led her in such varied and honored ways. In looking upon her and remembering the help and training she gave to her boy, can be seen the characteristics and the means by which this magnificent type of a true American gentlemen was developed. The hearts of men turned to her will be turned again more tenderly than ever before to other mothers throughout the land, and a stranger appreciation will be given of the strength of home and social influence.

While the nation is wearing its deepest mourning and drinking of a bitter cup which it had prayed might pass away untasted, there is brought to mind that trying day, when after the assassination of President Lincoln the words of James A. Garfield stilled the riotous crowd gathered in Wall street. The words come back to-day with a strange power like a divine message from one who looks down upon his mourning countrymen and with a superior wisdom would quiet the troubled waters and strengthen the faith and courage of our people:

"Fellow citizens—Clouds and darkness are round about him; His pavillion is dark waters and thick clouds of the skies! Justice and judgment are the establishment of His throne! Mercy and truth shall go before His face! Fellow citizens, God reigns, and the government at Washington still lives."

AT a meeting of stockholders of the Greenwood, Laurens and Spartanburg Railroad, (which was to have been prosecuted as a connection of the Virginia Midland before the control of the latter was sold to the Richmond and Danville Railroad Company) held at Laurens, S. C., on the 16th inst., E. F. Verdery, of Augusta, was elected

president. It was unanimously resolved "that it is the full purpose of the stockholders of the Greenwood, Laurens and Spartanburg Railroad to build said road as soon and as fast as the means can be procured to build the same."

Organization.

At a meeting of the directors of the Portsmouth, Great Falls and Conway Railroad at Portsmouth, N. H., on the 15th inst., the following officers were elected for the ensuing year: President, E. B. Phillips; treasurer, N. G. Chapin; clerk, Wallace Hackett.

Articles of association of the Cincinnati and Cairo Narrow Gauge Railroad Company have been filed with the Secretary of the State of Indiana. The road will extend entirely across the southern portion of the State, having a length of 220 miles. The capital stock is $3,000 000: The directors are Enoch Lockhart, Frank Clarkson, J. C. Albert, James J. Brown, C. Barfield, W. H. Irwin, R. N. Barbour, W. H. Slaughter and G. W. Gavet.

At a meeting of the stockholders of the Fort Scott division of the Lexington, Lake and Gulf Railroad Company, recently held at Fort Scott, Kan., the following Board of Directors was elected: B. J. Waters, A. A. Harris, F. F. Robley, D. A. Pritchard, W. C. Hickman and J. B. Bayliss. The board afterwards organized by reelecting B. J. Waters president. This road is to run from Fort Scott via Butler, Mo., thence to a point on the Chicago and Alton Railroad. The same parties afterwards organized a company, with the same officers, called the Chicago, Fort Scott and Oklahoma Railraad Company, to run from Fort Scott, through the counties of Allen, Wilson, Chattauqua, Cowley and Sumner, to Indian Territory line.

Articles of association of the Cerro Gordo Short Line Railroad Company were filed in the office of the Secretary of State of Illinois on the 17th inst. It is proposed to construct a railroad by the most practicable route from the town of Maroa, in the county of Macon, to the city of Charleston, in the county of Coles. The capital stock is $1,000,000. The incorporators are: Thomas W. Harris, E. H. Jeffries, V. B. Clifton, H. O. Gaston, W. L. Pitts, all of Piatt county; John H. Crocker of Maroa, and James R. Cunningham of Charleston. The first five of these constitute the board of directors.

A company called the Land Mortgage Investment and Agency Company of America has been organized in England, with an authorized capital of $5,000,000, for the purpose of investing in land in the United States and Canada. The company was formed at the instance of Austin Corbin, president of the Long Island Railroad Company, and a part of its purpose is the development of unimproved lands on Long Island. The plans for the improvement of the Island have not been completed, but contemplate the building of summer resorts on both shores of the island and the improvement of the interior for farming purposes.

At the annual meeting of the stockholders of the Northern Pacific Railroad Company, held in this city on the 15th inst., the following directors were elected: Frederick Billings, Ashbel H. Barney, John W. Ellis, Rosewell G. Rolston, Robert Harris, Thomas F. Oakes, Artemus H. Holmes and Henry Villard, New York; J. L. Stackpole, Elijah Smith and Benjamin P. Cheney, Boston; John C. Bullitt, Philadelphia, and Henry E. Johnston, Baltimore. Subsequently Henry Villard was elected president, Thomas F. Oakes vice president, A. J. Thomas second vice-president. Robert Lenox Belknap, treasurer, and Samuel Wilkinson, secretary.

A charter was granted at Harrisburg, Penn, on the 16th inst. to the Big Level and Bradford Railway, which is to connect with the Philadelphia and Erie Railroad and with the Pittsburg, Bradford and Buffalo Railroad near Kane, Pa., and with the New York, Lake Erie and Western Railroad north of Howard Hill. The length is fourteen miles and the capital stock $250,000. A charter was also granted to the Kinzua Railroad, which is to run a line to connect with the Big Level and Bradford Railroad near Howard Hill, and with the Bradford, Bordell and Smethport Railroad near Simpson Station. The length of the road is to be fourteen miles and the capital stock $150,000. Elisha K Kane, of Kane, is President of both roads and holds most of the stock.

At a meeting of the stockholders of the Baltimore and Western Railroad Company, recently held at Capon Springs, Va., the following gentlemen were elected directors: P. B. Borst, Benjamin F. Grayson, Sr., Thomas M. Almond, B. C. Rust, S. A. McMechen, Dr. Thomas A. Ashby and B. K. Jamison. The officers are: President, P. B. Borst; treasurer, B. K. Jamison, of Philadelphia; secretary, B. C. Rust. This road as proposed, it is stated will extend east to Washington and Baltimore, through Virginia and Maryland. It is said by those in the interest that "in order to secure as rapidly as possible a continuous line from the West to tidewater, the company will begin work in the Valley of Virginia, and connect with the Shenandoah Valley Railroad and the Valley Railroad or the Strasburg Branch of the Midland Railroad. 89 miles from Alexandria, at Strasburg, now controlled by the Danville or Clyde syndicate The line will be 300 miles long from tidewater at Washington to the Ohio river in Jackson county, W. Va. A branch will be constructed to Point Pleasant, in Mason county. The grade will be 50 feet to the mile coming east and 75 feet going west. The distance from tidewater to the southern point of the Cumberland coal basin, in Tucker county, via Cedar Creek line, will be 146 miles, where the road will cross the West Virginia Central and Pittsburg Railroad, now being constructed. The Baltimore and Western Railroad, owing to the directness of the route and shortness of the line, must secure the transportation of a large portion of the coal from the south point of the Cumberland coal fields to Alexandria, Washington city and Baltimore. It will also connect with the Pittsburg and Charleston Railroad and form a short line from Washington to Pittsburg."

Interest and Dividends.

The Denver and Rio Grande Railway Company has declared a dividend of 1½ per cent, payable October 11, to stockholders of record September 24.

The Western Union Telegraph Company has declared a quarterly dividend of 1¼ per cent, payable October 15.

A quarterly dividend of 1¼ per cent on the capital stock of the Missouri Pacific Railway Company will be paid Oct. 1.

The Railway Car Trust of Pennsylvania has declared a quarterly dividend of 1¼ per cent on series A, B, C, D, and E, payable 1st October next.

The Georgia Railroad and Banking Company have declared a dividend of $2 50 per share on the capital stock, payable Oct. 15 to stockholders of record Oct. 1.

The Lehigh Valley Railroad Company has declared a quarterly dividend of 1½ per cent, payable on October 15.

The Chicago, Milwaukee and St. Paul Railroad Company has declared a dividend of 3½ per cent on the common and preferred stock, payable Oct. 15.

The New York Central and Hudson River Railroad Company has declared a quarterly dividend of 2 per cent, payable October 15.

The Chicago, St. Paul, Minneapolis and Omah Railway Company has declared a dividend of 1¼ per cent on the preferred stock, payable October 20, to stockholders of record September 30.

The Dubuque and Sioux City Railroad Company has declared a semi-annual dividend of 3 per cent, payable October 15, to stockholders of record September 30.

The East Tennessee, Virginia and Georgia Railroad Company will pay 3 per cent upon all the income bonds of the company, out of the net earnings, on presentation of the bonds at the Metropolitan National Bank of New York on the 1st of October.

Railroad Earnings.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for the two weeks ending September 14, 1880, were $229,870 20, against $221,045 39 for the corresponding two weeks in September, 1880, an increase of $108,824 81. For the current year to September 14, 1881, the earnings were $2,980,593 80, against $2,063,715 59 for the corresponding period of the previous year, an increase of $916,878 21.

The earnings of the Flint and Pere Marquette Railroad for the week ending September 14th, 1881, were $36,208 55, against $32 418 35 for the corresponding week in 1880, an increase of $3,790 20. From January 1 to September 14, 1881, $1,270,833 60; do. 1880, $1,051,396 72—increase, $219,436 85.

The earnings of the Great Western Railway of Canada for the week ending September 9, 1881, were $100,480; do. 1880, $105,452—decrease, $4,972.

The earnings of the Missouri, Kansas and Texas and Leased lines for the second week in September, 1881, were $191,161; do. 1880, $131,989—increase, $59,263. From January 1, to September 14, 1881, $5,115,161; do. 1880, $3,854,719—increase, $1,230,-442.

The earnings of the Wabash, St. Louis and Pacific Railway for the second week in September, 1881, were $417,345; do. 1880, $306,788—increase, $110,-557. From January 1 to September 14, 1881, the earnings were $9,659,803, against $7,113,114 for the corresponding period in 1880, an increase of $1,546,-689.

The estimated earnings of the Hannibal and St. Joseph Railroad Company for the second week in September, 1881, were $49,721, and for corresponding week of 1880, $54,334; decrease, $4,613. From January 1 to September 14, 1881, $1,522,949; corresponding period in 1880, $1,707,615, decrease, $184,-666.

The earnings of the Burlington, Cedar Rapids and Northern road for the week ending Sept. 14, were: 1881, $52,140 84; 1880, $45,498 32; increase, $6,642 52. From January 1 to September 14, 1881, the earnings were $1,481,849; do. 1880, $1,366,722—increase, $115,'27.

The earnings of the St. Louis, Iron Mountain and Southern Railway for the second week in September, 1881, were $181,000; do. in 1880, $178,830. From January 1, to September 14, 1881, $4,702,555; do. in 1880, $3,796,004—increase, $906,551.

The earnings of the Denver and Rio Grande Railway for the second week of September, 1881, were $140,172; do. in 1880, $86,747—increase, $53,425. From January 1 to September 14, 1881, the earnings were $3,998,600, against $2,002,954 for the same time in 1880, an increase of $1,995,846. Miles of road operated in 1881, 933; do. in 1880, 541—increase, 392.

The earnings of the Louisville and Nashville Railroad for the second week in September, 1881, were $226,700; do. in 1880, $201,000—increase, $25,600.

From January 1 to September 14, 1881, $2,157,000; corresponding period of 1880, $1,914,200—increase, $242,800.

The earnings of the Chicago & Northwestern Railway the second week in September, 1881, were $482,399.50; do. 1880, $454,017.76—increase, $28,381.74.

Personal.

Col. Orland Smith has been re-elected General Manager of the Columbus, Hocking Valley and Toledo Railroad.

Mrs. Abraham Lincoln, who is going to Washington November 1, is now better in health than she has been for four years.

Franklin B. Gowen, one of the Receivers of the Philadelphia and Reading Railroad and Coal and Iron Company, has returned to Philadelphia from his recent visit to Europe.

Chief Justice Daly, of New York, President of the American Geographical and Statistical Society, has been elected one of the Vice Presidents of the Geographical Congress now in session at Venice.

Henry Villard, President of the Northern Pacific Railroad Company and of the Oregon Railway and Navigation Company, left this city with a party of friends on Monday night on a tour of inspection on the Pacific coast.

B. J. Gifford of Rantoul, Ills., has been elected president of the Cleveland and Marietta Railroad Company, vice Isaac Morton resigned. H. E. Bullock is secretary and treasurer of the company. The headquarters of the road will be at Cambridge.

The question of the appointment of a receiver of the Ohio and Mississippi Railroad, in place of John King, Jr., has been postponed until the 28th inst., when the matter will be argued before Judges Drummond and Gresham, of the United States Circuit Court, and a third Judge to be selected by these two.

John W. Brooks, of Boston, whose death at Heidelberg, on the Rhine, on the 16th inst. is announced by cable, was in the 63d year of his age. He was for many years identified with the Western Railroads, having held the position of President of the Michigan Central, and the Burlington and Missouri River Railroad Companies. He is said to have been worth $2,000,000.

At the regular monthly meeting of the directors of the Baltimore and Ohio Railroad Company in Baltimore on the 14th inst., Geoge W. Doblin and Jas. Carey Coale were elected directors in place of John King, Jr., and William Donnell, resigned. John W. Davis was confirmed as assistant to first vice president. George W. Frick was appointed general manager of the express and telegraph business of the company. The agreement made August 23d, 1881, between the Baltimore and Ohio Railroad Company and John S. Barbour, involving the sale of part of the Company's interest in the Virginia Midland system, was unanimously ratified.

The track of the Baltimore and Delta Narrow Gauge Railroad has been finished three miles from Baltimore on the way to Towsontown. The State Ridge and Delta Railroad, chartered under the laws of Pennsylvania, will extend from the Maryland line to Delta, and has transferred its franchise to the Baltimore and Delta Railroad Company, so that the latter has now the right to build its line to Peach Bottom Road.

The State commissioners of the North Carolina Railroad, after an investigation of the progress being made, have agreed to give the Clyde syndicate an extension of time for the completion of the road, satisfied that the work is being pushed forward with diligence and energy.

Vermont Central and Vermont and Canada Railroads.

A correspondent of the Boston Journal, writing from St. Albans, Vt., under date of Sept. 14th says that the special masters who were appointed under an order of the State Supreme Court in the case of James R. Langdon et al. v. the Vermont and Canada Railroad Company et al., to ascertain and report the amount of the trust indebtedness of the receivers and managers of the Vermont Central and Vermont and Canada Railroads, have concluded their public hearing and are now at work upon their report. The masters have been in open session some seven days, and during that time a large number of bondholders have appeared before them for the purpose of proving their bonds. The masters have recorded each bond in a book prepared for the purpose, and have stamped the same with an official seal. The jurisdiction of the masters extends back to 1865, at which time the first equipment loan, amounting to $70,000, was issued. Their field of inquiry extends from 1865 down to the present time, and covers the period during which the "trust debt" has been created. The kind and amount of bonds that have been presented to the masters for "proving" are as follows:

First equipment bonds	$568,150
Second equipment bonds	270,000
Third equipment bonds	452 000
Third equipment bonds, second issue	423,500
Vermont Central income and extension bonds	918,700
Vermont Central guaranteed by Vermont and Canada	771,000
Stanstead, Shefford and Chambly bonds	311,500
	$3,714,850

The total amount of bonds authorized to be issued was as follows:

Equipment bonds	$2,000,000
Vermont Central income and extension	1,000,000
Vermont and Canada guaranteed	1,000,000
	$4,000,000

This leaves a balance of bonds outstanding amounting to some $286,000 not presented to the masters. The floating debt, as presented to the masters by the receivers and managers, was in round numbers $1,000,000. The Central Vermont Railroad Company proved its account for advance, made to the trust for an amount approximating $700,000. The foregoing figures constitute the "trust debt," of which the masters have taken cognizance. The following is a recapitulation of the foregoing amounts, which go to make up the trust debt:

Equipment bonds	$2,000,000
Income and extension	1,000,000
Vermont Central guaranteed	1,000,000
Stanstead, Shefford and Chambly bonds	400 000
Floating debt	1,000,000
Central Vermont advances	700,000
Total trust indebtedness	$6,100,000

No interest has been paid on any of the above bonds since 1876. Among the duties pertaining to the work of the masters is that of reckoning the interest on these bonds since the default was made, and adding the same to the trust indebtedness. The bonds are 8 per cents, and the interest due on them for the six years intervening 1876 to 1881, will amount to nearly $2,000,000. This, added to the principal of the trust debt, makes nearly $8,000,000 which the trust will be liable for.

The principal object of the bill brought by James R. Langdon, Vice President of the Central Vermont Railroad Company, against the Vermont and Canada Railroad Company and others, was in brief this: That the amount due the different classes of claimants—bondholders, floating debt holders, the Central Vermont Railroad Company—should be ascertained, and also the order in which they should be paid, the security to which each is entitled, and the mode and manner in which the property that is the subject matter of the litigation should be appropriated for their payment. The Supreme Court in December last decided that an apportionment and distribution of the property in litigation, or the avails thereof, among those entitled to it, should be made. To carry this opinion into effect a mandate was made by the Supreme Court that the cause be remanded to the Franklin County Court of Chancery, and that it be referred to special masters to ascertain and report the amount due of principal and interest on all bonds issued by the receivers and managers, and also the amount of the trust indebtedness, so-called. It is expected that the masters will file their report in court by Oct. 1, and that at the January term of court a disposition of the cases will be made. Here then, are claims of over $8,000,000 which the Supreme Court affirms is the first lien on the Vermont Central and Vermont and Canada Roads. It is probable that when the masters' report is reached by the court a mandate will be issued making provision for the payment of this indebtedness.

John W. Mass, General Freight and Passenger Agent of the Atlantic and Pacific Railroad Company, is authority for the following statement concerning the progress of that road, which is now in course of construction towards the Pacific coast from Albuquerque. The road, he says, is now built 230 miles west of Albuquerque, and is in running order that distance. The present terminus of the track is at Navajo Springs, about twenty miles beyond Allentown. They will be at Brigham City, 285 miles from Albuquerque, by the first of November. The road will be pushed from now out rapidly forward, and by next season, it will be completed to the Big Colorado river, a distance of 565 miles from Albuquerque.

The Knoxville and Southern Railroad (Emory Gap connection) has been sold to the Clyde syndicate. In consideration of the transfer the syndicate deposited $7,500 out of which is to be paid all the subscribed stock and all liabilities. The purchasers bind themselves to put the entire line, from Knoxville to Emory Gap, under contract within six months from September, and to complete it as a five foot gauge road in thirty months from same date.

The Baltimore and Delta Narrow Gauge Railroad is being pushed to completion, and the president expects that travel will commence from Towsontown to Baltimore by the 1st of November.

The construction of the Shenandoah Valley Railroad is being actively pushed. Most of the masonry and grading between Waynesboro' and Big Lick is about done. It is generally thought that by January 1, 1882, cars will be running from Waynesboro' to North river, a distance of 42 miles.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'96-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1864	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,500	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1883	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1905	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	....	Boston.	1908	....
Atlanta and Charlotte Air Line:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-'90	....
3d preferred bonds	452,500	6	" "	" "	'96-'00	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	964,000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'85	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) sk'g fd.	2,833,520	6*	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to state of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	ril & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	551,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,000	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'86	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,874,500	6&7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $2,500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1892	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1886	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I. M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1868, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1898	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of L. I. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1908	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1948	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	...
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,816,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.).	687,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 530,000	6*	" "	" "	1890	...
Income bonds,'Sinking Fund ..	3,285,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76–'89	...
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,879,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds.	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	663,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1875, Sinking Fund...	89 ,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	858,475	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jun. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Ja. G'd Junc.:						
1st Mortgage	1,095,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,000,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie duChien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	180,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1907	....
1st Mort. (Dav. & N. W.).....	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	3,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	...
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.)..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	240,000	7,	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated sinking Fund....	5,211,000	7	F. M. A. & N	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,140,000	5-6	Apr. and Oct	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug	" "	1882	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3 500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	1908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mortgage guar.	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.		1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,466,000	7	May & Nov	New York.	1897	...
2d Mortgage for $8,000,000.....	7,258,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'90–'98	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold guar.	5,300,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1896	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1890	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	750,000	7	Jan. & July	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3 000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.&Ind.(C.,H.&D.):						
1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1903	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.	1,545,800	7	Jan. and July.	" "	82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	83-'94	....
1st Mort.(Cin., Laf and Chi)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	580,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.& I.):						
1st Mortgage gold, guar.	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
2d Mortgage	651,000	7	Jan. and July.	" "	1902	...
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort.(Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,661,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.		1907	....
1st Mort.(Virginia and Black Riv.	180,000	7	May & Nov.		1892	...

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1893	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July.	" "	1883	....
1st Mort.(Tol., Loganspt & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,433,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	125,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowenesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	694,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
elaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	5	" "	" "	1918	....
Dollar Bonds (Oakland & Ot's.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (J.Sh.& M.S.)						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1893	....
1s Mortgage d vision	580,000	7	" "	" "	1894	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Brond Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1908	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	253,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & R.Sag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	800,000	8	" "	"	1898	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio:						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar.	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newago & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,073	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo.(M. K.& T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3.,000	7	" "	" "	1892	...
Hannibal & Naples(W.,St.L.&P.):						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	. ..
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1855	.,.
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.)	1,200,000	10	Jan. & July	" "	1892	....
Harrisb., Porta., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'96	..
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	. ..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	.. .
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, sk'g fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N W. Div.)	969,000	7*	" "	" "	1903	....
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1:95	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,6?9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.):						
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,090	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept	" "	1891	....
Jacksonville, Pensac. and Mobile						
State Bonds	4,000,000	8	Jan. & July	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.)						
1st Mortgage guaranteed	397,000	7	Jan. & July	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.						
1st Mortgage consol.	2,382,000	7	April & Oct	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July	New York.	1890	..
2d Mortgage	250,000	6	Feb. & Aug	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	...
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	...
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	...
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1900	...
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	....
New Mortgage	1,500 000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Bos on.	....	...
Mortgage on Branches	1,325,000	...	.....	"	....	...
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	..
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	April & Oct	Boston.	1907	..
Kansas City,St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1913	....
Kan. City,Top.&W.(A.,T.&S.Fe)						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	3?0,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	95-'97	....
3d Mortgage (Income)	1,124,189	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	233,000	7	June & Dec.	" "	1885	....
Kookuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,396,000	6	Various.	Boston.	80-'0?	....
Knoxville and Ohio.						
1st Mortgage	500,000	7	Jan. & July	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,816,000	6*	Feb. & Aug	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	...	.....	" "	....	....
1st Mort. (La', Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:		7				
Consol. Mort., S.F., Regist'd.	9,441,000		J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1852 (Reg. & Coupon)	2,706,000	7	April & Oct.	" "	1882	..
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev.,Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July	" "	1885	..
2d Mort. (" ")	849,000	7	April & Oct	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July	" "	1892	....
Mort. Bonds (" ")	300,000	7	March & Sept	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug	New York.	1895	...
Leavenworth, Atch. & N. West'n						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600 000		June & Dec	Philadelphia	1907	....
Lehigh Valley:		7				
1st Mortgage (coupon & reg.)	5,000 000		June & Dec	Philadelphia.	1898	...
2d Mortgage registered	6,000,000		March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	6	June & Dec	"	1923	...
Little Miami:		7				
1st Mortgage	1,492,000	6*	Jan. & July.	Cincinnati.	1893	....
Street Connection Bonds	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Sks. Fd.	468,000	7	April & Oct.	Philadelphia.	1892	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & L. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,900	7	Feb. & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	764,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $6,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 900		Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1893	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	645,000	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,264,000	7	Jan. & July	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant.	2,500,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,000,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,930,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1896	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct	New York.	1910	....
Income Bonds, Class A and B	4 700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	N [illegible]	1895	....
1st Mort. (Northern Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Divtsion)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	trust.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	956,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,601,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	/	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,558	6	April & Oct.	" "	1911	....
Brownsville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct.	" "	1889	....
1st Mort. (St. L. and Lex.)	550,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200.000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	700,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1[illegible]a	....
1st Mort. (Tenn & Pacific R. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	6	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300,000	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven.	225,000	7	Various.	New Haven.	var.	....
New Haven and Northampton:						
1st Mortgage	1,800,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,[illegible]00,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1110	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec	" "	1899	....
New London Northern:						
1st Mortgage	370 000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000 000	6*	Jan. & July.	N. Y. & Phila	1920	....

AMERCAN RAILROAD BOND LIST

An Asterisk (*) affixed to rate of interest signifies "Payable Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F..	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £.....	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income.....	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000....	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage.....	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold...	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,899,286	7*	" "	" "	1920	....
New 2d Consol. Mort., gold....	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons....	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000 ..	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880...	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880...	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See AtlM&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	....
General Mortgage.....	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881, secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage.....	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage.....	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.....	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	" "	1919	....
Consol. Mort., l. g., gold, 1880...	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N.W.):						
N1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mortgage.....	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds.....	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.....	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880..	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling...	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880..	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds.....	1,692,000	7	" "	"	1894	....
Plain Bonds.....	390,500	7	Various.	"	1881	....
Plain Bonds.....	500,000	6	June & Dec.	"	1896	....
Plain Bonds.....	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold.....	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	800,000	7	March & Sept.	" "	906	....
Oregon Pacific:						
1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar.....	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage.....	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	'80-'82	....
Consolidated Mortgage, guar...	388,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B &Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,000	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income.....	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880.....	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880.....	850,200	7	.....	.....	....	....
Panama:						
General Mort., stg. (£1,000,000).	3,960,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar.....	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage.....	19,999,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered.		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873...	28,201,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879...	5,000,000	6	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'9	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	0
Pennsylvania Company:						
Judgment bds (held by Pa.R.R.)	6,460,000	6	.....	Philadelphia.	Dem	....
Registered bonds.....	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881...	10,000,000	4*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed.. . .	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.&P.):						
1st Mortgage guaranteed.....	800,000	8	Feb. & Aug.	New York.	1898	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880.....	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880..	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum...	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage.....	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar...	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)...	600 000	8	Jan. & July.	New York.	'79-'9	....
2d Mortgage.....	300,000	6	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	600,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)....	976,000	7	April & Oct.	Philadelphia	1897	....
1st Mort. (£3,000,000 are sterling	5,000 000	6*	" "	Phil. or Lond	1981	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000...	8,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880 ...	1,800 000	4-6	.....	Philadelphia	....	....
Loan of 1868, debenture.....	1,185,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg.....	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg.....	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M., gold $ or £ coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible...	10,499,900	7	Jan. & July.		1893	....
Improvement Mort. Loan, S. F	2 384,000	6	April & Oct.	Phil. or Lond	1897	....
General Mort. stg. sinking fund	19,686,000	6*	Jan & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & De	Philadelphia.	1896	....
Income Mortgage of 1879.....	10,000,000	6	" "	"	.....	....
Debenture Loan, 6 p.c.cur.scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg.scrip.	1,832,760	6*	" "	Phil. or Lond.	1882	....
Bonds for Berks Co. Railroad..	5 6,000	3-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000.	13,030,000	7	Various.	Lond or Phil.	'92-'9	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	700,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	...
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0. 0,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	326,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May &. Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	..
Construction Bonds	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	300,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	...
Port Royal and Augusta:						
1st Mortgage	250,000	6*	Jan. & July.	New York.	1899	....
Income Bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	1,000,000	4½	June & Dec	Boston.	1937	..
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1883	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.) .	350,000	7	Jan. & July	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut:						
1st Mortgage, gold	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1880	....
Virginia State bonds, guar....	109,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage	1,766,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	177,516	6	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon	450,000	8	Jan. & July	Philadelp a.	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage	150,000	10	Jan. & July.	New York.	1930	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	..
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage	1,500,000	6	Feb. and Aug	Boston.	1832	....
General Mortgage	1,500,000	5	May & Nov	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St. Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1916	....
2d Mortgage	1,200,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1916	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St. Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg Fd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg Fd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" " ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,500	6*	Jan. & July.	New York.	1889	....
2d Mortgage A for $500,000....	416,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,084,432	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	...
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	...
1st Mort., L. G., sinking fund...	7,469,809	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.) for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" " ").	200,000	7	" "	" "	1899	....
Savannah, Griffin & North Ala.:						
1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.	250,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.)						
1st Mortgage, 1880	200,000	4	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)....	1,628,000	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'78-'88	....
1st Mortgage (L.) currency	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Vermt.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N. Y.						
1st Mortgage	261,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,600,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H.& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	3,177,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St. Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cancinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1880	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Ronlout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 660,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1903	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889 (" ")	856,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State (N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,95?,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort. (Bl.Riv. & Morristown)	600,000	7	" "	" "	....	....
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	60,000	5	Apr. and Oct.	"	1901	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage — 2d series (blue)	830,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,180,500	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,242,450	4–7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,000,000	4	.....	" "	....	....
2d Pref. Income (do.)	1,000,000	....	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	8	May and Nov.	"	1873	....
4th Mort. " ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1908	....
1st Mortgage (Lynchb & Danv.)	1,310,000	6	Apr. and Oct.	"	1898	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'78-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage (M.& W. Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar. by Cent. Geor	1,188,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	550,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	123,500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant go'd	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1900	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. / 3d series, Jan. 1, 1871	3,500,000 / 6,481,000	7	Jan. and July. / " "	New York. / " "	1884 / 1891	....
Bonds of 1874 coup. and reg	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,009,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	676,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg						
1st Mortgage, extended	1,709,380	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	82-'90	....
Improvement bonds	228,000	6	May and Nov.	"	1880	....
Boat and Car Loan	766,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1916	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1896	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susquch. Canal)	1,323,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	....
Bonds (S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,308	7	March & Sept.	Londo	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Gauge of Track.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Transported. Passengers.	Operations. Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept.30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,263,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	847	Alabama and Gt. Southern. Ala. Miss. &c.	10,368,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,715,857	*	.....	.....	3,500,000	6,045,000	.....	.....	177.2	877,547	289,615	658,363	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,56[illegible],350	2,413,862	.....	.....	2,166,500	25,274,000	2,730,245	.....	259.6	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	82,247	.....	1,656,432	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,500	1,700,000	4,750,000	165,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	173	Atlanta and West Point .....Georgia	1,192,499	*	52,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	3,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,259,843	4,135,296	698,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	39,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶...Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,350	87	131,700	—	444	—	4.0	.....	.....	.....	9,273	7,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va	29,543,315	12,203,068	46,223,039	835,939	19,792,566	29,386,875	1,421,266	38,204,657	547.1	8,679,346	.....	.....	8,864,827	4,341,246	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch ¶ .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	767,757	.....	.....	285,067	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	8,343,715	*	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	59.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.8	1,099,776	183,942	677,600	1,508,498	741,768	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	289	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	895,965	347,455	669,772	173,570	—	100	....
Dec. 31, 1879	51.7	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¶	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,353	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,185	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	156	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years.]	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	66.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany.... Mass. & N. York.	24,616,781	3,145,400	372,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	743	Boston and Lowell.....Mass	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,353	2,376,531	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,733,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	44.0	19.7	4.[illegible]	4-8.5	49	100	18	67	Boston and New York Air Line.....Conn.	4,454,238	*	49,311	28,834	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	285,892	159,451	—	100	....
Sept. 30, 1880	36.5	—	[illegible]	4-8.5	7	7	4	76	Boston and Providence.....Mass. & R. I.	4,612,774	—	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	424,179	8	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	30	30	17	593	Boston, Barre and Gardner.....Mass.	1,383,397	—	1,451	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	586,694	165.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	1,831,242	*	257,593	5,665	415,430	—	1,633,957	45,060	39.0	637,307	49,400	.....	13,197	deficit.	—	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	466,694	94,219	168,303	26,558	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Se[illegible]	21.0	—	2.0	4-8.5	1	1	—	47	Brighthorse.....Virginia	[illegible]	1,851	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	[illegible]	*	.....	.....	110,500	—	.....	.....	21.0	[illegible]	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island .N.Y.	[illegible]	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	[illegible]	337,569	nominal.	53 612	11,493	—	100	....
Sept.30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	1,477,408	*	.....	.....	494,225	680,000	289,807	.....	7.5	[illegible]	[illegible]	7,328	203,051	102,924	—	100	....
Sept.30, 1879	67.4	—	9.6	4-9	11	9	2	36	Buffalo and Southwestern....New York.	[illegible]	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept.30, 1879	[illegible]	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	1,288,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Jun 30, 1880	35.0	—	[illegible]	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,864	*	.....	22,632	2,004,350	3,546,000	1,401,765	248,391	120.5	617.728	207 289	1,063,256	954,683	380,355	—	100	....
May 31, 1880	46.4	—	2	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	35.0	44,692	23,291	32,994	39.715	4,482	—	100	....
June30, 1879	142.[illegible]	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	[illegible]	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,306	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1880	146.5	—	54.2	5-0	24	7	7	611	Cairo and St Louis.....Ill.	7,103,035	*	.....	.....	4,585,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,487	342,002	62,191	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.	—	—	In Receiver's hands. No returns.						157.0	291,275	68,959	199,232	266,648	.....	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,806	275,094	12,000,000	6,850,000	1,530,688	L.606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	568,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3¶	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... .....Canada.	3,661,235	*	.....	.....	988,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	15	5	325	Carolina Central.....N. C	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept.30, 1879	84.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,21[illegible]	34.6	[illegible],090	21,672	73,578	57,929	2,559	6¶	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,07[illegible],343	103,705	.....	3,[illegible],459	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,441	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	856	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	2,766,500	6,341,209	.....	130.2	4,324,938	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,091,029	8,030,469	10,234,038	1,461,798	54,275,500	95,192,285	306,605	16,882,588	1,213.1	7,203,691	6,842	.....	1,875 348	17,163,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	27.4	37.0	4-8.5	109	67	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,[illegible]	1,[illegible],637	2,464,284	755,506	—	100	....
Sept.30, 1879	195.0	—	13.0	5-0	22	17	6	21[illegible]	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	372,892	23,626	2,578,000	2,700,971	144,911	105,122	195.0	366,525	62,[illegible]	99,476	456,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,892	—	37,142	26,037	648,763	500,000	990	.....	22.8	67,547	180,743	167,571	84,660	30,596	—	SC	....
Sept.30, 1879	40.0	—	1.3	5-0	2	4	1	2	Cheraw and Darlington.....S. C	680,000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept.30, 1879	422.0	9.3	53.6	4-9	81	34	16	2,19	Chesapeake and Ohio.....Va. & W. Va.	34,238,716	*	534,267	133,243	23,762,136	22,526,215	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384,210	—	100	....
Sept.30, 1880	58.6	—	14.5	4-8.5	30	22	10	43	Cheshire.....N. H. & Mass.	2,395,259	322,266	.....	305,141	2,153,300	806,500	27,396	85,480	64.9	574,267	184,282	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,537,160	4,383 315	12,490,872	11,627,850	2,597,983	579,378	840.4	3,609,638	843.429	2,634,177	5,756,677	2,706,156	6	100	....
Aug.31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,348	*	202,468	172,924	383,054	3,714,329	259,340	204,950	152 0	1,600,088	146,213	749,340	1,020,794	389,445	—	100	..
Jun. 30, 1880	80.0	24 0	10 2	4-8.5	15	6	5	200	Chicago and Iowa.....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	106,841	104.0	.....	.....	.....	568,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan. .....Mich.	6,238,201	429.640	33,923	119,443	6,151,000	480,003	114,740	75,467	245.0	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	267.1	4-8.5	425	192	100	12066	Chicago & Northwestern.Ill. Wis. & Mich.	73,865,795	—	8,318,765	2,811,506	36,513,610	37,688,000	11,448 446	5,988,060	1,627.5	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	5.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,225,440	—	.....	.....	4,112,500	2,961,000	153,910	.....	164.5	.....	.....	.....	146,571	270,585	45,477	—	100	....
Sept 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chi ago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	28,000	109,942	.....	30.6	1[illegible],896	.....	.....	18,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,945	1,834,371	31,004,456	27,270,225	16 526,547	4,492,865	1,857.3	8,690,817	2,076,184	4,686,353	14,817,105	1,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,240.193	233,325	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,[illegible]75	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,653,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,569,734	10,012,820	4,539,025	7pf	100	....

Ju e 30, 1880	85.5	—	6.5	4-8.5	5	4	2	429	Chicago, Pekin & Southwestern Illinois.																														
Mar. 31, 1880	500.2	248.0	267.8	4-8.5	276	117	42	6,161	Chicago, Ro k Island & Pacific.Ill. & Ia.	35,682,202	*				826,500	1,750,000	100,000	142,117	85 5					568,793	356,828	—	100	....											
Dec. 31, 1879	38 0	—	3.3	4-8.5	4	2	2	58	Chicago, Saginaw and Canada.....Mich.	618,000	*	2,663,078	1,220,751	20,980,000	10,000,000	5,145	8,576,578	1,311.0	8,948,036	1,905,418	2,966,764	11,061,662	5,285,116	8	100	....											
Sept.30, 1879	177.7	—	8.5	4-8.5	26	11	7	1,051	Chicago, St. Paul & Minneapolis....Wis.	9,726,166	*	51,000	.....	286,000	195,000	735,800	L.547,800	38.0	61,876	47,254	59,061	60,908	19,526	—	100	....											
Sept. 30, 1879	10.3	—	0.6	4-8.5	1	1	1	4	Chippewa Falls and Western.....Wis.	289,574	*	889,388	.....	5,000,000	5,043,660	806,402	L.344,344	177.7	661,419	169,017	364,771	1,070,203	414,693	—	50	....											
June 30, 1879	52.9	9.0	2.4	3-0	3	4	2	60	Cincinnati and Eastern.....Ohio.	573,322	*	.....	.....	143,200	132,000	13,375	.....	10.3	19,344	32,191	8,962	27,235	7,418	—	100	....											
Dec. 31, 1879	148.4	—	13.7	4-9	12	11	4	319	Cincinnati and Muskingum Valley.Ohio.	5,540,164	*	127,988	3,507	240,063	279,600	185,155	—	61.9	66,600	56,451	16,879	55,897	17,465	—	50	....											
Dec. 31, 1879	20.4	—	1.7	3-0	2	3	1	22	Cincinnati and Portsmouth.....Ohio.	240,686	29,972	44,348	26,215	3,997,320	1,500,000	600,980	L.487,523	148.4	413,227	189,336	285,646	374,066	110,142	—	50	....											
Mar. 31, 1880	50.9	—	39.8	4-9	34	38	13	628	Cincinnati, Hamilton and Dayton...Ohio.	3,827,078	1,118,931	55,500	—	94,801	5,100	226,157	.....	20.4	.....	.....	.....	14,047	2,576	—	50	....											
Mar. 31 1880	98.2	—	8.9	4-9	16	7	—	481	Cin., Hamilton &Ind. (C.,H.& D.).O.&Ind.	2,436,087	229,072	533,174	3,161,361	3,500,000	2,960,000	519,939	1,650,605	50.9	.....	.....	.....	950,924	192,822	2	100	....											
June 30, 1880	175.0	125.0	50.0	4-8.5	50	47	19	1,312	Cin., Ind., St. L. and Chic....O., Ind.&Ill.	11,623,007	*	60,080	—	—	2,500,000	1,217,045	—	98.2	—	—	—	372,773	60,622	—	100	....											
Mar. 31, 1880	42.0	—	2.8	4-9	3	2	—	171	Cin., Richmond & Chic. (C.H.&I.)..Ohio.	826,733	184,552	178,796	184,518	4,000,000	7,499,900	449,161	67,261	300.0	1,488,032	671,985	831,596	1,761,241	571,921	—	100	....											
Jun. 30, 1879	184.2	15.5	16.0	4-9	30	26	12	715	Cincinnati, Sandusky & Cleveland...Ohio.	6,221,026	*	700	21,356	382,600	625,000	8,820	16,922	42.0	.....	.....	.....	214,556	12,357	—	50	....											
Dec. 31, 1879	111.0	—	5.0	4-8.5	7	6	3	109	Cincinnati, Wabash and Michigan...Ind.	3,418,500	*	780,208	164,889	4,434,787	2,158,725	566,731	35,582	190.0	678,559	264,741	406 564	655,300	150,236	6pf	50	....											
Dec. 31, 1879	123.8	76.0	65.6	4-9	97	44	22	2,954	Clev. and Pittsb. (Pa.Co.).....Ohio & Pa.	16,615,871	*	.....	.....	1,450,000	2,000,000	26,000	.....	111.0	(Reorga	n'd April	14, 1880.)	213,955	24,102	—	100	....											
Dec. 31, 1879	391.2	18.1	133.5	4-8.5	143	65	24	4,023	Cleveland, Col. Chi. & Ind...Ohio & Ind.	18,044,795	*	378,525	491,648	11,244,250	5,078,343	366,726	796,724	199.7	2,041,959	695,479	1,810,187	2,418,515	1,151,780	7	50	....											
Dec. 31, 1879	144.0	—	17.7	4-9	22	13	13	600	Clev., Mt. Vernon and Del.....O.	4,831,382	*	3,567,321	1,278,694	14,991,800	6,337,000	766,103	795,908	391.2	4,640,177	740.181	2,299,711	3,758,967	1,066,660	2½	100	....											
Dec. 31, 1879	101.1	—	38.9	4-8.5	19	5	4	946	Clev., Tuscarawas Val. and Wheeling.O	4,644,671	*	10,086	28,045	1,769,579	2,969,000	848,892	L.716,958	156.5	397,140	238,992	310,044	404,025	27,062	—	100	....											
Dec. 31, 1879	75.5	29.4	31.0	4-9	35	8	4	1,511	Columbus and Hocking Valley .....Ohio.	3,201,748	1,265,711	694,956	34,043	1,055,950	4,056,000	295,023	L. 33,253	101.1	409,748	182,325	554,242	446,750	162,319	—	50	....											
Dec. 31, 1879	117.7	—	14.9	4-8.5	12	10	4	901	Columbus and Toledo.....Ohio.	2,946,323	*	530,821	133,488	2,030,150	2,530,000	170,258	511,360	194.9	840,397	147,313	1,306,966	1,032,572	395,799	8	50	....											
Dec. 31, 1879	187.3	396.2	88.5	4-9	125	61	8	1,635	Col., Chic. & Ind. C.(Pa.Co.).O. Ind & I.	28,861,007	*	363,738	65,872	915,098	2,468,000	303,660	89,095	117.7	416,549	164,352	454,119	574,993	260,260	—	50	....											
Mar. 31 1880	56.0	14 9	4.8	4-8.5	—	—	—	—	Concord and Claremont.....N. H.	1,126,606	*	.....	.....	23,960,823	15,821,000	.....	.....	580.5	4,578,582	695,552	2 310,058	3,911,261	756,301	—	100	....											
Mar. 31, 1880	35.0	7.0	79.5	4-8.5	40	44	16	946	Concord.....New Hampshire	1,500,000	*	13,122	32,751	410,900	600,000	254,280	7,290	70.9	.....	.....	.....	189,854	49,688	—	100	....											
June 30, 1880	110.3	—	16.7	4-8.5	28	14	9	920	Connecticut and Passump. Riv..Vermont.	3,447,825	*	126,275	135,156	1,500,000	—	161,495	109,926	141.7	661,078	527,008	899,662	870,088	262,793	10	50	....											
Sept. 30, 1880	50.0	5.8	38.4	4-8.5	20	35	5	389	Connecticut River .....Massachusetts.	2,396,038	241,939	864,436	9,613	2,175,700	1,436,500	434,424	275,250	147.0	449,078	156,934	219,604	657,548	226,140	3	100	....											
Sept. 30, 1880	20.2	9.0	1.3	4-8.5	3	4	1	22	Connecticut Central.....Conn.	770,655	*	105,826	441,582	2,100,000	—	440,067	645,318	79.8	442,444	1,122,0-0	469,029	731,44'	232,121	8	100	....											
Sept. 30, 1880	66.7	—	13.0	4-8.5	10	13	3	219	Connecticut Western.....Conn.	5,012,027	*	2,811	42	448,500	325,000	12,914	—	34.4	77,005	46,589	47,732	61,714	df. 3,998	—	100	....											
Sept.30, 1879	53.0	18.0	8.1	-8.5	8	8	2	126	Corning, Cowanesque & Antrim.NY.&P.	1,900,000	*	.....	.....	1,892,099	3,200 000	.....	.....	68.3	238,053	179,047	147,115	238,810	15,564	—	100	....											
Dec. 31. 1879	82.2	42.8	19.4	4-9	21	25	5	243	Cumberland Valley .....Md. & Penn.	1,887,466	*	.....	.....	1,900,000	450,000	.....	.....	71.0	155,112	58,967	657,991	426,919	127,754	—	100	....											
Sept. 30, 1880	23.8	10.0	5.0	4-8.5	6	8	3	89	Danbury and Norwalk .....Connecticut	983,091	171,463	58,299	616,649	1,777,850	352,300	47,257	585,007	125.0	283,472	328,045	374,172	503,597	264,900	10	50	....											
June 30, 1879	128.4	32.3	6.1	4-8.5	8	7	4	100	Davenport and Northwestern.....Iowa.	5,130,000	*	16,407	30,523	600,000	531,500	.....	69,984	33.8	114,515	280,054	72,716	184,407	60,080	2½	50	....											
Mar. 31, 1880	142.0	—	28.8	4-9	29	15	1	709	Dayton and Michigan (C., H. & D.).Ohio.	6,113,913	776,534	326,184	19,229	3,420,000	1,710,000	265,886	20,189	169.7	207,359	63,550	72,584	189,212	df. 4,924	—	100	....											
Oct. 31, 1879	83.8	16.7	10.1	4-8.5	—	—	—	—	Delaware ¶ (P.W.& B.).....Delaware.	1,836,844	*	12,145	758	3,612,824	2,728,800	707,135	—	142.6	.....	.....	.....	1,040,862	411,434	1¶	50	....											
Dec. 31, 1879	115.0	92.5	13.7	4-8.5	165	41	22	18538	Delaware, Lack. and Western.....Penn.	29,426,682	*	370,014	50,141	1,456,720	751,000	56,280	.....	100.5	325,012	.....	.....	448,368	134,508	6	50	....											
Dec. 31, 1879	19.9	—	4.6	4-8.5	3	3	2	80	Delaware Western.....Del. & Pa.	269,584	*	2,269,620	6,657,301	26,200,000	5,887,100	2,608,137	2,658,337	207.5	3,994,740	500,709	5,258,442	5,371,297	3,546,033	—	100	....											
Dec. 31. 1879	250.6	88.9	22.0	3-0	40	19	11	9 7	Denver and Rio Grande .....Col.	18,672,500	*	16,114	4,607	248,400	—	19,158	24,652	19.9	26,840	28,457	87,622	53,339	9,546	2	100	....											
June 30, 1879	83.9	—	6.1	4-8.5	9	5	2	143	Des Moines and Fort Dodge.....Ia.	4,021,100	*	.....	.....	11,250,000	7,422,500	.....	.....	339.5	.....	.....	.....	1,157,466	.....	—	100	....											
Dec. 31, 1879	169.8	38.6	18.1	4-8.5	14	13	3	312	Detroit and Bay City.....Michigan.	4,388,269	*	41,048	6,177	1,843,100	2,178,000	.....	.....	87.2	131,288	42,524	91,409	205 131	76,273	—	100	....											
Dec. 31, 1879	189 0	2.6	32.4	4-8.5	36	28	16	474	Detroit, Grand Haven & Milw.....Mich.	6,700,000	*	333,265	152,065	1,325,750	2,330,000	1,379,076	L. 599,330	148.0	858,981	218,854	190,271	472,078	189,177	—	100	....											
Dec. 31, 1879	166.6	61.8	32.7	4-8.5	25	15	8	799	Detroit, Lansing & Northern.....Mich.	6,852,904	545,288	171,304	322,878	1,500,000	5,200,000	236,919	148,412	191.6	754,746	434,246	444,903	1,112,463	368,079	—	100	....											
Sept.30, 1879	90.6	—	11.9	4-9	12	8	2	9	Dunkirk, All. Valley & Pitts N.Y. & Pa.	4,552,654	262,725	4,328,997	3,166,000	244,526	152,846	201.2	662,965	434,102	417,768	1,103,933	449,146	—	100	....											
Dec. 31, 1879	20.0	—	5.6	3-0	6	12	2	—	East Broad Top.....Pennsylvania.	1,052,391	*	4,843	4,251	1,300,000	3,200,000	221,016	103,458	90.6	428,780	114,860	254,164	283,184	deficit.	—	100	....											
Nov.30, 1879	7.5	3.1	4.2	4-8.5	—	—	—	—	East Mahanoy (P. & R.).....Pa.	392,550	*	98,407	.....	549,248	600,000	102,550	.....	30.0	75,607	23,663	169,692	97,789	42,325	—	50	....											
Jun. 30, 1880	242.0	30.0	27.0	5-0	35	27	12	617	East Tenn., Va. & Ga. ¶.....Tenn. & Ga.	9,186,090	*	600	1,317	393,550	—	1,197	120	10.7	.....	.....	.....	(Rental	25,679	6	50	....											
Sept.30, 1880	41.4	76.9	32.0	4-8.5	77	156	38	1,52-	Eastern.....Massachusetts.	7,000,000	908,700	805,563	329,385	1,961,074	4,186,000	576,041	3,592,223	272.0	986,689	.....	377,413	1,212,887	449,415	3	100	....											
Dec. 31, 1879	81.0	3.4	36.3	4-9	29	5	4	1,319	Erie and Pittsburg (Penn. Co.).....Pa.	3,180,937	1,895,725	1,643,624	580,681	4,997,600	13,592,829	1,454,447	deficit.	281.7	2,348,980	5,249,769	1,621,999	2,905,056	1,084,928	—	100	....											
Aug.31, 1880	109.0	29.0	21.0	4-8.5	26	12	5	800	Evansville and Terre Haute.....Indiana.	2,616,868	709,858	256,679	6,152	1,998,400	3,322,000	52,987	L. 32,893	84.4	550,425	127,670	725,233	588,153	175,096	7	50	....											
Jun. 30, 1879	48.3	—	7.0	4-9	7	4	2	311	Evansville, Terre Haute & Chi..Ind.& Ill.	1,649,600	*	108,567	236,401	1,120,566	1,150,000	123,190	1,277,878	138.0	511,623	189,734	452,854	742,383	213,255	5	50	....											
Sept.30, 1880	12.2	—	0.7	4-8.5	—	—	—	—	Fall River.....Massachusetts.	445,664	—	15,159	7,722	458,661	1,100,000	113,821	—	48.5	.....	.....	.....	242,896	94,236	—	100	....											
Sept.30, 1880	143.0	42.6	104.4	4-8.5	81	110	25	2,638	Fitchburg .....Massachusetts.	6,117,398	*	.....	17,599	200,000	200,000	88,096	L. 24,833	12.2	25,285	36,543	9,0-6	30,618	8,377	—	100	....											
Dec. 31, 1879	253.4	39.7	69.1	4-8.5	46	32	11	853	*Flint and Pere Marquette*.....Mich	7,415,831	1,494,452	1,713,191	71,506	4,500,000	1,500,000	1,310,306	591,788	244.4	1,884,771	2,461,603	1,546,950	2,464,599	739,054	6	100	....											
Sept.30, 1879	10.0	—	1.0	4-8.5	3	4	1	10	Fonda, Johnstown & Gloversville...N. Y.	458,689	76,516	1,850,356	235,107	3,298,200	7,844,005	2,165,938	—	307.5	861,032	552,753	495,817	1,151,201	405,289	—	100	....											
Jun. 30, 1879	22.5	—	1.2	4-8.5	2	5	—	17	Fredericton..... .....New Brunswick	675,000	*	.....	.....	300,000	300,000	25,500	6,589	10.0	57,604	107,305	45,700	104,023	45,792	—	100	....											
Dec. 31, 1879	215.0	—	20.0	4-8.5	24	17	8	480	Galv., Harrisb. & St. Antonio ¶.....Tex.	9,695,982	813,942	2,190,468	577,306	6,460,000	5,300,000	763,484	764,216	215.0	447,109	71,226	156,183	1,390,670	818,767	—	100	....											
Dec. 31 1879	56.0	—	8.5	4-8.5	17	9	6	253	Galv., Houston and Henderson ¶....Tex.	3,510,419	*	.....	.....	319,280	100,000	310,000	.....	22.5	44,564	28,594	9,349	24,548	7,250	—	100	....											
Sept.30, 1879	14.1	2.8	7.7	4-8.5	—	—	—	—	Geneva & Lyons (N.Y.C.&H.R.)...N.Y.	322,225	—	20,705	52,909	1,000,000	1,500,000	159,764	924,269	50.0	150,115	61,195	205,220	536,847	226,560	—	100	....											
Sept.30, 1879	75.0	—	14.7	4-8.5	13	7	5	219	Geneva, Ithaca & Sayre.....N. Y.	1,760,294	157,332	.....	.....	15,000	307,225	.....	.....	14.1	.....	.....	.....	.....	.....	—	100	....											
Mar. 31, 1880	171.0	60.0	26.0	5-0	40	31	11	744	Georgia (& Banking).....Ga.	4,200,000	*	.....	.....	1,475,000	600,000	194,908	—	75.0	401,244	101,243	514,858	302,572	deficit.	—	100	....											
Dec. 31, 1879	57.5	0.9	3.8	4-8.5	4	4	1	96	Grand Haven .....Michigan.	960,000	*	52,440	2,569,826	4,200,000	1,581,000	33,523	1,007,744	307.0	1,017,797	.....	.....	1,169,524	403,075	6	100	....											
Dec. 31, 1879	332.1	—	30.7	4-9	40	23	11	1,101	*Grand Rap. and Ind.* (Pa.Co.)Mich. & Ind	11,092,085	*	24,153	4,633	800,000	160,000	50,862	—	58.4	92,872	58,233	28,801	61,692	df. 6,320	—	100	....											
Jun 30, 1879	866.0	534.2	224.1	4-8.5	434	274	84	8,173	Grand Trunk ¶.....Canada.	152,416,400	*	60,008	337,206	2,800,000	2,800,000	2,338,686	—	332.1	1,050,080	550,888	418,668	1,345,184	432,645	—	100	....											
July 31, 1879	229.4	283.2	283.2	4-8.5	216	166	38	4,661	Great Western ¶.....Canada.	48,383,395	*	1,746,465	1,250,000	45,605,080	5,764,000	.....	—	823.0	3,388,095	1,247,925	1,789,314	3,765,830	1,216,055	—	100	....											
Sept.30, 1879	209.8	9.5	13.0	4-8.5	18	12	4	530	Green Bay and Minnesota....Wisconsin.	12,354,421	*	.....	.....	7,995,900	3,979,860	1,710,616	—	218.8	326,318	60,744	115,903	348,690	144,183	—	100	....											
Dec. 31, 1879	206.4	85.9	46.4	4-8.5	78	30	16	1,529	*Hannibal and St. Joseph* ¶.....Missouri.	12,712,746	863,077	14,251,724	8,623,000	.....	.....	.....	—	292.3	1,352,218	282,379	622,553	1,997,405	773,984	—	100	....											
Sept.30, 1880	80.0	—	1.0	4-8.5	2	4	2	18	Hanover Branch.....Mass.	194,826	60,563	.....	6,012	128,950	30,000	222	107,230	8.0	22,160	89,390	19,390	32,189	6,972	3	100	....											
Dec. 31, 1879	30.0	—	2.5	4-8.5	8	6	2	75	Han. June., Han. & Gettysb.....Penn.	387,816	91,322	.....	.....	116,850	200,600	16,000	.....	30.0	76,350	36,231	57,485	52,880	15,978	—	50	....											
Dec. 31, 1879	25.1	2.0	1.0	4-8.5	1	1	—	6	Harrisburg and Potomac. .....Pa.	827,987	5,766	.....	.....	379,165	507,200	.....	.....	27.1	20,084	6,601	35,780	11,294	1,573	—	100	....											
Jun. 30, 1880	75.7	—	3.5	3-0	3	1	1	55	Havana, Rantoul and Eastern..Ind. & Ill.	566,605	*	2,489	2,767	228,100	203,000	93,332	46,928	75.7	.....	.....	53,827	72,877	31,825	—	100	....											
Dec.31. 1879	16.0	—	0.5	4-8.5	1	1	1	5	Henderson and Overton.....Texas.	170,560	*	.....	.....	93,000	93,000	.....	.....	16.0	11,960	6,875	20,000	33,460	13,450	4	100	....											
Sept.30, 1880	74.0	—	11.8	4-8.5	22	24	11	460	Housatonic .....Connecticut.	2,662,088	*	297,362	187,405	2,000,000	850,000	98,908	187,898	74.0	526,659	291,620	341,489	746,998	166,998	8pf	100	....											
Apr. 30, 1879	341.0	169.0	39.0	4-8.5	66	38	20	1,270	Houston and Texas Central¶.....Texas.	21,870,021	1,331,342	6,864,922	353,302	7,722,900	14,586,500	3,089,096	5,521,091	553.0	1,499,288	242,859	457,840	3,031,634	1,328,906	—	100	....											
Dec. 31, 1879	63 0	—	0	3-0	5	2	—	120	Houston, E. & West Texas.....Texas.	947,400	*	55,500	.....	500,000	180,000	24,906	.....	63.0	40,069	12,650	31,300	94,716	69,622	—	100	....											
Dec. 31, 1879	45.0	16.3	1 .0	4-8.5	18	4	3	52	Huntingdon and Broad Top Mt.....Penn.	4,376,091	*	.....	.....	2,106,500	2,404,600	132,500	.....	61.6	176,425	46,560	283,398	253,640	124,435	—	50	....											
Jun 30, 1880	15.0	3.0	6.0	4-8.5	5	3	1	294	Illinois and St. Louis.....Illinois.	1,570,664	*	8,091	3,922	1,860,100	200,000	50,857	deficit.	18.0	602,107	141,570	247,477	186,335	47,557	2¶p	100	....											
Dec. 31, 1879	705.5	—	14 1	4-8.5	212	119	56	5,185	*Illinois Central* .....Illinois.	35,756,782	*	7,175,052	862,766	29,000,000	12,100,000	117,229	2,577,369	1,286.7	4,489,672	1,807,744	2,324,485	5,711,282	2,684,582	6	100	....											
Jun. 30, 1880	178.3	—	12.4	4-8.5	16	7	2	960	Illinois Midland .....Ind. & Illinois.	6,649,527	*	20,862	14 678	2,000,000	4,175,000	1,456,026	.....	178.1	318,900	67,833	260,851	336,937	498,731	—	100	....											
Jun 30, 1880	189.0	40.0	33.0	4-8.5	56	29	14	1,941	Indianapolis and St. Louis (Pa. Co.).Ind.			Included	in St. L	ouis, Alt	on and T	erre Ha	ute.	193.0	1,180,638	230,867	664,470	1,262,470	499,994	—	100	....											
Dec. 31, 1879	116.6	—	5.3	4-9	13	8	4	239	Indianapolis & Vin. (Pa. Co.)..Ind & Ill.	4,665,449	*	28,575	8,931	1,402,000	3,150,000	150,956	—	116.6	273,664	85,011	160,746	301,871	66,348	—	100	....											
Dec. 31, 1879	202.3	—	32.4	4-8.5	40	15	9	754	Ind., Bloomington & Western..Ind. & Ill.	10,430,000	*	53,505	311,958	3,330,000	7,500,000	156 8-3	257,100	202.3	1,115 906	295 689	492,148	1,186,347	491,086	—	100	....											
Aug 31, 1880	52.5	—	15.2	4-9	6	4	4	250	Ind., Decatur & Springfield....Ind. & Ill.	4,885,137	*	39,566	109,933	500,000	4,369,000	101,307	64,120	152.5	.....	89,52	149,634	339,859	142,685	—	100	....											
Dec. 31, 1879	417.0	102 3	35.0	4-8.5	40	29	9	788	International & Great Northern ¶....Tex.	16,963,628	1,479,394	46,180	.....	5,500,000	9,448,000	378,327	3,162,876	529.3	316,225	113,317	254,188	1,775,863	597,396	—	100	....											
Dec. 31, 1879	110 3	75.6	34.7	4-9	44	33	12	636	Jeffersonv., Madison & Ind...Ky. & Ind.	6,508,712	*	201,202	82,574	2,900,000	5,000,000	92.540	L. 290,050	185.9	1,057,355	648,332	1,759,949	1,246,334	492,863	7	100	....											
Dec. 31, 1879	169.9	—	30.0	4-8.5	20	60	19	849	Kan. City, Ft. Scott and Gulf....Kansas.	10,377,019	*	292.744	314,276	6,750,000	4,000,000	239,360	L. 5,321	190.6	612,574	155,726	494,57	895,364	352,811	—	100	....											
Dec. 31, 1879	143.3	41.4	14.8	4-8.5	19	148	8	215	Kan. City, Lawrence & Southern....Kan.	5,686,252	259,041	45,841	58,468	2,940,000	2 940,000	40,518	59,086	184.7	292,318	78 093	167,472	402,050	86,391	—	100	....											
Dec 31, 1879	198.5	55.0	37.0	4-8.5	30	22	7	863	Kansas City,St. Joseph & Co. Bl.Mo.& Ia.	9,260,385	1,269,280	232,320	769,077	2,796 256	7,949,474	319,643	425,587	253.8	922,508	287,726	870,856	1,768,154	702,490	—	100	....											
Apr. 30, 1880	148.5	—	12.0	5-9	19	19	7	345	Kentucky Central.....Ky.	5,225,000	*	881,339	108,488	5,000,000	1,025,000	39,748	150,078	148.5	507,863	.....	.....	608,029	222,514	1	100	....											
S pt.30, 1879	7.6	—	4.3	4-8.5	6	3	—	138	Lake Champlain and Moriah.....N.Y.	294,119	59 088	30,057	18,057	200,000	3,000	—	198,322	7.6	12,405	191	196,981	87,731	43,380	10	100	....											
Jan 30 1880	382.6	9.2	25.3	4-8.5	49	1	19	1,466	Lake Erie and Western.....I & Ohio.	13,4 4,271	836,413	48,719	158,186	7,000,000	6,900,000	682,192	Loss.	362.2	385,886	¶ 167,834	243,206	574,560	218,10	—	100	....											

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1879	540.4	484 3	696 7	4-8.5	495	134	116	10533	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	70,740,479	14,378,000	4,807,829	2,477,153	50,000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,375	2,822,121	7,641,294	15,271,492	6,336,968	6¼	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa	23,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	980,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,654	*	.....	.....	100,000	62,747	.....	.....	10.5	12,875	13,176	12,642	13,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,965,942	34,724	4 637,300	2,015,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	166.2	—	4.1	4-8.5	10	6	2	289	*Little Rock and Ft. Smith* ¶ ..... Ark.	7,010,817	*	961,167	8,199	4,096,135	2,648,500	1,528,826	L. 298,278	166 2	233,829	54,516	.....	362,160	156,829	—	100	....
Dec. 31, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶ .....N. Y.	6,271,300	*	.....	.....	2,260,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	338,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48,403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	...	...
Jun. 30, 1879	185.2	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville. Ill., T., Ky. & Ala.	32,703,982	*	13,326,077	1,267,620	9,059,361	23,902,820	10,425,589	3,909,759	1,889.9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington. Ky.	5,995,852	*	86,083	307,933	1,860,603	3,764,700	522,498	241,567	232.8	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2,502	3,000,000	.....	57,356	.....	288.2	.....	169,236	415,998	696 621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	8	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,308,885	*	.....	3,937	379,100	.....	946,104	L. 1,382	36.5	.....	6,592	10,760	17,108	df. 1,762	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,185	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50,236	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,668,541	895,075	116,082	3,603,300	6,721,018	34,223	328,309	364.9	917,353	553,364	596,107	1,508,377	638,297	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	*	40,124	53,132	1,000,000	.....	21,964	103,292	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	30	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,936	1,050,376	20,667	83,609	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640,954	*	1,373,069	412,558	5,312,725	4,220,000	1,360,425	L. 466,579	292.0	520,486	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	10.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,614	1,500,000	2,850,000	97,024	231,814	135.0	109,475	52,052	70,758	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	5,198	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5½	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.4	4-8.5	11	17	8	290	Midland of Canada .....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	18	6	3	286	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	200,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	276	Missouri, Iowa and Nebraska...Mo. & Ia.	4,512,500	*	31,000	10,640	2,147,600	2,365,000	41,340	—	118.0	118,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	161.0	4-8.5	88	34	27	1,589	Missouri, Kansas and Texas...M. K. & Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,781,621	296,652	676,786	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,245	800,000	15,123,000	675,970	1,560,323	421.6	2,641,542	896,401	1,893,657	3,922,893	1,783,784	—	100	...
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,469,244	*	790,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	335,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	0.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	348,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N. H. & Mass.	666,015	218,243	333,475	232,738	800,000	300,000	207,739	142,782	53 6	328,530	546 963	829,031	435,285	148,911	7	100	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	*	.....	55	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	5	100	....
Jun. 30, 1880	321.0	132.5	46.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St. L..T. Ala. & Ky.	14,360,900	*	178,593	976,180	6,848 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,009,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	8	318	Naugatuck .....Connecticut.	1,902,484	224,086	62,525	150,188	2,000,000	.....	33,563	317,670	56.5	295,826	352,268	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	86	Nevada County N. G.....Cal.	682,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76.196	49,958	19.814	101.949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick .....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,066	170,000	622,000	.....	120.0	115,237	32,324	96,505	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9.428	33,224	887,350	1,164.500	249,154	.....	58.6	113,763	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	8	New Canaan. .....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby..... ..Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,315	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp. Conn. & Mass.	4,593,242	796,516	84'223	160,729	2,460,000	2,689,000	271,386	214,323	144.6	460,007	340,940	360,234	763,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1.034.500	416,813	.....	36.0	157.664	391.500	47.58*	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	100,000	136,523	1,500,000	1,493,500	99,006	158,108	121.0	517,233	365,008	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach. .....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,558	N. York & N. England..M., R. I. & Conn.	27,087,926	1,616,306	322,785	665,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416 4	4-8.	594	459	167	—	New York Central & Hudson River. N. Y.	137,757,152	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,589	1,018 8	16 961,509	8,130,643	9,441,248	25,747,556	10,496,863	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	5,500,000	.....	.....	17.5	2,959,666	29,875,912	.....	4,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western. N. Y. & Pa.	138,035,707	*	1,537,562	2,976,842	82,247,000	67,173,745	8,216,228	3,911,158	1,009.5	14,293,436	5,491,431	8.715 992	18,698,109	7,049.182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	1,545	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	768,623	2,104 052	15,500,000	.....	331,431	2,145,283	162.5	2,462,882	4,600,807	1,348,687	4,294,238	1,694 958	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,373	N. Y. & Oswego Midland .....N. Y.	26,377,340	*	.....	.....	6,800,522	16,078 500	3,524,436	.....	344.0	419,479	213,161	216,100	528,592	84,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn. & R. I.	2,645.021	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N. C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219.529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶ .....S. C.	2,148,131	*	53,610	21,289	985,350	1,058,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,294,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,647	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	*	.....	.....	81,550	160,000	140,019	.....	9.8	31,458	69.582	12,237	17.449	17.449	—	50	....
Dec. 31, 1879	138.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central .....Md. & Pa.	13,206,050	4,196,107	3,412.019	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,705,179	1,530,879	7.920.466	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491,913	5,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	489,005	112,489	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn. Dak., Wash. &c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	15	4	949	Ogdensburg & L. Champlain.....N. Y.	5,677,000	*	633,206	103,471	5,077,000	992,000	449,688	.....	122.0	362,895	103,982	245,696	472,172	104,390	—	100	....
Dec. 31, 1879	10.4	—	4-0	3	4	2	—	50	Oban, Bradford and Warren ..... Pa.	135,816	*	.....	.....	150,000	.....	750	.....	10.4	48,324	151,888	15,195	75,796	36,340	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	539,488	7,138,800	5,787,000	636.697	754,619	299.2	2,466,585	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	199.1	—	13.7	4-8.5	14	11	4	259	Oregon and California .....Oregon.	4,864,678	527,302	.....	.....	.....	10,950,000	62,570	.....	199.1	270,950	105,133	54,728	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five m	os. ending	May 31, '80	1,138,627	721,059	2	100	....
Jan. 31, 1880	165.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,686	*	34,976	112,804	2,853,000	1,441,194	48,283	83,240	165.7	885,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	28,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	8	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	255,915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,398	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-3	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,620	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.8	4-9	876	550	174	15818	Pennsylvania ¶ .....Pennsylvania.	69,975,140	*	31,173,558	12,834,952	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,110,667	5,948,645	13,684,047	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	168	Peoria, Pekin & Jacksonville..... ..Ill.	3,229,700	*	.....	.....	1,289,700	2,146,780	609,564	.....	83.0	199,997	71,283	137,208	215,415	9,186	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,943,345	———	125,092	47,896	38.040	1,924.600	693,143	———	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va. & N. C.	1,035,750	*	.....	.....	1,384,200	1,041,000	449,223	.....	64.0	142,593	29,624	67,782	202,956	54,767	—	100	....

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Labors of Love in Paris.

(Special Correspondence of the Am. Railroad Journal.)

PARIS, Sept. 8, 1881.

Paris is to most Americans a holiday city. The average New Yorker, Philadelphian and Bostonian on a European tour "does" London with its Westminister Abbey, St. Paul's and Houses of Parliament just about as seriously as though he were walking down Broadway, Market Street, or State Street. When on the Rhine he ticks off the castles and Felsen in as methodical a manner as though he were checking his butchers' bill. When in Italy he wanders through the galleries with the air of a man performing a painful but necessary task, and when, say at Leghorn, he is carefully prospecting his plans for seeing Pisa's crooked tower, its Baptistery and its Cemetery, between one train and the next so that he may reach Genoa the same night. It is only upon reaching Paris that he gives himself up to the enjoyment of the situation. He comes there in search of recreation, amusement and pleasure and in nine cases out of ten he will have laid aside two or three extra hundred dollar bills for "casual expenses" in Paris. To the credit of Americans let it be stated that these extra $100 are not seldom spent in a manner that gives their owners a far higher satisfaction than if merely laid out in the pursuit of pleasure. The MacAll evangelic mission to the workmen of Paris is now known all over the United States, and there are but few Transatlantic visitors who, when appealed to, do not give something towards it. The trouble is that those engaged in the work are so absorbed by their labors that they have scarcely time to call on tourists and invite them to visit some of the meetings. There are now no less than 27 lecture halls in and around Paris in most of which religious meetings take place once or twice a week; and the mission is gradually working its way into other large centres of France such as Havre, Rouen, Bordeaux, &c. Everywhere the working people seem to hail with pleasure the coming among them of Mr. McAll, Mr. Dodds and their lieutenants. The services are always interesting and many professed atheists attracted to the meetings by the singing, have there seen occasion to change their views. In this gay city a great step is accomplished when the people can be brought to think of the future. Besides the purely religious work a free medical dispensary has been established which is immensely popular. There are also book rooms for women, where they are taught sewing, and where they get materials sometimes for nothing and sometimes on payment of a trifle. They also receive vegetables at considerably less cost than at the public markets. All this is in the direction of ameliorating the social condition of the very poor, which, as everybody knows has a good deal of influence even upon their spiritual condition.

The new broad thoroughfares of Paris, while beautifying the city and benefitting the better classes of society, have simply relegated the poorer classes to the outskirts of the city. Mr. McAll and his friends are extremely desirous of collecting funds sufficient to enable them to erect dwellings for the laboring classes which can be let out at the rate say of 200 fcs. a year for two or three rooms. Such apartments would of course not pay over 1 or at the outside 2 per cent. annual interest on the outlay, but they would at least tend, by ameliorating the poor man's physical and moral condition, to prepare the soil for the reception of religious seed. The Rev. Geo. Theophilus Dodds, who visited America last fall with M. Eugene Reveillaud enjoys the confidence of vast numbers of Americans. He is intimately associated with the McAll work, and subscriptions for the same, or any branch thereof, may be addressed to him at 11 Rue Pierre-Guerin, Auteuil, Paris.

Less extensive although scarcely less interesting is Josephine DeBroen's Belleville Mission, which is carried on partly at the Iron Room 32 Rue Bolivar, and partly at Miss DeBroen's residence, 3 Rue Clavel, Paris. At the latter there are at present 18 children who eat, drink and sleep on the premises. The average attendance at the day school is from 60 to 65, and the night schools are also well attended. The Sunday School attendance averages about 60. The Medical Mission which is attended by persons from all parts of Paris, is one of the leading features of Miss DeBroen's work. Last year the total attendance thereat was 19,029, and as religious meetings always precede the dispensing of medicines it is to be hoped that the patients find relief for their spiritual as well as for their bodily ills. The attendance at the general meetings from Jan. 1, 1881, to June 9, reached 8,044, and the number of Bibles and Testaments sold during the same period in the various districts of Paris reached 1,046. A number of ladies are associated with Miss DeBroen in this labor of love, and persons desirous of seeing something of the work, and at the same time convincing themselves that Belleville is by no means so wretched a district as sensational writers frequently describe it, can get very comfortable quarters with board at No. 25 Rue Clavel. The house, which belongs to the Mission, is generally pretty well filled up with American and English visitors, and it must be acknowledged that the view from the upper windows over Paris is as fine as any to be had in the North Eastern part of the city. Both of these Missions date from the time of the Siege of Paris. In connection with the McAll Mission, religious lectures are givene very Sunday night, under Dr. Gibson's auspices by some of the most eminent pastors in the city at the Salle des Conferences, Boulevard des Capucines.

C. H. H.

THE Governor of Minnesota issued on the 19th inst. a proclamation convening the Legislature in extra session Oct. 11, to take such measures as it shall deem proper to provide for the payment of the old Minnesota Railroad bonds. The plan provided by the last Legislature was upset by the recent Supreme Court decision, which, however, fully empowers the Legislature to pay bonds that mature before the next regular session.

THE Hanover Junction and Susquehanna Railroad, in progress from Landisville, Pa., to Hanover Branch, Pa., 44 miles, was sold at public sale on the 15th inst. at Lancaster, Pa., for $20,-C09. The sale took place under an order of court, and the road was bought in by a committee of the bondholders.

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 20.

	W. 14	Th. 15	F. 16	Sat. 17	M. 19	Tu. 20.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	55¼	38	....	....	....
Camden & Am. 6s, 1888	....	....	...	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	116	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	43¼	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	14	14	....	....	....
Preferred	24¼	24	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	44¼	44¼	44¼	44¼	44¼	....
6s, 1884	....	....	107	....	107	....
Gold Loan	116	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	61¼	62	61¼	61¼	60¾x	....
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	134	134	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	....	....	56	....	....	....
Minehill & Sch. Haven	62¼	....	....	....	....	....
North Pennsylvania	....	60	....	....	....	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	53	....	52¼	....	52¼	....
6s	....	....	100¼	....	....	....
Northern Pacific	40¼	39¼	39¼	39	38¾	....
Preferred	81¼	80¾	79¼	79	79	....
Pennsylvania R. R.	64¾	64¼	64¼	64¼	64¼	....
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	101¼	....	....	101¼	....	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	32	32¼	31¼	31¼	32¼	....
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	....	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	94	94	94	74	94	....
Philadelphia and Erie	....	....	....	23¼	....	....
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.	22	....	21¼	21¼	21¼	....
7s	....	....	....	97	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	18¼	....	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	....	....	....	....
United Co. of N. Jersey	190¼	191	....	....	....	....
Hestonville, (Horse)	..	22	21¼	....	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Greenand Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 20.

	W. 14	Th 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.
Baltimore and Ohio	....	....	....	....	....	196
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	101¼	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	121¼	120	....	122¼	122¼	....
2d mortgage, 7s	90	88¼	89	90	91¼	91¼
3d mortgage, 8s	47¼	47¼	47	48¼	49¼	49¼
Northern Central ($50)	52¼	52¼	52¼	....	....	52
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	79	81¼	82¼	....	....	....
Consol. Coupons	93	....	93	....	92¼	92¼
10-40 bonds	53	54	....	54	....	54¼
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do. 125	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	107	106¾	....	....	....
City Passenger R. R.	....	40	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
Adams Express	....	....	....	....	....	....
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	89	....	89	87½	....	88½
Atlantic & Pacific Tel	....	....	....	....	....	....
Burl., C. R. & Nor.	80	....	78	....	....	....
1st mortgage 5s	....	....	....	101	100½	100½
Canada Southern	65½	65½	65½	65½	66½	66½
1st mortgage guar.	....	99½	99½	99	....	99
Central of N. Jersey	95½	95½	95½	95½	96½	96½
1st mortgage 1890	....	....	....	....	....	117½
7s, consolidated, reg.	115½	....	116	....	....	116
7s, convertible, reg.	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Adjustment	....	....	....	....	107½	....
Central Pacific	91½	91½	91½	91½	91½	92½
6s, gold	115½	....	115½	....	....	116
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	107½
Chesapeake and Ohio	29	29½	29½	....	....	....
Chicago and Alton	132½	131	131½	....	131	131½
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	161½	162½	161	160	161½	160½
7s Consol. 1903	....	....	....	131	....	....
Chic., Mil. and St. Paul	119½	119½	119½	120	121	112xp
Preferred	132	....	132	131½	132½	126, xp
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1s M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	126	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	118	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	125½	125½	125	....	125	125
Chic. & Northwestern	126½	126½	126½	126½	127	126½
Preferred	140	....	137½	137½	138½	128
1st mortgage	....	....	....	107	....	108½
Sinking Fund 6s	110	110½	....	....	....	110
Consolidated 7s	....	123	....	124½	....	....
Consol. Gold bonds	124½	125	....	....	....	....
Do. reg.	....	124½	124½	....	125	....
Chic., Rock Isl. & Pac.	137	137	138½	135½	136½	137½
6s, 1917, c.	126½	127	....	126½	....	....
Clev., Col., C. and Ind.	92	92½	92	92½	95	99½
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	134½	....	135	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	22	20½	21	21	22	22
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	109½	109½	109½	108½	109½	109
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	120	121	....	....	....	121
Del., Lack. & Western	126½	125½	125½	126	126½	126½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	125
Erie Railway	....	....	129½	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 6s, ext.	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mort. 6s, ext.	....	....	....	....	....	....
5th mortgage	....	....	....	118	....	....
7s, Consol. gold	....	....	....	....	....	129
Great Western 1st mort	107½	108	....	....	....	....
2d mortgage	110½	....	111	....	110½	....
Hannibal & St. Joseph	300	350	....	....	....	....
Preferred	114½	113½	118½	119½	118½	117
8s, Convertible	....	....	....	....	....	....
Houston & Tex. Cent.	93	....	93½	....	....	....
1st Mortgage	....	112	....	....	....	112
Illinois Central	131	131	131½	130½	....	132
Lake Shore & Mich So.	123½	123½	124½	126½	127½	126
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	126	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	97	97½	97½	97½	98½	98½
7s Consolidated	....	121½	121½	....	....	....
Manhattan	21½	22	21½	22½	....	23½
Metropolitan Elevated	84½	84½	84½	....	84½	84½
1st Mortgage	99	....	....	99	....	99
Michigan Central	93½	93½	94½	95½	95½	93½
7s, 1902	....	....	....	....	....	126½
M. S. and N. I. 1st, S. F.	....	....	111½	....	....	....
Morris and Essex	....	....	124½	123½	....	123
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	119½
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	142x	141½	142½	143½	144	143½
6s, Sinking fund, 1883	....	....	....	104½	....	....
6s, Sinking fund, 1887	....	....	....	112½	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	107½	106	107½	107	107	108
1st mortgage	....	....	....	....	115	115½
N. York and Harlem	....	....	....	....	....	515
Preferred	....	....	....	....	....	....
1st mortgage	135	....	....	....	....	....
1st mortgage reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
N. Y., Lake Erie & W.	43½	44½	44½	45½	46½	46½
Preferred	87½	88½	89½	89½	89	89
2d Consolidated	101½	102½	103	102½	103½	103½
New 2d 5s fund	100	100½	....	....	....	110
N. Y., N. Haven & Hart	....	....	....	184	....	181½
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	39½	39½	39½	39½	39½	39½
Preferred	80½	79½	78½	79	80	79½
Ohio and Mississippi	45	45	44	43½	44½	44
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	120½
Consolidated 7s	....	....	....	121	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	50½	....	49½	50	50½	50½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	107½	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	64½	64	63½	64½	65½	66
Pitts., Ft. W. & Chi. gtd	....	141	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	135	....	131	....	124½
Quicksilver Mining Co.	14	....	....	....	....	....
Preferred	59½	....	60½	....	61½	....
St. Louis & San Fran.	47	47½	46½	45½	....	46½
Preferred	74½	75	....	74	74½	74½
1st Preferred	106½	106½	....	107½	....	107
St. L., Alton and T. H.	....	....	....	....	46	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S.	....	....	....	116½	....	....
1st mortgage	....	....	111	....	....	....
2d mortgage	....	....	....	....	....	....
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	125½	122½	121½	122½	123½	122½
1st mortgage	116	116	116½	116½	116½	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
United States Express	....	....	69½	....	....	....
Wabash	....	....	....	....	....	....
1st mortgage	110½	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	102½	....	....	....	109½
St. Louis Division	....	....	....	....	....	108½
Wabash, St. L. & Pac.	50½	51½	50½	50½	51½	50½
Preferred	88½	88½	88½	89½	90½	86½
New Mort. 7s	108	....	110	....	....	....
Wells-Fargo Express	....	....	135	133	....	131
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	89½	88½	88½	88½	89½	87½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending Sept. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
Atch., Top. and San. Fe.	138½	138	137½	137½	138½	139
1st mortgage	123½	....	....	....	....	122½
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	....	172	171½	....	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	154	154½	....	153	153
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	....	70½	....	....	69	....
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	....	161½	161½	160	160	161½
7s	....	....	....	....	....	....
Cin., Sand. & Clev. ($50)	24½	24	24½	24½	24½	24½
Concord ($50)	101	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	47	....	46½	45½	45½	45½
New 4½ Bonds	....	110½	110½	....	....	110
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	93½	....	....	....
N. Y. & New England	....	....	....	....	....	....
7s	118½	....	117½	....	....	....
Northern, N. H.	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ.	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Old Colony	127½	129	130	130	....	....
Ph., Wil. & Balt. ($50)	66	....	....	....	....	....
Port'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Arz. Val.	....	....	....	....	....	....
7s	....	119	118½	118½	....	....
Pullman Palace Car	....	124	123½	131xr	....	116
Union Pacific	....	....	115½	121½	....	....
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	121
Sinking Fund 8s	124½	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	77½
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	220	220½	229	229½	....	....
Quincy	140	140	138½	....	89½	6

New York Stock Exchange.

Closing Prices for the week ending Sept. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	....	116½	....	....	....	....
U. S. 4s, 1907, coup.	....	117½	....	....	....	117½
U. S. 4½s, 1891, reg.	....	....	113½	....	....	....
U. S. 4½s, 1891, coup.	....	....	113½	....	....	....
U. S. 5s, 1881, reg.	101½	....	101½	101½	....	101½
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s continued at 3½	101½	....	101½	....	....	101
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	107	....	....	....

London Stock Exchange.

	Closing Prices.— Sept. 2	Sept. 9
Baltimore and Ohio (sterling)	113 — 115	113 — 115
Cairo and Viecennes common stock	49 — 51	49 — 51
Do. pref. 5 per cent	94 — 96	93 — 95
Central of New Jersey $100 shares	93 — 94	93 — 94
Do. Cons. Mort. Oct. '79 coupon	118 — 120	118 — 120
Do. Adjustment bonds	105 — 110	105 — 110
Do. Income bonds	102 — 106	102 — 106
Det., Gd. Haven & Mil. Equip. bds.	118 — 120	117 — 119
Do. Con. M. 5 p.c. till '84 after 6 p.c	111 — 113	111 — 113
Illinois Central $100 shares	131 — 133½	133 — 131
Lehigh Valley Consol. mortgage	118 — 122	118 — 122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 — 140	137 — 140
Do. $100 shares	146 — 148	147 — 149
Do. Mort. bonds (ex.)	122 — 124	122 — 124
N. Y., Lake Erie & West., $100 shs.	43 — 44	44½ — 45
Do. 6 p. c. pref. $100 shares	86 — 88	87 — 89
Do 1st Con. Mort. Bonds (Erie)	128 — 132	128 — 132
Mort. Funded Coupon bonds	125 — 128	125 — 132
Do. do. 2d do.	103 — 105	104 — 106
Do. 2d Consol. Mort. bonds	100 — 102	100 — 102
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	51 — 52	53½ — 54½
Do. Prior Lien Bonds (sterling)	108 — 110	105 — 110
Pennsylvania, $50 shares	66 — 66½	66½ — 66½
Do. Con. Sink. Fund Mort.	121 — 123	121 — 123
Philadelphia & Reading $50 shares	30½ — 31½	31 — 31½
General Consol. Mortgage	117 — 119	116 — 118
Do. Improvement Mortgage	106 — 107	106 — 107
Do. Gen. Mort. '74, ex-deferd. cou.	96 — 98	95 — 97
Do. Scrip for the 6 def. ½ coupons	93 — 96	93 — 96
Pittsbg, Ft W. & Chic. Equip bds.	105 — 109	105 — 109
St. Louis Bridge 1st mort. gold bonds	127 — 129	127 — 129
Do 1st pref. stock	102 — 105	102 — 105
Union Pacific Land Grant 1st mort.	118 — 122	118 — 122

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Sept. 22, 1881.

In the money market this morning the quotations for call loans were 5 to 6 per cent, which were also the nominal figures for time loans and prime mercantile paper. In the afternoon the quotation was 6 per cent, but finally closed at 4 per cent to the stockbrokers.

The posted rates for prime bankers' sterling are 4 81½@4 85; the actual rates are 4 80½@4.81 and 4.84@½. Cable transfers 4.84½@4 85, and prime commercial bills, 4.78¾@4 79¼. The actual rates for continental exchange are as follows: francs, 5.2[illegible]5/8 and 5.22½@5.21¾; marks, 93¾@7/8, and 94½; and guilders, 8[illegible]5/8 @39⅞.

The proclamation of the Governor makes next Monday a legal holiday, so that the banks, the various Exchanges and all places of business will then be closed as on Sunday.

That part of President Arthur's inaugural address which touches business questions is regarded as an assurance that no change will be made in the Treasury policy; and this assurance has given confidence, which is reflected in the advancing prices at the Stock Exchange this afternoon.

At the close the general market was strong to buoyant, with the prices ¼@4¼ above yesterday's closing.

The closing quotations on Thursday were: Adams Express, 137@138; American Express, 87½@89; American District Telegraph, 55@55; Chicago, Burlington and Quincy, 160¾@161; Canada Southern, 64@64¼; Chicago and North-

western, 127@127¼; do. pref., 138@139; Central of New Jersey, 96@96½; Chicago and Rock Island, 137@137½; Central Pacific, 93⅝@93¾; Chicago, Milwaukee and St. Paul, 114¼@114½; do. pref., 124@126; Cleveland, Columbus, Cincinnati and Indianapolis, 97½@98; Columbus, Chicago and Indiana Central, 21½@22; Delaware and Hudson Canal, 109⅛@109¼; Delaware, Lackawanna and Western, 126⅛@126⅜; Hannibal and St. Joseph, 100@200; do. pref., 115½@115¾; Illinois Central, 131⅞@132⅛; Lake Erie and Western, 54@54¼; Lake Shore and Michigan Southern, 126⅞@127; Metropolitan Elevated, 86@87; Manhattan Elevated, 22@22¼; Michigan Central, 94@94¼; New York Elevated, 109⅝@110; New York, Lake Erie and Western, 46½@46⅝; New York Central and Hudson River, 143@143¼; Ohio and Mississippi, 44¼@44½; Ohio Central, 28¾@29; Texas and Pacific, 52⅞@53; Union Pacific, 122¾@123; United States Express, 68½@70; Wells Fargo Express, 131@134; Western Union Telegraph, 87½@88; Wabash, St. Louis and Pacific, 52¾@52⅞; do. pref., 94¼@95⅜.

Checks for the payment of the quarterly interest on the four per cent bonds will be mailed on the 30th inst. to the holders of the bonds. They aggregate 55,000 in number, and the amount of interest money represented is $7,387,039.

The comparative statement of the Philadelphia and Reading Railroad Company and the Philadelphia and Reading Coal and Iron Company shows the profits of both companies for the month of August to have been $1,155,265 55, and for the year to date, $6,934,858 14, against $859,948 32 and $5,560,551 05 respectively for the same periods last year.

The exports of petroleum and petroleum products from New York for the month of July amounted to 34,945,020 gallons, from Philadelphia 12,285,054 gallons, from Boston 1,107,028 gallons, and from Baltimore 2,609,407 gallons. The total exports from all the ports for July was 51,019,204 gallons, against 36,367,961 during the same month last year. The total for the seven months ending July, 1881, was 250,799,086 gallons, against 185,266,955 for the corresponding period of 1880. Of this seven months' product of 1881, 216,372,000 gallons were illuminating oil; the rest were napthas, lubricating oil, residuum and crude oil. The total values of the exports of petroleum products from the United States for July, 1881, were $4,684,801, and for July, 1880, $3,660,955; for the seven months ended July 31 1881, $24,227,288, and during the same period the preceding year, $17,384,491.

The Governing Committee of the Philadelphia Stock Exchange has decided that hereafter no unlisted mining stocks shall be called or sold in the room of the Mining Annex. This does not, of course, preclude dealings in stocks listed in New York or other exchanges.

The stock of the Mutual Telegraph Company has been listed on the New York Stock Exchange. It is said the amount of stock to be issued may exceed $10,000,000.

The Board of Public Works of Virginia have ordered a surrender to the Richmond and Allegheny Railroad Company of one hundred thousand dollars in bonds held by the board as a pledge, &c., on account of the completion of the main line to Williamson's. There still remains in the hands of the board $50,000 in bonds to be surrendered upon the completion of the Lexington branch. This will be finished about the 15th of October. The contract requires the road to be fully completed in twenty months from its date, which will be on the 4th of November next.

The exports of domestic provisions, tallow and dairy products for August were $10,396,992; for August, 1880, $10,905,319; for the eight months ended August 31, 1881, $93,111,444; same period in 1880, $93,191,665. Exports of provisions and tallow for the ten months ending August 31, 1881, $103,144,914; same period, last year, $96,250,500.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Col. and Pacific 1st consol., 111; Boston and New York Air Line, 64; Cairo and Fulton 1st, 110⅛; Chesapeake and Ohio 1st pref., 40¼; do. 2d pref., 30½; do. 1st, Series B, 85½; do. cur. int., 58¾; Chicago, St. Paul, Minneapolis and Omaha, 43⅝; do. pref., 107½; do. consol., 103½; Cedar Falls and Minnesota, 25; do. 1st, 116½; Chicago, Milwaukee and St. Paul, Chicago and Pacific div. 1st, 108; do. Southern Minn. div. 1st, 106; do. La. C. and Dav. div., 1st, 94; do. S. W. div. 6s, 106½; Col., Chi. and Ind. Cent. Inc., 76; Cleveland and Toledo S. F., 111; Clev., Col., Cin. and Ind. consol., 125; Cincinnati and Springfield 1s., guar. by C., C., C. and Ind., 118¾; Dubuque and Sioux City, 88; Denver and Rio Grande, 88⅞; do. 1st, 117; do. 1st consol., 111; Denver, South Park and Pacific 1st 105; East Tenn., Va. and Ga., 16; do. pref., 30; do. inc., 60; Evansville, Henderson and Nashv. 1st 102; Galveston, Houston and Henderson 1st, 80; Galveston, Harrisburg and San Anonio 1st, 107⅛; Indiana, Bloomington and Western, 46½; do. 1st, 94; do. 2d, 80; Indianapolis, Decatur and Springfield 1st, 106⅛; do. 2d inc., 61; Kansas Pacific 1st consol., 107; Keokuk and Des Moines, 19½; Lafayette, Bloomington and Muncie 1st, 108; Long Island, 51½; Lake Erie and Western, 55; do. 1st, 108½; do. inc., 70; Lehigh and Wilkesbarre consol. ass., 109¼; Louisville and Nashville St. Louis div., 105; do. 2d, 55; do. Gen'l mort., 6s, 106½; Minneapolis and St. Louis 1st, Iowa Ext., 111¼; Missouri, Kansas and Texas, 40⅞; do. 7s, consol., 106¼; do; 2d, 82; do. guar. 6s, 89; Missouri Pacific, 106¼; Memphis and Charleston, 79; Milwaukee, Lake Shore and Western, 51⅛; do 1st, 106½; Mobile and Ohio, 35½; do. 1st deben., 99½; do. 2d deben., 69¾; Marietta and Cincinnati 1st pref., 17; do. 2d pref., 12¼; Manhattan Beach, 27¼; Metropolitan Elevated 2d, 85½; Michigan Central 5s, 99½; Nashville Chattanooga and St. Louis, 85½; do. 1st, 118¾; New York, Ontario and Western, 31⅜; New Orleans and Pacific 1st, 91; Northern Pacific 1st, 103; Ohio Central, 28; do. 1st, 100¼; do. Inc., 54; Oregon Railway and Nav., 159¾; do. 1st, 109¾; Ohio Southern 1st, 93⅛; Ohio and Mississippi Springfield div. 1st, 118; Peoria, Decatur and Evansville, 41; do. inc., 83; do. Evansville div., 80; Richmond and Allegheny, 46; do. 1st 105; Rensselaer and Saratoga, 140; Rome, Watertown and Ogdensburg consol. 1st, 97; Rochester and Pittsburg 1st, 102½; St. Paul and Duluth, 29; do. pref., 85; St. Paul, Minn. and Man., 102; do. 1st, 112; St. Louis and Iron Mt. pref. inc., 99; do. 2d pref., inc., 92; do. 5s, 91⅞; do. Arkansas Branch 1st, 112; do. Cairo, Ark. and Texas 1st, 112; St. Louis and San Francisco 2d, Class B, 95½; St. Louis, Kansas City and Northern R. E. 7s, 112½; do. Omaha div. 1st, 117⅝; Toledo, Delphos and Burlington, 25; do. inc., 49; Texas and Pacific, 52⅛; do. Inc., L. G., 78; do. Rio Grande div. 1st, 91½; Wabash, St. Louis and Pacific Gen'l mort. 6s, 100½; do. Chicago div., 93; Winona and St. Peter 2d, 121; Connecticut 6s, 105; Louisiana 7s, consol. 66½; Missouri 6s, 1888, 111; South Carolina 6s, non-fund., 12½; Tennessee 6s, new, 89; do. old, 69; Virginia 6s, deferred, 16; Am. Dist. Tel., 55; Sutro Tunnel, 1⅝; Colorado Coal and Iron, 54½; Cam. Coal, 41; Maryland Coal, 27; New Central Coal, 26; Central Mining, 2; Deadwood, 5¾; Excelsior, 1½; Standard, 22¼.

Philadelphia.—Am. S. S. Co. 6s, 111; Belvidere Delaware 1st, 119; do. 3d, 106; Central Transp., 42½; Harrisburg, Portsmouth, Mt. Joy and Lancaster 6s, 104; Philadelphia and Reading Income 7s, 90; Philadelphia, Germantown and Norristown, 110; Pennsylvania Company 6s, 109½; Philadelphia, Wilmington and Baltimore 4s, 95½; Pennsylvania Canal 6s, 101; Texas and Pacific consol. mort. 6s, 101¾; do. Rio Grande div, 6s, 92¼; West Jersey deben. 6s, 101½; West Jersey and Atlantic, 24; do. 6s, 107½. The latest quotations are: City 6s, 110@124; do. free of tax, 127@130; do. 4s, new, 102@113; Pennsylvania State 6s, 3d series, 101½@102; do. 5s, new. loan, 118@120; do. 4½ new, 110@114; Philadelphia and Reading R. R., 33@33⅛; do. consol, mort. 7s, coup. 125@—; do. reg., 125@—; do. mort. 6s, 122@125; do. 7s, 1893, 123@125; do. new conv., —@69; United New Jersey R. R. and Canal, 190¾@191¾; Buffalo, Pittsburg and Western, 21¾@2 7⅛; Pittsburg, Titusville and Buffalo 7s, 96¾@97¼; Camden and Amboy mort, 6s, 1889, 115⅛@116⅛; Pennsylvania R. R., 65@65⅛; do. Gen'l mort., coupon, 122@127; do. reg., 127@—; do. consol. mort. 6s, reg., —@123; Little Schuylkill R. R., 55½@56¾; Morris Canal pref., 160@—; Schuylkill Nav., 6@7; do. pref., 13@13½; do. 6s, 1882, 93¾@94¼; do. 1872, 107@—; Elmira and Williamsport pref., 56½@60; do. 6s, 110@—; do. 5s, 100@104; Lehigh Coal and Navigation, 44½@44¾; do. 6s, 1884, 107@—; do. R. R. loan, 116¾@117¼; do. Gold Loan, 115⅞@116⅛; do. consol. 7s, 119@120; Northern Pacific, 39⅜@39⅝; do. pref., 78⅞@79; North Pennsylvania, 59⅞@60⅛; do. 6s, 105@—; do. 7s, 122⅞@123⅛; do. Gen'l mort. 7s, reg., 120@124; Philadelphia and Erie, 21¾@23¼; do. 7s, —@118; do. 5s, —@109; Minehill, 62⅜@62⅝; Catawissa, —@21; do. pref., 56½@57; do. new pref., 54⅞@55⅛; do. 7s, 1900, 118@—; Lehigh Valley 60½@61; do. 6s, coupon, —@127; do. reg., —@127; do. 2d mort. 7s, 133¾@134½; do. consol. mort., 118@122; Fifth and Sixth streets (horse), 136@150; Second and Third, 113@114; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 47½@50; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, 21½@22; Germantown, —@80; Union, 110@125; Lombard and South 24⅞@25⅛; West Philadelphia, 110@

—; People's, 33¼@33¾; Continental, 105@108.

Boston.—Atlantic and Pacific Inc., 45¾; do. 6s, 100; Atchison, Topeka and Santa Fe 5s, 97; Boston Land, 8¾; Boston Water Power, 8⅜; Boston, Revere Beach and Lynn, 123; Cincinnati, Sandusky and Cleveland 7s, 106; Chicago and West Michigan, 86; Chicago, Iowa and Nebraska, 157; Chicago, Milwaukee and St. Paul, Wisconsin Valley div. 6s, 104½; Connotton Valley, 25¾; Detroit, Lansing and Northern pref., 114; Flint and Pere Marquette, 31½; do. pref., 100¼; Iowa Falls and Sioux City, 89½; Kansas City, Topeka and Western 7s, 119; Kansas City, Fort Scott and Gulf 7s, 113; Kansas City, St. Joseph and Council Bluffs 7s, 119; Louisiana and Missouri River, 23; do. pref., 45; Little Rock and Ft. Smith, 76½; do. 7s, 114¼; Mexican Central Block, new, 92; do. 1st, 87½; Massachusetts Central 6s, 99¾; Marquette, Houghton and Ontonagon, 70; do. pref., 119; Maine Central, 42; Northern Pacific 6s, 102; New Mexico and Southern Pacific 7s, 118; Portsmouth, Gt. Falls and Conway, 4½s, 93; Rutland, 5¼; do. pref. 28; Republican Valley deferred, 121; Toledo, Delphos and Burlington, 12⅝; do. 6s, M. L., 47; Wisconsin Central, 26¼; do. 7s, 78; Atlantic Mining Co., 17; Aztec, 62½c.; Allouez, 3½; Brunswick Antimony, 8; Blue Hill, 3¾; Copper Falls, 2¾; Catalpa, 1¼; Crescent, 1; Duncan, 62½c.; Douglas, 2⅜; Franklin, 13½; Harshaw, 6½; Huron, 4¼; Hungarian, 50c.; Mesnard, 1; National, 2⅛; Napa consol. Quicksilver, 6; Osceola, 30; Pewabic, 15; Phœnix, 1¾; Ridge, 4¾; Silver Islet, 30; Sullivan, 4.

Baltimore.—Atlanta and Charlotte 1st, 109½; Atlantic Coal, 1 30; Baltimore City 6s, 1886, 111⅝; do. 6s, 1900, 127½; do. 6s, 1890, 117½; do. 6s, 1902, 130; do. 5s, 1894, 119; do. 4s, 1920, 114; Baltimore and Ohio 1st pref., 127; Columbia and Greenville 2d, 95; Canton 6s, gold, 108; George's Creek Coal, 101; Marietta and Cincinnati 1st Sterling, 120; Norfolk and Western 8s, 130; Norfolk Water 8s, 130; Richmond and Danville, 107; do. bonds, 1885, 106; Union R. R. bonds endorsed by Canton Co., 117; ; Virginia Peelers, 40; do. Peeler coupons, 21½; Virginia Midland 1st pref., 71½; do. 1st mort., 113⅛; do. 2d, 109¾; do. 5th, 93¾; Wilmington, Columbia and Augusta, 100. The latest quotations are: Atlanta and Charlotte, 75@—; do. 1st, 109½@109¾; Baltimore City 5s, 1916, 126½@127; do. 4s, 1920, 113@114; Baltimore City Passenger R. R., 39½@—; Baltimore and Ohio, 195@200; Canton 6s, —@108¼; Consolidation Coal, 36½@39; Columbia and Greenville 1st, 103@104; do. 2d, 94¾@95½; George's Creek Coal, 101@105; Marietta and Cincinnati 1st, 122½@124; do. 2d, 90½@91½; do. 3d, 49¼@49⅝; Northern Central, 51¾@52; do. 6s, 1885, 108½@109¼; do. 6s, 1900, gold, 116@117; do. 1904, gold, 114@—; do. 5s, 1926, 100@101; Richmond and Danville, 105@107½; Richmond and Allegheny, 45@—; Virginia Midland 2d pref., 66@—; do. 2d mort., 109@110; do. 5th 93½@95; Virginia Consols., 82⅛@82½; do. consol. coupons, 92¼@92½; do. 10-40s, 54¾@55; Western Maryland 2d pref., 106¾@107½.

The piers of the railroad bridge of the Pittsburgh and Western (narrow gauge) at Pine Creek have been finished.

Montreal and Sorel Railway.

The Montreal Daily Witness says that the work on the Monfreal and Sorel Railway is being pushed with extraordinary vigor, and that one-third of the grading has already been completed, and then adds:

The first section of fifteen miles from St. Lambert to Varennes is under contract to Messrs. Perrault, Globensky & Co. This firm has one hundred and fifty men and fifty horses at work at present. They expect to double this number next week. They have gangs at work at St. Lambert, Longueuil, Boucherville and Varennes. The second section from Varennes to Contrecœur is under contract to Mr. Z. Perrault. He has over two hundred men employed, and this section of the road being very level, he is making very rapid progress. The last section is being worked by Mr. L. G. J. Fostrooke, of Sorel. On this section there is a very large embankment, which is being constructed by Mr. Lapierre, of Montreal, who has two hundred men and forty horses at work. Between Contrecœur and Sorel Mr. Fosbrooke has 700 men employed, and he is now grading at the rate or nearly a mile a day. It is expected that the whole line will be graded by October 15th, by which time the rails are expected, and the track-laying will be commenced at once. The company hope to run a train through to Sorel before the end of the year.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending September 10, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	185,350	5,912,021	5,120,098
Schuylkill Canal....	21,378	898,173	302,428
Lehigh Valley.....	120,670	4,277,682	3,344,808
Del., Lack. & Western	89,105	2 858,291	2,275,399
Shamokin Valley....	23,257	733,467	567,230
Central New Jersey.	96,080	2,929,301	2,367,734
United R. R. of New Jersey.....	35,054	1,052,641	747,924
Pennsylvania Coal ..	32,341	912,198	707,842
Delaware and Hudson	78,842	2,413,183	1,972,755
Huntingdon & Broad Top Mt.....	12 775	358,519	307,619
Penn. and New York.	29,523	1,122,439	833,590
Clearfield, Pa.....	45,785	1,656 451	1,104,904

The total tonnage of anthracite coal from all the regions for the week ending Sept. 10, as reported by the several carrying companies, amounted to 604,128 tons, against 655,708 tons in the corresponding week last year, a decrease of 51,580 tons. The total amount of anthracite mined for the year is 18,721,185 tons, against 15,007,057 tons for the same period last year, an increase of 3,714,128 tons. The quantity of bituminous coal sent to market for the week amounted to 91,317 tons, against 99,704 tons in corresponding week last year, a decrease of 8,387 tons. The total amount of bituminous mined for the year is 8,325,366 tons, against 2,901,743 tons for the corresponding period last year an increase of 423,623 tons. The total tonnage of all kinds of coal for the week is 695,445 tons, against 755,412 tons in corresponding week last year, a decrease of 59,967 tons, and the total tonnage for the coal year is 22,046,551 tons, against 17,908,800 tons to same date last year, an increase of 4,137,751 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending Sept. 10 was 178,615 tons, of which 141,018 tons were coal and 37,597 tons coke. The total tonnage for the year thus far has been 6,200,517 tons, of which 4,524,531 tons were coal and 1,675,986 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Sept. 10 were 43,908 tons, and for the year to that date 1,408,939 tons, a decrease of 43,646 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week 29,075 tons; year, 912,133 tons; increase compared with 1880, 17,675 tons; Chesapeake and Ohio Canal—week, 5,726 tons; year, 308,927 tons; decrease as compared with last year, 91,017 tons. Pennsylvania Railroad—week, 8,910 tons; year, 186,851 tons; increase compared with 1880, 28,667 tons. The Reading Railroad tonnage for last week ending Sept. 17, was 187,000 tons, of which 63,300 tons were sent to and 55,900 tons shipped from Port Richmond, and 12,500 tons sent to and 12,000 tons shipped from Elizabethport.—[Phila. Ledger, Sept. 19.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the months of July, 1880 and 1881, were as follows:

	1880.	1881.
Gross earnings.....	$1,580,975 83	$1,787,080 59
Working expenses.....	1,014,658 20	1,114,672 89
Net earnings.....	$566,317 88	$672,407 00

—showing an increase in gross earnings of $206,104 71, in working expenses of $100,014 69, and in net earnings of $106,090 02.

From October 1, 1880, to July 31, 1881, the gross earnings, working expenses and net earnings were:

	1879-80.	1880-81.
Gross earnings.....	$15,299,817 86	$17,208,511 09
Working expenses.....	9,657,940 65	11,008,189 87
Net earnings.....	$5,641,877 21	$6,200,321 22

—showing an increase in gross earnings of $1,908,693 23, with an increase in operating expenses of $1,350,249 22, making the increase in net earnings $558,444 01.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, Sept. 20, 1881.

The movement in Pig has increased during the past week and especially for Forge Iron there has been a big demand. Consumption continues very heavy and the movement shows further increase. We quote as follows:

FOUNDRY.

	No.	Mos.
Hanging Rock Charcoal.....	1 26 00@27 00	4
Strong Neutral Coke.....	1 22 50@23 50	4
American Scotch.....	1 20 00@21 50	4

GREY FORGE.

Neutral Coke.....	20 00@21 50	4
Cold Short.....	19 00@20 00	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast.....	36 00@38 00	4
" Warm Blast.....	30 00@32 00	4
Lake Superior 1 and 2.....	32 00@33 00	4
Lake Superior 3 to 6.....	34 00@36 00	4
Southern Car Wheel.....	34 00@35 00	4

The new Welland Canal has been successfully opened by the passage of the American steamer D. M. Dickinson. She was towed through from Port Dalhousie to Lock 24 by the tug Harvey Nielson, both vessels being gayly decorated. The average time of lockage was twenty eight minutes.

The first blast furnace west of the Missouri River, which was recently lighted at South Pueblo, Col., is turning out 54 tons of pig iron per day.

The Meadville and Linesville (Penn.) Railroad has been completed, and regular trains commenced running this week.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 2½
Ashuelot.....100	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug. '81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '81 4
Atlantic and St. Law*..100	5,000,000	M. & S.	Sept. '81 3
Augusta and Savannah..100	1,922,900	J. & D.	June '80 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,589,578	J. & J.	July '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	Sept. '81 2
Bos., Clin., F. & N. Bed.100	1,247,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June '76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July 81 2
Boston and Maine.....100	6,921,274	M. & N.	May 81 4
Boston and Providence..100	4,000,000	M. & N.	May 81 4
Attleborough Branch.100	131,700	J. & J.	July '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June '81 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl. '80 3
" " pref. 50	838,311	quarterly	Apl. '80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July 81 3
Cape May and Millville* 50	447,000	J & D.	June '80 3
Cate wissa*.....50	1,169,500	October	Oct. '80 $1½
" pref. 50	2,200,000	M. & N	May '81 3½
" 2d pref.....50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug. '81 1½
" " pref.100	769,600	F. & A	Aug. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June '81 4
Central of New Jersey.100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '81 3
" pref.... 50	400,000	J. & J	July 81 3
Central Pacific 100	54,275,500	F. & A.	Aug. '81 3
Chemung*.....100	380,000	quarterly	July '81 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '81 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 81 4
" pref.....100	2,425,400	M. & S.	Sept '81 4
Chicago, Burl. & Quincy.100	31,004,456	quarterly	Sept. '81 2
Chi., Clin., Dub. & Minn.....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July 81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '81 3½
" " pref.....100	12,279,483	A. & O.	Oct. '81 3½
Chicago & N. Western.100	14,988,257	J. & D	June '81 3
" pref.100	21,625,358	quarterly	June '81 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Aug. '81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Sept. '81 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Sept. '81 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug '81 20c
Concord.....50	1,500,000	M. & N.	May 81 5
Concord and Ports.*....100	350,000	J. & D.	June '81 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Aug. '81 3
Connecticut River..... 100	2,100,000	J. & J.	July '81 4
Cumberland Valley..... 50	1,293,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	June 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,256	quarterly	July 81 2
Delaware*..... 2	1,330,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	Aug. '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug. '80 2½
" " pref 100	2,503,380	F. & A.	Aug '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '81 3
East Pennsylvania* 50	1,609,200	J. & J.	July 81 3
East Mahanoy*..... 50	392,950	J. & J.	July 81 3
East Tenn., Va. & Ga....100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.)..... 100	4,997,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & D.	June '81 2½
Eel River..... 100	3,000,000	quarterly	Sep. '81 90c
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept. '80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '81 1½
" " pref. 50	500,000	J. & J.	July '81 3½
Erie and Pittsburg*..... 50	1,000,250	quarterly	Sept. '81 1½
Fitchburg..... 100	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia..... 100	4,200,000	J. and J.	Oct. '81 2½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref. 100	1,190,000	quarterly	July '81 2
Illinois Central.....100	20,000,000	M. & S.	Sept. '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	Sept. '81 1½
Iowa Railroad Land Co 100	7,620,000	quarterly	Aug. '81 1
Io. Ce & Mo. Northern. 25	600,000	quarterly	May, '81 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May, '81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June '80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May, '80 1½
Kentucky Central.....100	500,000	J. & D.	Dec. '80 1
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	19,468,500	quarterly	Aug. '81 2
" (guar.).100	538,500	F. & A.	Aug. '81 5
Lehigh Valley 50	4,500,000	quarterly	July '81 2
" pref. 50	22,232,550	quarterly	Oct. '81 1½
Little Miami*..... 50	106,300	quarterly	Oct. '81 1½
	5,871,450	quarterly	Sept '81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*..... 50	$2,640,100	J & J.	July '81 2½
Louisville & Nashville...100	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 5½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A	Aug. '81 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,738,204	quarterly	Aug. '81 1
Middlesex Central.....100	2,136 shs	F. & A.	Aug. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '81 3½
Missouri Pacific..... 100	2,416,000	quarterly	July 81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '81 6
Nashua and Lowell.....100	800.000	M. & N.	May '81 3½
Nashua and Rochester .100	1,306,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Oct. '81 3
Naugatuck 100	2,000 000	J. & J.	Jan. '81 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern.100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref...100	8,146,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Aug. '81 2
Ning. Bridge & Canand*100	1,500,000	J. & J.	July '80 3
North Carolina*..... 100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S. C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Aug '81 1½
Northern Central 50	5,842,000	J. & J.	July '81 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '81 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	3 604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	Aug. 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug 81 4½
Panama..... 100	7 000,000	Aug. 1, 1	881, $24.26
Paterson and Hudson*..100	632,000	J & J.	July '81 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Sept. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '78 2½
" " pref... 50	1,551,800	quarterly	July '78 3½
Phila. and Trenton*..... 100	1,259,100	quarterly	July '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '81 1½
" Special Imp..100	5,504,300	quarterly	July '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '81 3
Profile and Franconia....100	.....	Annual	Nov. '80 6
Providence & Worces...100	2,000,000	J. & J.	July '81 3
Republican Valley..... 100	855,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	175,575	— & —	Jan. '81 3
Richmond & Peterab....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Aug. '81 1½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 60c
Schuylkill Valley* 50	676,050	J. & J.	July '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*...100	438,800	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb. '76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb. '80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug. '81 4
Troy and Boston..... 100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Oct. '81 1½
United Cos of N. J*...100	20,490,400	quarterly	July '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" pref.100	20 000,000	quarterly	Aug. 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	July '81 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,458,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 2
Winchester & Strasburg*100	500,000	J. & J.	July '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121.000	A. & O.	Apl. 81 3
Broadway (Brooklyn)...100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug. '79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180.000	J. & J.	July '81 6
D. Dock, R. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....	600,000	J. & J.	July 81 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 3
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '81 3
South Boston 50	100,000	J. & J.	July '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	July '81 4
Union (Phila.) 50	400,000	J. & J.	July '81 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,933,568	J. & D.	June '75 2
Delaware Division..... 50	1,633,350	.....	Aug. '81 $1
Delaware and Hudson....100	20,000,000	.....	Sep 81 1½
Delaware and Raritan*..100	5,847,400	quarterly	July '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '81 $2
Morris (consolidated)....100	1,026,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	Au. '81 50c.
" " (pref.). 50	2,888,977	annually	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	3.000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug. '81 $5
Central Mining Co.....	.....	F. & A.	Aug '81 3
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81
George's Creek C. & I...100	.....	J. & J.	July '81 3
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....	2,836,800	.....	.....
" pref.....100	8,893,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	July '81 4
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	July 81 2½
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept. '69 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	5,990,200	F.M.A.N	Sept. '81 1½
Quicksilver, common....100	5,708.700	.....	Aug. '81 2½
preferred....100	4,291,300	.....	Aug. '81 9½
Quincy Mining Co..... 25	40,000 shs	F. & A	Aug. '81 3
Quincy R. R. Bridge....100	1,750,000	J. & J	July '81 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	July '81 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	June '81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express....100	7,000,000	F.M.A.N	Aug. '81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '81 4
West. Union Telegraph.100	80,000,000	quarterly	Oct. '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,859,000	2,059,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,767,900	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,311 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,569,000	1,678,000	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	236,995	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	204,138	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	188,256	178,861	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	380,134	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	372,190	396,472	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	584,230	548,284	606,193	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	198,110	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	188,120	195,329	227,679	289,360	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,082	226,399	227,333	237,666	305,462	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	832,386	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	85,733	106,953	103,438	116,732	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	96,586	83,764	117,956	.....	.....	.....	.....	.....
ouisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,491,345
1881	816,960	805,124	947,959	850,862	828,725	1,227,885	820,000	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	130,740	140,593	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	162,027	145,416	132,692	131,009	159,348	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,130	151,594	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	210,257	219,885	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,371	.....	246,521	267,515	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1.726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,691	1,794,982	1,787,081	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	487,173	465,588	487,287	440,811	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	241,277	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	299,880	368,276	404,180	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,024	308,699	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	350,585	291,669	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,259
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,503	175,864	173,148	213,955	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,299	283,399	260,254	252,333	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,923	490,195	451,560	408,241	349.053	353,454	442,555	565 869	661,400	678.200	626,725	655,100	6,256.41
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	622,529	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	213,407	272,089	252,579	.....	.....	.....	.....	.....
1881	254,187	159,483	320,963	425,685	382,642	405,322	387,488	414,954	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,037,269	1,928,529	1,934,215	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,393,467	2,690,969	2,528,836	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	978,629	892,024	948,773	953,468	1,066,742	1,185,235	1,177,134	1,526 475	1 [illegible] 516	96 .663	12,336,15
1881	811,617	818,922	1,119,591	1,023,482	1,140,660	1,308,993	1,131,751	1,542,638	.....	.....	.....	.....	.....

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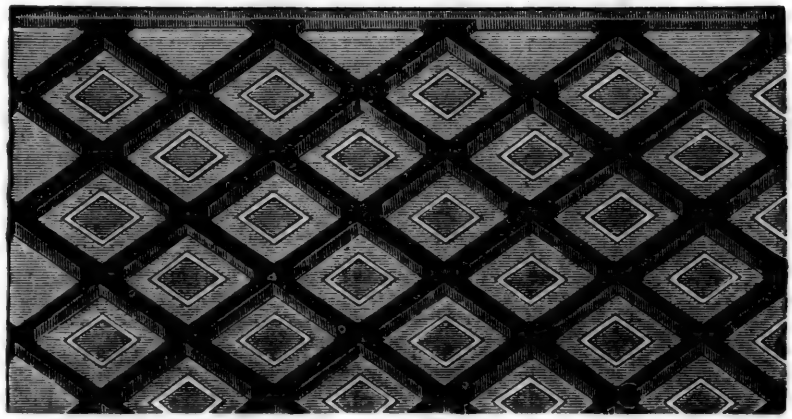
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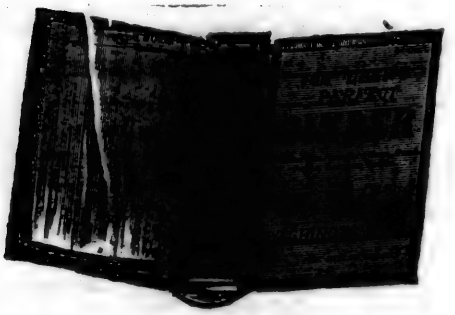
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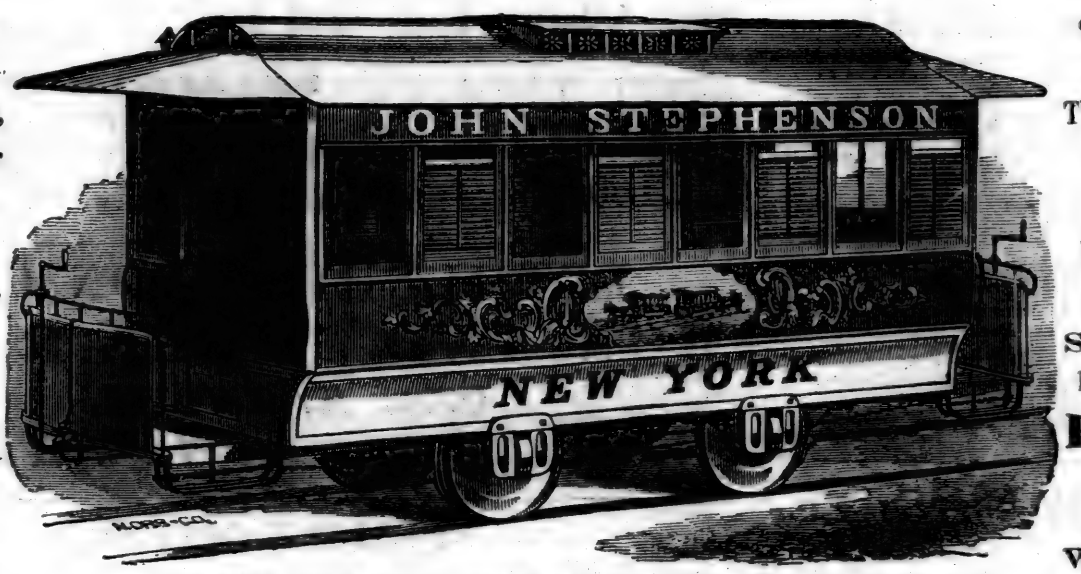
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SECOND QUARTO SERIES.—VOL. XXXVII., No. 40.] NEW YORK, OCTOBER 1, 1881. [WHOLE No. 2,371.—VOL. LIV.

RAILWAY TRAVEL IN RUSSIA.

IF there is a country in the world for whose special benefit railways may be said to have been invented, that country is decidedly Russia. From St. Petersburg to Moscow the distance is six hundred and four versts, or four hundred and three English miles, and the night train travels over it in fifteen hours, or at the rate of twenty-six miles an hour, not reckoning stoppages, which is considered fair average speed on the Continent. In posting times all that horseflesh by the most strenuous efforts had been made to achieve was the conveyance of the imperial mails between the two cities in five days and five nights, or one hundred and twenty hours, the rate being three and a half miles hourly. The gain in time was, perhaps, greater in this than in any other country; but in no country has that speed, which is after all the only real advantage of railway traveling, been less counteracted by its undeniable drawbacks. In England, for instance, the railways have robbed us of all the charms of the road—the shady park, the breezy common, the crowding villagers, the chaff of driver and hostler, the ingle nook at the wayside inn, the foaming ale of the stirrup cup; in France and Italy, of the sight of the hundred minor towns, with their cathedrals and town halls in the market place, the luscious fruits, the lively faces, the quaint costumes which enlivened us at every stage. We traveled then through the life of the country. All we enjoy now is the blank dead wall of the station, the thronged platform, the piles of luggage, the engine shriek, he stale sandwich, the hurry-skurry, thet sour look of fellow passengers, more thankful for our room than our company, and from station to station two hours' prison, boxed up, locked up at the guard's discretion, the express tearing away deaf to our sufferings or dangers, cooped up with bears or bores, and with the chance of falling in with a Muller or a Lefroy.

In Russia alone railway traveling may be said to have been all gain and no loss. There is no line in either hemisphere that comes up to the comforts an luxuries of the Moscow and St. Petersburg line: roomy and lofty saloon carriages; a wi dow seat, a *fauteuil lit*, a light luggage net for every traveler, a toilet-room at the carriage end; regular halts at convenient intervals, the finest stations, the best supplied and cheapest refreshment-rooms, and loftiest, widest, cleanest platforms to stretch one's legs in; and everything everywhere contrived to protect you from winter cold or summer heat—a great improvement, all this, upon the cramped open sledge, with the thermometer 30 degrees below zero, and the cold creeping in and curdling your blood under your fur coat, cap and boots, the snow and fleet pelting your face, a pack of wolves howling in your rear ready to catch the hindmost, and the motion of the sledge over snow furrows causing you to look up and down in your seat like a log on the waves, with an upset now and then, and "many passengers regularly sea-sick;" yet even all these miseries preferable to summer traveling with the stifling heat and blinding glare of a twenty-two hours' day, and the dust both stifling and blinding, and the jolting that broke every bone in your skin.

The Russian travels fast and with the happy consciousness that neither in town nor country does he leaves anything behind him worth loitering for. Even Murray, who is bound to say something, has but little to tell us about Chudowa Volkhova, Tyer, Klin, and other localities the train stopped at on our route. And as for the country—the panorama is almost everywhere the same dreary flat from end to end, the earth spreading far and wide like a broad dish all around to the horizon, and the blue vault of heaven encompassing it like a dish-cover—the very idea of the universe as man conceived it before Galileo put spectacles on his nose and made him see "more worlds than one."—*Correspondence London Times.*

THE TELEGRAPH IN JAPAN.

THE telegraph was introduced into Japan in 1871, and since that year it has experienced there, as elsewhere, a remarkably rapid growth. At the beginning of last year the Japanese telegraphic system comprised 3,929 miles of line and 9, 345 miles of wire. During last year the total number of telegrams reached 1,272,756, of which about 96 per cent were in Japanese. Including the five submarine cables, the total receipts were £108,323, and the expenditures £101,674. It was the first year when the lines returned an excess of revenue. Operators are trained from among the youths of Japan in a special school recently opened for that purpose. During this year 227 were appointed to positions and 77 still remain under tuition. They are taught to write English and French. For 20 characters in the Japanese language, for a distance of 60 miles, the average rate is about 3 sen, or a little less than 2 cents. This is taking the entire line from Tokio to Nagasaki as a basis. But for shorter distances the rates are higher. From Tokio to Yokohama messages are transmitted for 7 sen, or about 4½ cents. There are 112 offices open for general traffic, besides 70 other connected with the Government, the railways, or the police. About 350 Morse instruments are used and 29 telephones.

THAT the railroad is counted as one of the chief allies of the governments throughout the world is emphatically and curiously shown by the measures just being taken by the Chinese Government for the construction of railroads and the reasons for doing so. In the past, as is well known, a strong prejudice has prevailed in China against railroads. So strong was this prejudice that not long ago the Emperor bought up a railroad that had been constructed by foreign capitalists and had it removed. The recent fears of a Russian invasion, however, have greatly changed the sentiment, the Ministers who had to prepare for war being greatly hindered by the absence of means for the transportation of troops and supplies. The Empire has been convinced that it is defenceless without railroads and telegraphs, and preparations are now under way for the construction both of important railroad and telegraph lines. About a year ago the Emperor or his counsellors gave their sanction for a telegraph between Pekin, Tientsin and Shanghai, which will probably be completed this year, and but little doubt exists that all the great cities of the empire will shortly be united by telegraph. Imperial permission has also been obtained for a railroad from the capital to the

port of Tientsin, a distance of 70 miles, and from there to the river Yang-tze-Kiang, 500 miles further south. The movement is a significant one, as showing the forces which are ever at work compelling antiquated prejudices and unfounded superstitions to yield before the advancement of modern ideas and the demands of progress.

A Family of Inventors—The Brothers Siemens.

It would be difficult to find a family more richly endowed with intellectual power and inventive genius than that of the late Ferdinand Siemens, of Lenthe, near Hanover. The sons of this gentleman numbered eight, of whom five are still living. As eminent engineers, as men of enterprise, they stand in the first rank, and three of the brothers have, through their inventions, attained a world-wide fame.

The eldest brother, Werner Siemens—the "Berlin Siemens," as he is generally designated—was born at Lenthe, near Hanover, in 1816. He received his education at the Gymnasium of Lubeck, from whence he went to Berlin, and entered the Prussian artillery as a volunteer. His eminent talent soon opened to him the doors of the Military School in Berlin; but the theories of velocity and the effects of projectiles seem not to have had much attraction for him, and he turned his attention mainly to practical chemistry and physics. Thus his first invention (1841) was eminently a peaceful one—namely, a new method of gilding and silvering by galvanic deposit. A few years later he constructed, along with his brother William, a new "governor" for steam engines which attracted much attention, and had an extensive application. In 1845 he brought out—also in conjunction with his brother—the well-known process of anastatic printing, which also met with similar success. On the introduction of electric telegraphs, Werner Siemen's name took a prominent place. The conducting wires, being at that time laid under ground, required an insulating covering. For this purpose Werner Siemens employed gutta percha; and the machine constructed by him for covering is even now used in the manufacture of cables. In 1850 he left the army, and with the valuable aid of Mr. Halske, a practical mechanical engineer, founded the far-famed firm of Siemens & Halske. This establishment soon grew to large dimensions, and became one of the chief centres for the application of electricity and magnetism to the industrial arts, while at the same time affording a means of practical training for many young engineers. In 1865 Werner established the pneumatic dispatch system, which his brother William in 1871 introduced into England. Since 1854 Siemens Brothers have had in St. Petersburg a large manufactory for telegraph apparatus, and this business was, till 1869, conducted by Carl Siemens. Werner Siemens is a partner of the London firm of Siemen Brothers; indeed, the three firms of Berlin, London and St. Petersburg are the common property of the brothers Werner, William and Carl. From these three centres issue forth many branch establishments; even in the far Caucasus the brothers possess copper works and oil springs. From this may be gathered the magnitude and importance of their undertakings.

Werner's newest invention is the electric railway, a model of which, exhibited at the late Berlin Industrial Exhibition, gave as much pleasure as it called forth appreciation. Many honors have been conferred on this most fertile inventor.

Here we may now say a few words with regard to Carl Siemens, born 1829. As an inventor he does not come much into the foreground, but the brothers owe much to him for the energy with which he has helped to further the extension of their inventions, more especially in Russia. As formerly in St. Petersburg, so lately in London he conducted the telegraph business with eminently practical results. He has now returned to St. Petersburg, to be at the head of the establishment there.

The London brother, William Siemens, was born at Lenthe, 1823, and he also received his preparatory education at the Gymnasium of Lubeck. His practical work began at the engine works of Count Stolberg. In 1843 it was arranged with his brother Werner that he should visit England, in order to introduce the method of gilding and silvering by galvanic deposit. A year later he returned to England to patent the brothers' joint invention of the differential governor for steam engines. In the same year was brought out the process of anastatic printing, also an invention of the two brothers.

Between the years 1844 and 1847, William Siemens was engaged in railway works, in improving Hoyle's calico printing, and in the invention of his chronometric governor. Several of these governors are in use at the Royal Observatory at Greenwich, for controlling the motion of transit and recording instruments. In 1846 he introduced the double-cylinder air-pump, which even to the present day is extensively used. In 1851 he introduced his celebrated water-meters (beautiful through their simplicity), which are exclusively used in this country and on the Continent. As regards practical importance and economy in fuel, the invention of the regenerative gas furnace, which he worked out in conjunction with his brother Frederick Siemens, may be looked upon as his greatest discovery, and one which should alone secure for the brothers a world-wide reputation. For the laying of submarine cables, William Siemens planned and had built by Messrs. Mitchell, of Newcastle, the well-known steamer Faraday, which has proved itself perfectly adapted for the work. The Indo-European lines, as well as several Atlantic cables, were manufactured at the telegraph works of Siemens Brothers at Woolwich. The most important of these submarine telegraph enterprises was the Direct United States Cable, for which the Faraday was constructed, and with the laying of which Carl Siemens was entrusted.

The fourth of these highly-gifted brothers Frederick—the Dresden Siemens, as he is called—was born in 1827 at Menzendorf, near Lubeck, a large property rented by their father. Frederick, like his brothers, was intended to pass through the classes of the Gymnasium of Lubeck, but having reached the third class, the desire of liberty urged him to abandon his place on the school bench and to go forth into the world. He went on board a merchant ship when scarcely sixteen years of age, and there this youth, whose mental capacities afterward proved so great, had to work as a common sailor. After two years of this seafaring life, his brother Werner tried at Berlin to get him into the Prussian marine service. In the meantime Frederick was allowed to assist in the manifold experiments of his brothers. This chained him with a very different power from that which bound him to the ship, and out of the young sailor there was soon formed a clever, industrious assistant, who was also an originator.

In 1848 Frederick went to England, and continued his practical studies with his brother William. The principal interest was the newly discovered regenerative system, and he was so fortunate as to make this system practical by its application to the ordinary furnaces, where a very high temperature is required. In 1858 Frederick built, in the works of his brothers in Berlin, the first regenerative gas furnace, which was the precursor of the many now employed in Germany, Austria, etc. The second brother, Hans, possessed a large glass manufactory in Dresden, and on his death in 1867 Frederick undertook the management of this establishment, and concentrated his great talents on perfecting the manufacture of glass. His works at Dresden, as regards the quantity exported, may be considered the most important in Germany. He has established three other factories in Bohemia and Saxony, which give employment at present to 2,000 workmen. The application of gas furnaces to glass making was a marked epoch in this branch of industry. Important, also, is his invention of the continuously working glass furnace, in which the materials are inserted, and flow out thoroughly melted and ready for working. A further discovery is a new method of cooling glass quickly, and thus producing "toughened glass." This material will soon compete, for many purposes, with wood and iron. Its power of resistence is extraordinary, and even surpasses that of cast-iron. Frederick has also turned his attention to the possibility of producing a "motor" to perform cheaply and efficiently those small operations in workshops and households which have still to be done by manual labor—such as turning the grindstone, churning butter, driving sewing machines, etc. Although his idea has not yet been realized, his hot water "motor," devised on a new scientific principle, has come near the fulfillment of it, and obtained for him at the Vienna Exhibition of 1873 the medal for progress. The newest invention of Frederick Siemens is known as the regenerative gas-burner, one of the most important improvements in the system of illumination. The effect produced by this gas-burner approaches very nearly that of electric light.—*Cassell Magazine.*

Population of Great Britain.

According to the decennial census, which was taken on the 3d of April last by the agents of the Registrar-General in England, Ireland, Scotland and Wales, the grand total of the inhabitants of the United Kingdom living at midnight on the date mentioned, including the army and navy, and the Channel Islands, was 35,246,562; the excess of females over males was was 738,668. The total increase of population since the census of 1871 has been 3,401,181. The population of England alone is 24,608f391. London has a population of 3,814,571 and Scotland of 3,734,370, so that the population of London exceeds that of Scotland by 80,201. Wales has a population of 1,359,895, the Isle of Man 53,492, the Channel Islands 87,731. The army, navy and merchant service give an aggregate return of 242,844. The population of Ireland, estimated by the retures previously reported, is 5,159,838, as against 5,412,377 in 1871, showing a decrease in the ten years of 252,548.

PRESIDENT BOND, of the Philadelphia and Reading Railroad Company, states that the Board of managers of that company will make a report to the annual meeting of stockholders in January next, covering the history of the corporation for the year. Some statement of the affairs of the Railroad and Coal and Iron Companies may be made prior to that time, but this will depend entirely upon circumstances. Material has been prepared for any publication that may become necessary, but the expediency of making such a review in advance of the annual meeting has not yet appeared.

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New York, Saturday, October 1, 1881.

Entered at the Post Office at New York City as Second-Class Mail Matter.

A RECENT decision in Kentucky goes a little farther in defining the status of telephone companies than any we have yet seen. The leading case (American Union Telegraph Company vs. The Bell Telephone Company) decided that telephone companies could not make contracts to deliver messages to and for a single telegraph company, but must deliver such messages whithersoever their customers ordered. The case we have cited elsewhere extends the rule a little farther by declaring that although a telephone company may exercise *dual* powers and carry on two distinct kinds of business, that it cannot escape its liability to the general public and must be considered as acting in both relations and must act with perfect impartiality toward all its customers.

THE parties who have been particularly urgent in asking Congress for appropriations for improving the Mississippi River have obtained many interesting facts concerning the increase in barge shipments within the past two years. Their figures show that in 1879 there was shipped in this manner 176,511 tons of freight direct from St. Louis to foreign ports, while in 1880 the amount was 453,381 tons. Of bulk grain, the amount of shipments in 1879 was 6,164,838 bushels, and in 1880, 15,762,664 bushels. The question naturally arises, Does a trade which more than doubles its business in a single year appear to be in serious need of assistance from Congress. The figures, however, are interesting, as recalling the fact that notwithstanding the greatly increased facilities of both the water and the land routes during the past two years, both routes have had about all they could handle in the way of grain traffic. The figures are also suggestive on account of representing the enormous amount of business done on the water routes in 1880 without affecting the railroads materially, for, 1880, when this vast amount of grain was going down the Mississippi, was one of the busiest years our railroads have ever known. There will naturally be something of a falling off this year in the shipment of grain, owing to the shrinkage of the crops, and the results upon the land and water routes relatively will be watched with much interest, and doubtless with something of anxiety here and abroad.

CANADIAN DEVELOPMENT.

CANADA'S public debt has been the occasion of considerable apprehension of late among those who seem to have given more thought to the size of the debt than to the importance of the cause for which it has been created. The fact is the indebtedness of Canada now is an indication of an increased interest and a freshly awakened enterprise developed in matters looking to her future growth in commercial and agricultural affairs. The large amount of money invested in the construction of her great Canadian Pacific Railway will prove like seed thrown in the rich but heretofore undeveloped grain-growing section of her great Northwest, while in addition, through this money Canada is reaching out toward our own Minnesota and Dakota grain-fields, and it may not be many years before the current of grain traffic of that section will be strongly attracted towards the Canadian route. Still, the increased productiveness given to the entire Northwest by means of the penetration of this road will doubtless be sufficient to overbalance any falling off of grain carrying that our roads might otherwise experience. Among other Canadian enterprises which have been the means of adding to the debt, but which are to have no small effect upon the carrying trade, are the water highways constructed to connect the lakes with the Atlantic, and the constructing of the railroad from Quebec to Halifax, by which the blockade to winter transportation is largely overcome. In short, Canada's debt is largely the result of enterprise looking directly to an increase in her productiveness and commercial strength, which is being manifested in such a way that our own leading seaport is beginning to realize that Montreal is likely in the future to prove a stronger rival in shipping affairs than she has been accounted in the past.

RECENT ILLUSTRATIONS OF RAILROAD ENTERPRISE AND GENEROSITY.

THE railroads throughout the country have been especially conspicuous, during the past weeks of trouble and anxiety, for enterprising work in measures looking to the relief and comfort of our lamented President and those most nearly related to him, as well as in taking precaution for the safety in travel of the physicians and those Government officials upon whose security has depended so much of our country's stability and freedom from business disturbances in these trying days. There have been many flying trips made by the consulting physicians to the bedside of the President, which, but for the care and untiring devotion of the railroad men having the special trains in charge, would have been fraught with danger, at the rate of speed maintained for long distances.

That wonderful feat of railroading exhibited in the removal of the dying President from Washington to Long Branch, performed with such skill that the sufferer while in the most critical and sensitive condition actually found relief in the trip, will be recorded as a most interesting event in general history, while in railroad history it has already been ranked as the most brilliant illustration of modern enterprise, depth of resources, and advancement in railroad working and skill in railroad management that this age of wonderful achievements has given. The resources of our railroads and their managers were further illustrated in the magnificent accommodations and the perfection of arrangements bestowed upon the funeral trains which bore the illustrious mourning party and our honored dead to Cleveland.

While these great public duties are being performed by the railroads a call comes to them for charitable work, and they are among

the first to come to the relief of the Michigan sufferers by generous offers of free transportation of goods to them. In every emergency of our country since the existence of the railroads, they have been looked upon as a chief reliance for practical aid, and have never been found wanting. When localities have been swept by fire or pestilence the railroads have always hastened to tender speedy relief, and many of the grandest works of assistance which one section of our country has performed for another section in time of suffering have found their strongest basis and stimulant in the fact that the railroads have first offered their important aid.

The railroads penetrating into smitten districts have first made known the wants of the sufferers to others, and then by starting movements for relief have originated striking exhibitions of public charity and sectional sympathy, and in thus acting have played no small part in the grand work of strengthening the unity of our people. Surely the railroad has proved itself the benefactor of the people and the strong support of our Government, in ways that are fresh in the public mind.

Personal.

JONAS H. FRENCH has been elected a Director of the Sonora Railway Company in place of William J. Rotch, resigned.

MR. MASON, with whom Mrs. Garfield and family made their home during their stay in Cleveland, is the attorney of the Lake Shore and Michigan Southern Railway. He has a fine residence on Cleveland's famous Euclid Avenue.

DAVID GRAHAM DRUMMOND OGILVY, Earl of Airlie, Representative Peer of Scotland and Member of Her Majesty's Household, died suddenly of a congestive chill at the Windsor Hotel, Denver, Col., on the 25th ult.

KING ALFONSO, of Spain, presided at the recent inaugural sitting of the American Society, founded at Nancy, France, in 1873, for the promotion of investigations into the antiquities and history of America before and after its discovery by Columbus.

THE Americans attending the Geographical Congress at Venice are Captain George Wheeler, representative of the War Department; Commodore Baldwin, representative of the Navy; Judge Field and Judge Daly, President of the Americal Geographical and Statistical Society.

THE Mexican Central Railway Company has published for the use of subscribers to the company a voluminous document, giving full details of the history of the enterprise, the Massachusetts laws under which the company has been organized, Mexican concessions, in both Spanish and English, and the by-laws of the company. The document states that the cash subscriptions made to the company's securities to date amount to $16,827,500. This was taken under two subscriptions, the first of $5,397,500, 65 per cent of which has been called in, and the second of $11,430,000, 20 per cent of which has been paid to the company.

Organization.

ARTICLES were filed in the County Clerk's office on the 27th ult. incorporating the "Mamie R. Gold and Silver Mining Company" The capital stock is $100,000; the trustees are Louis Kellar, Everard deRenne and Joseph L. Redfern. The operations of the company are to be perform d in Cochise County, Arizona.

THE directors of the Gold and Stock Telegraph Company, elected on the 27th ult, are: Norvin Green, J. O. Green, Tracy R. Edson, James H. Banker, Augustus Schell, Jay Gould, William M. Bliss, D. D. Morgan, John Van Horne, Thomas T. Eckert.

THE Old Dominion Copper Mining Company has increased its number of trustees by adding to the list James Baily, of Utica, and George W. Hughes, of this city.

THE Effingham, Ramsey and St. Louis Railroad Company filed articles of incorporation in the office of the Secretary of State of Illinois on the 27th ult. The proposed railroad is to be constructed from the city of Effingham to or near the place where the Toledo, Cincinnati and St. Louis Railroad crosses the Illinois Central Railroad, or some point on the Toledo, Cincinnati and St Louis Railroad east of said road-crossing not exceeding fifteen miles. The capital stock of the company is $200,000. The incorporators and Board of Directors are: John C. Black, of Danville; Samuel W. Osgood, of Effingham; John W. Funkhouser, of Effingham; E. Pratt Buell saw, and John J. Funkhouser, of Effingham.

A COMPAN yhas been chartere l in this city for the erection of a magnificent casino at the corner of Broadway and Thirty-ninth street, with a capital of $1,000,000, of which $90,000 have already been raised. Among the subscribers are Cyrus W. Field, J. Pierpont Morgan, U. S. Grant, Jr., Chauncey Depew, Robert B. Minturn, H. K. McTwombly and C. L. Tiffany. The edifice is to be 100 by 200 feet, four stories high, with colonnade architecture. The basement will be fitted up as a thoroughly European cafe, and above this the theatre will be situated. A novel feature will be a summer garden, to be constructed directly upon the roof, sixty feet from the ground, and covering the entire area.

Interest and Dividends.

At a meeting of the Directors of the Lake Shore and Michigan Southern Railway Company, held at the Grand Central Depot on the 27th ult., a quarterly dividend of two per cent was declared, payable on the 1st of November to stockholders of record October 1. No statement of the operations of the road for the quarter was made public. The directors of the Michigan Central Railroad Company also met and adopted the following preamble and resolution: Whereas, the expenses of the company during the past quarter of the year have largely increased, while the rates for transportation have been materially reduced; and whereas, the net earnings for the present quarter are less than one per cent and there is no surplus on hand applicable to dividend purposes; therefore resolved, that it is not expedient to declare a dividend for the quarter ending 30th of September instant.

The coupons of the Central Pacific Railroad Company (San Joaquin Valley Branch) and of the Land Bonds, due Oct. 1, will be paid by Fisk & Hatch, 5 Nassau street.

The coupons of the First Mortgage Bonds of the Southern Pacific Railroad Company (of California), due Oct. 1, will be paid at the offices of the company, 9 Nassau and 11 Pine streets.

Manufacturing.

IRON is picking up at all points. The demand for hardware and other articles of advanced manufacture has spread to the raw material. Furnaces are resuming work in Pennsylvania, and steel rail works are being extended. Next year the manufacturers promise to turn out rails for 12,000 miles of road. At present, however, the supply does not equal the demand, and rails are imported under a tariff of $28 per ton.

THE following method for the prevention of the escape of sparks from the chimneys of locomotives has been proposed by Mr. Albert Flocks: A conical tube is fixed centrally within the chimney, with its large end extending down just into the blast-pipe and its small end reaching about half way up the chimney. Above this conical tube is fixed another and shorter tube, in the form of an inverted cone, above the mouth of which there is a metal disc. Part of the exhaust steam which issues from the blast-pipe passes up through the lower conical tube into the upper one, and is deflected by the disc outward and downward into the annular space between the tube and the chimney. Sparks that are carried up the annular space by the exhaust steam from the blast-pipe are met by the counter-current and are thereby extinguished.

C. H. & E. ODELL'S iron circular for September, in speaking of the trade for the past month, and of the present condition of the market, says: "Manufacturers of finished iron have every reason to be satisfied, their works being well supplied with orders at good-paying figures, which, however, are kept low enough to prevent any quantity of foreign iron coming in to compete. The furnaces are not so well off; the old drawbacks of high-priced ore, fuel, and labor not being adequately accounted for at ruling prices. They continue to be well supplied with orders; and concessions, except on large contracts extending over some time, are rarely made. The stock of foreign iron at Atlantic ports is enormously decreased, and the amount remaining, while it would have been considered a large stock in 1878, is really a small one at the rate of consumption in 1881. The stock of old rails and scrap iron particularly is reduced so much that unless the American roads can supply sufficient for the wants of manufacturers, they will have to import from abroad again or use mill iron and muck bar. This, of course, providing the present enormous consumption continues. The foundries generally report plenty of orders, and have lately purchased largely again of Scotch and English pig iron. The advance in ocean freights has restricted this business somewhat, making cost too close to that of domestic iron. If consumers have to pay an advance, they prefer paying a dollar more on American rather than on foreign. The country is evidently consuming very close to the present actual production, if, indeed, it is not exceeding it. There are several indications of this. Manufacturers are fully supplied with orders for some time ahead, the stock here is daily decreasing, and orders for new material and for pig iron have been and are being sent abroad. There is also no stock to speak of at furnace bank, nor in dealers' hands. It is naturally manifest that the country cannot continue to absorb the amount of iron it is now doing; but still the population, both in the natural way and by emigration, is increasing so rapidly, and the area of consumption enlarging so greatly, that the needs of the country in 1881 cannot be gauged by any former experience.

A GOOD name for a locomotive would be Cinderella.

Telephone Companies.

LOUISVILLE CHANCERY COURT.

LOUISVILLE TRANSFER CO. v. AM. DIST. TEL. CO.

A telephone company is governed by the same principles of law as are applicable to common carriers. Its employment is public, and it must treat all the public alike.—ED. CHICAGO LEGAL NEWS.

EDWARDS, Chancellor.—Plaintiff and defendants are corporations doing business in the city of Louisville, under the laws of the State of Kentucky. The principal business of plaintiff is in operating omnibuses and other carriages for transferring persons and baggage to and from hotels, residences, railway stations and steamboat landings, and in transferring persons and property to and from different points in said city.

The principal business of defendant is in managing and operating a telephone exchange, and it has organized as part of its business a system of carriage and coupe service, by which it undertakes to furnish to the public transportation to any part of the city in carriages and coupes.

If there is any equity in the petition, the motion must be overruled.

The real contention between the plaintiff and defendant is confined to their carriage and coupe services; defendant insisting that, as against plaintiff, a rival in that business, it has the right to a monopoly in the use of its own telephonic methods of communicating and receiving orders for coupes; that a mere rival in one branch of its business cannot force it to afford it the facilities which it has provided for another branch of its business.

Upon the facts appearing upon the petition and affidavits of plaintiffs, it is the opinion of the court that defendant is engaged in two distinct employments—one in operating a telephonic exchange, and the other in operating a carriage or coupe service. Plaintiff and defendant are not rivals in the former business, and as to that part of defendant's business, it occupies the same position toward plaintiff as it does toward the rest of the public; that defendant is a *quasi* poblic servant, and, as such, is bound to serve the general public, including plaintiff, on reasonable terms, with impartiality; that defendant is governed by the principles of the law of common carriers; See Bennett v. Dutton, 10 N. H. 581; New England Express Company v. Maine Central R. R. Co. 57 Maine, 188; Sanford v. Railroad Co. 24 Pa. Stat. 381; and McDuffie v. Railroad, 52 N. H. 447; Munn v. Illinois, 4 Otto, 113.

The principles announced in an opinion by Judge Thayer, found in 10 Central Law Journal, page 438, in the American Union Telegraph Co. v. The Bell Telephone Co., should determine this controversy. The mere fact that defendant may possess *qual* powers, and is operating or carrying on two distinct kinds of bvsiness, cannot exempt it from the general rules governing such corporations, with reference to the general public; and, to determine the rights of the plaintiff, defendant must be considered as a telephone Co. and as a transfer Co. See Claxton's Adm. v. Lexington and Big Sandy R. R. Co. 13 Bush. 638. The law must adapt itself to the new subjects that are brought within the range of judicial action. And courts must reason by analogy from things that are settled, in order to establish principles to govern things that are unsettled; 4 American Law Register, new series, page 193. The rule that defendant is bound to serve all the public alike, under like circumstances, is the one applied by the court in this case, and plaintiff is a part of the public, and defendant, as to its telephonic business, is a distinct person from itself as a transfer company, so far as the rights of others are to be determined. The rights of plaintiff do not depend upon contract, but the general principles before stated. Defendant had a right to terminate its contract with plaintiff, but as it holds itself out as the servant of the public, it must act with perfect impartiality towards its customers.

Motion overruled.—*Condensed from the Chicago Legal News.*

Georgia Railroad Legislation.

A bill has lately unanimously passed the Georgia Senate amending the State laws in reference to the powers of the Railroad Commission which was created several years since. The first section of the bill provides that the duty and powers of the commission shall be the same over and in relation to joint rates for freight passing over two or more roads as they now are under said act over and in relation to rates for freight on each separate road. The second section provides that connecting railroads, which are under the management and control, by lease, ownership or otherwise, of one and the same company, corporation, individual or individuals or association of individuals, shall be considered and treated as one and the same road, and the rates of freight upon such roads shall be computed as upon parts of one and the same road; but the said commissioners may and shall have due regard for the terms and circumstances under which such roads are operated, in exercising their powers and performing their duties under this section changes the manner of advertising, the maximum expenditure for which is fixed at $1,500. The fourth section provides that the decision of a majority of the commission shall be as binding as that of the entire body.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending September 17, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad	189,896	6,101,858	5,326,417
Schuylkill Canal	16,040	414,223	326,947
Lehigh Valley	147,904	4,425,586	3,454,794
Delaware, Lackawanna and Western	89,762	2,948,053	2,367,927
Shamokin	24,433	757,900	589,655
Central R. R. of New Jersey	101,950	3,031,252	2,476,782
United R. R. of New Jersey	37,222	1,089,864	782,176
Pennsylvania Coal	31,672	943,871	746,195
Delaware and Hudson Canal	74,475	2,487,659	2,037,557
Huntingdon and Broad Top Mountain	11,653	370,173	316,387
Penn. and New York	31,813	1,154,242	854,461
Clearfield, Pa	42,009	1,698,460	1,151,557

The total tonnage of anthracite coal from all the regions for the week ending Sept. 17, as reported by the several carrying companies, amounted to 647,200 tons, against 639,394 tons in the corresponding week last year, an increase of 7,806 tons. The total amount of anthracite mined for the year is 19,372,880 tons, against 15,649,451 tons for the same period last year, an increase of 3,723,429 tons. The quantity of bituminous coal sent to market for the week amounted to 86,972 tons, against 104,917 tons in corresponding week last year, a decrease of 17,945 tons. The total amount of bituminous mined for the year is 3,412,338 tons, against 3,006,660 tons for the corresponding period last year, an increase of 405,678 tons.

The total tonnage of all kinds of coal for the weekis 734,172 tons, against 741,311 tons in corresponding week last year, a decrease of 10,139 tons, and the total tonnage for the coal year is 22,785,218, tons, against 18,656,111 tons to same date last year, an increase of 4,129,107 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending Sept. 17 was 177,438 tons, of which 132,144 tons were coal and 45,294 tons coke. The total tonnage for the year thus far has been 6,377,644 tons, of which 4,656,675 tons were coal and 1,720,969 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Sept. 17 were 42,643 tons, and for the year to that date 1,451,582 tons, a decrease of 51,425 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 31,745 tons; year, 943,878 tons; increase compared with 1880, 21,151 tons; Chesapeake and Ohio Canal—week, 3,838 tons; year, 312,766 tons; decrease compared with 1880, 108,442 tons. Pennsylvania Railroad—week, 6,985 tons; year, 193,835 tons; increase compared with 1880, 30,762 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 35,275 tons; year, 1,300,211 tons. George's Creek and Cumberland Railroad—week, 5,503 tons; year, 99,896 tons; Baltimore and Ohio Railroad—week, 1,648 tons; year, 47,377 tons. The Reading Railroad tonnage for last week, ending September 24, was 186,500 tons, of which 59,000 tons were sent to and 53,900 tons shipped from Port Richmond, and 12,300 tons sent to and 11,900 tons shipped from Elizabethport.—*Phil. Ledger, Sept.* 26.

Railroad Earnings.

THE earnings of the St. Paul, Minneapolis, and Manitoba Railway for the three weeks ending September 21, 1881, were $342,847.85, against 191,144.91 for the corresponding three weeks in September, 1880, an increase of $151,703.94. For the current year to September 21, 1881, the earnings were $3,093,571.45, against $2,133,815.11 for the corresponding period of the previous year, an increase of $959,756.34.

THE earnings of the Flnt and Pere Marquette Railroad for the week ending September 21, 1881, were $36,280.80, against 34,075.70, for the corresponding week in 1880, an increase of $2,205.10. From January 1 to September 21, 1881, $1,307,114.40; do. 1880, $1,085,472.45—increase, $221,641.95.

THE estimated earnings of the Hannibal and St. Joseph Railroad Company for the third week in September, 1881, were $44,616, and for the corresponding week in 1880, $54,334—decrease, $9,718. From January 1 to September 21, 1881, $1,267,565; corresponding period in 1880, $1,761,949—decrease, $194,384.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1863	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.).	6,986,800	7	" "	Pittsburg.	1894	....
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	....
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,580	7*	" "	"	1903	....
Construction Notes	78,000	7	Jan. & July.	"	1884	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1905	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	....	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Corado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line.:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage pr ferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, extended	157,000	7	" "	" "	1887	....
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	664,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-90	....
3d preferred bonds	452,500	6	" "	" "	'96-'0	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	961,900	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'95	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1856-'90 (Balt.) sk'g fd.	2,933,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	2,882,966	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	8,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to State of Maryland	366,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....
1st Mortgage (R. R.) gold. S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage	499,500	6	March & Sept.	"	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	....
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1886	....
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage	547,6 0	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,874,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $1,500,000	1,203,000	6*	Mar. and Sept.	New York.	1947	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	550,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1892	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1826	....
Mort. bonds, "	2,334,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1896	....
Stock (common) Bonds	279,000	8	Jan. & July	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1892	600,000	8	Jan. and July.	Boston.	1883	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch).	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M. & S.):						
1st Mort., gold (Coup. or Reg.).	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N. J.):						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds.	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (18 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $5,000,000	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct.	" "	....	....
Central of N. J. (Flush., N. S. & C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	19 8	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11 500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'96	...
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '98	....
1st Mort. (Western Pacific) gold	2,616,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S.Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)..	657,000	8	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6 550 000	6*	" "	" "	1890	....
Income bonds, Sinking Fund ..	3,285,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol.(").	1,500,000	7	June & Dec.	"	1891	....
Equipment Mort. (").	1,500,000	8	May & Nov.	"	'76–'89	...
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Shefl. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	...
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold " A "	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold " B "	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,000	6	Jan. & July.	Boston.	'80–'96	....
Chicago and Alton:						
1st Mortgage	2,363,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds ..	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St.L.J. & C.) assumed	664,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1876, Sinking Fund...	89 ,000	6	June & Dec.	"	1895	....
Plain 7 per cent bonds	888,47.	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Gr. G'd June.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)...	714,349	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,300,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	...
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie du Chien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,316,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4 000,000	6	" "	" "	1907	....
1st Mort. (Dav. & N. W.).....	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,669,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	2,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C.,D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,050,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	971,400	7	Feb. & Aug.	New York.	1885	...
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	660,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.)S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	240,000	7	Jan. & July.	" "	1888	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,240,000	5-6	Apr. and Oct.	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug.	" "	1887	....
1st Mortgage (Chic. & Mil.)	1,700,000	7	Jan. and July.	" "	1898	....
1st Mortgage gr.(Iowa Midland)	1,350,000	8	April & Oct.	" "	1900	....
1st Mort. (Northwestern Union)	3 500,000	7*	March & Sept.	" "	1917	....
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	908	....
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	....
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York.	1887	...
2d Mortgage guar.....	1,610,000	7	May & Nov.	" "	1907	....
Extension Mortgage Bonds..	4,256,000	7*	June & Dec.	" "	1916	....
Chicago, Pekin & Southwestern:						
1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000.....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	...
2d Mortgage for $8,000,000.....	7,258,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage.....	1,600,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage.....	345,000	7	May & Nov.	New York.	'90-'8.	....
2d Mortgage.....	1,996 000	8	Feb. & Aug.	" "	1886	....
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mortgage, gold guar.....	5,300,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	...
St. Paul and Sioux City—						
1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	....
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1890	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind.(C.,H.&D.):						
1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1908	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage.....	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar.....	1,545,800	7	Jan. and July.	" "	82-'9	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1850, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	....
Equipment Bonds, reg. (do.)....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '55	1,000,000	7	April & Oct.	" "	1888	....
1s Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	88-'9	....
1st Mort.(Cin., Laf and Chi.)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C.,I.,St.L.& C.)						
1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	860,000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	66,000	7	" "	" "	1880	....
Cinc., Rich. & Ft. Wayne(G.R.& I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June and Dec.	New York.	1921	....
Cin. Rockport and Southwestern:						
1st Mortgage, gold.....	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.) ..	750,000	6½	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
2d Mortgage.....	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	405,000	7	Jan. & July.	" "	1890	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended.....	636,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort.(Columbus Ext.).....	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa.Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.....	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1 595,000	7	Jan. & July	New York.	1886	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.).....	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new.....	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new.....	1,297,000	7	Jan. & July.		1907	....
1st Mort. (Virginia and Black Riv.	180,000	7	May & Nov.		1892	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,003,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1908	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'90	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,403,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,409,500	7	April & Oct	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	...
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Corning, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	894,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	...
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	351,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
elaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	627,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1 040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1883	....
Detroit, Lansing and Northern:						
1st Mortgage	2,266,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	750,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit, Mon. & Tol. (J.Sh.& M.S.)						
1st Mortgage	924,000	7	Feb. & Aug	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	....
1s Mortgage d vision.	580,000	7	" "	" "	1894	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Dakota:	$					
1st Mortgage, gold, guar.	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York	1883	....
1st Mortgage, preferred	51,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,395,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	250,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	6	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1 722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & R. Reg.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will)	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold.	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	18.0	...
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio						
1st Mortgage, gold land grant	4,500,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar.	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newaygo & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	...
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & [Aug]	New York.	1900	...

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car....	1,413,07[illegible]	7	Jan. & July.	Columbia.	'81-'89	....
1st Mortgage not guaranteed....	642,192	7	" "	"	'81-'86	....
Hannibal & Cent. Mo.(M. K.&T.):						
1st Mortgage.....	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage.....	3[illegible],000	7	" "	" "	1892	....
Hannibal & Naples(W., St.L.&P.)						
1st Mortgage.....	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1895	....
1st Mort. (Quincy & Palmyra)..	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kansas City & Cam.).	1,200,000	10	Jan. & July	" "	1892	....
Harriab., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage.....	607,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	...
Holly, Wayne & Monroe(F&PM):						
1st Mortgage, sinking fund.....	1,000,000	8	Jan. & July.	New York.	1901	...
Holyoke and Westfield:						
1st Mortgage.....	260,000	6-7	April & Oct.	New Haven	'91-'98	..
Housatonic:						
1st Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1919	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport	1883	....
Consolidated Mortgage, 1880....	300,000	5	April & Oct.	Boston.	1910	..
Houston, East and West Texas:						
1st Mortgage, gold.....	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L.G, sk'g fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.).	2,270,000	7*	" "	" "	1891	...
1st Mort. (Waco & N W. Div.).	969,000	7*	" "	" "	1903	...
Income and Indemnity bonds..	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G.(M.&W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L.G (Waco & N.)	580,000	8	May & Nov.	" "	1916	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	...
2d Mortgage, gold.....	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage.....	1,500,000	7	April & Oct.	"	1[illegible]95	....
Illinois Central:						
Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000.....	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,0 0.....	1,00[illegible],000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund..	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds...	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed.....	890,600	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold.....	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W.,St.L.&P)						
1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1852	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred.....	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred....	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage.....	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds.....	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage.....	1,700,000	7	April & Oct.	New York.	1906	.. ..
2d Mortgage, Income.....	2,6[illegible]9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series....	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct	" "	1900	....
Equipment Mortgage.....	500,000	8	Jan. & July	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R..	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money)gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage.....	770,000	8	Jan. & July	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.....	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M.& St.P.)						
1st Mortgage.....	3,810,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income.....	498,000	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag.(Mich.Cen.)						
1st Mortgage guar.....	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.)						
1st Mortgage guaranteed.....	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)..	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.						
1st Mortgage consol.....	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage.....	400,000	6	Jan. & July.	New York.	1890	...
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1916	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jersey City and Bergen:	$					
1st Mortgage.....	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s'k'g fund guar.....	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent..	800,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	455,000	6	Jan. & July.	Philadelphia.	1883	....
2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees...	610,000	8	May & Nov.	New York.	1889	....
2d Mortgage " " ...	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000.....	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage.....	600,000	8	.....	.....	....	....
New Mortgage.....	1,500 000	7	Jan. & July.	New York.	1910	....
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund..	4,000,000	7	Jan. & July.	Bos on.	....	..
Mortgage on Branches.....	1,325,000	...	.....	"	....	....
Kansas City, Lawrence & So.:						
1st Mortgage.....	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.).	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)....	300,000	7	.....	"	1910	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y	1880	....
1st Mortgage.....	4,495,522	7	" "	" "	1907	....
Income Bonds.....	2,488,174	6	April & Oct.	Boston.	1907	....
Kansas City, St. Louis & Chicago:						
1st Mortgage.....	3,000,000	6*	May & Nov.	New York.	19 3	....
Kan. City, Top. & W. (A., T. & S. Fe):						
1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	....
Income B nds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3d D 244.66m.& 3,000,000a)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold..	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (" ")gold...	3[illegible],0,000	7*	March & Sept.	New York.	1896	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	238,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P..	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage.....	2,395,000	6	Various.	Boston.	'80-'90	....
Knoxville and Ohio.						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold.....	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)..	327.000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension).	600,000	...	.....	" "	....	....
1st Mort. (La., Bl. & Muncie)...	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")...	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold.....	1,000,000	6*	April & Oct	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S.F., Regist'd..	9,441,000		J. A. J. & O.	New York.	1900	....
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	..
3d Mort. (Clev., Pain. & Ash.)..	920,000	7	" "	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages.....	600 000		June & Dec.	Philadelphia.	1907	....
Lehigh Valley:		7				
1st Mortgage (coupon & reg.)...	5,000 000		June & Dec.	Philadelphia.	1898	....
2d Mortgage registered.....	6,000,000	6	March & Sept	"	1910	....
Consol. Mort., gold, coup. & reg.	14,304,000	7	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage.....	1,492,000	6*	Jan. & July.	Cincinnati.	1888	....
Street Connection Bonds.....	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage.....	1,250,000	7	Jan. & July.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Sks. Fd.	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,127,500	7	" "	" "	1898	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	1918	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Ft. Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	106,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	800,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	761,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $5,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'86	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,500	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:						
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.)						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 880		Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1883	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" " ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	800,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750.000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	646,009	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,284,000	7	Jan. & July	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1886	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'88	....
General Mortgage, Land Grant	2,000,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	8,000,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,480,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.)						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437 000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $1,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $800,000	556,000	8	Apr. and Oct	" "	883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1888	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5–6	April & Oct.	New York.	1910	....
Income Bonds, Class A and B	4 700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	N "	1895	....
1st Mort. (North'n Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Trust.	1899	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	956,000	7*	June & Dec	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L. to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,816,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,762,000	/	Feb. & Aug.	" "	'94-'96	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,573,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $39,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch & N. W.)	479,000	7	April & Oct.	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan. City and East.)	248 000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200.000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	500,000	8	Jan. & July.	New York.	1888	....
3d Mort., to Central R. R. of Ga	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr non-acc.	New York	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7		"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (Mc M. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1 1 1	....
1st Mort. (Tenn & Pacific R. R)	300,000	6	" "	" "	1918	....
1st Mort. (Jasper Br. Extension)	90,000	6	" "	" "	1906	....
Nashville and Decatur (L. & Nash.)						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	800,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	...	....
New Haven and Derby:						
1st Mortgage	300,000	7	May & Nov.	New Haven.	1888	....
2d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	var.	....
New Haven and Northampton:						
1st Mortgage	1,300.000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260.000	6–7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1, 00,000	6	" "	" "	1109	....
New Jersey and New York:						
1st Mortgage, 1880	275,900	6	May & Nov.	Jersey City.	1110	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec	" "	1899	....
New London Northern:						
1st Mortgage	300 000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000.	512,000	5	Jan. & July.	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1980	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1980	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000 000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERICAN RAILROAD BOND LIST

An Asterisk (*) affixed to rate of interest signifies "Payable Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D. & H. C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for R. & N. F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	....
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,422,290	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,666 000	7*	March & Sept.	N. Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,236	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,006	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man. B.						
New York and New England:						
1st Mort., new for $10,000,000	6,466,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold. Income, 1890	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 187.	3,668,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl. M. & O.						
North Carolina:						
1st Mortgage	210,000	6	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....
Bonds of 1881 secured by stock	1,200,000	6	....	....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	230,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	....	....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	....	....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Loud. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3 000,000	5	" "	Baltimore.	1928	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1928	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
3d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort. l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
orthwestern Union (C. & N. W.):						
N1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,950	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,476,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort (Springfield Division)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,884,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1906	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	300,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1896	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec	Boston.	1898	....
Oregon and California:						
1st Mortgage, gold	10,950,600	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	906	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'8	....
Consolidated Mortgage, guar.	338,000	7	March & Sept.	" "	907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C., B & Q.	1 076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,000	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Painesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	....	1910	....
2d Mortgage, Income, 1880	689,200	7	....	....	....	....
Panama:						
General Mort., stg (£1,000,000)	3,999,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guar	500,000	7	....	....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	19 0	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,301,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'9	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	....	"	 0	....
Pennsylvania Company:						
Judgment bds (held by Pa. R. R.)	6,400,000	6	....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	I. A. J. & O.	"	907	....
Bonds gold, guaranteed, 1881	10,000,000	4*	....	"	921	....
Pennsylvania & New York (L. V.):						
1s Mortgage guaranteed	1,800,000	7	June & Dec.	Philadelphia.	1904	....
1st Mortgage guaranteed	1,200,000	7	" "	"	1906	....
Peoria & Bureau Val (C. R. I. & P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1903	....
Peoria Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	458,000	6	" "	" "	1920	....
1st Mort. (Evansville Division)	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum.	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (Installments)	500 000	8	Jan. & July.	New York.	'79-'8	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,030	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
General Mort. for $20,000,000	8,683,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,800 000	4-6	....	Philadelphia	....	....
Loan of 1868, debenture	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843, stg	967,200	6	" "	"	1890	....
Mortgage Loan of 1836, stg	131,400	7	" "	"	1882	....
Consol. Mort $ loan, coup & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond	1911	....
Consol. M. gold $ or £ coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499 900	7	Jan. & July.	"	1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond	1897	....
General Mort. stg. sinking fund	19 686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec	Philadelphia.	1896	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,978	6	Jan. & July.	"	1882	....
Gen. M. & Park. 6 p.c. stg. scrip.	1,833,780	6*	" "	Phil. or Lond	1883	....
Bonds for Banks Co. Railroad	500,000	3-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1893	....
Do. Guar. Mort. for $30,000,000	13,030,500	7	Various.	Lond or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg..	7.0,000	6	April & Oct.	Philadelphia.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872.....	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875.....	800,000	6	" "	"	1900	....
Loan of 1880.....	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $100 0,0000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	....
Consolidated 2d Mortgage.....	2,000,000	7	April & Oct	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	226,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	....
1st Mor gage (Se ies B).....	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I).	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M).....	840,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction Bonds.....	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed...	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage.....	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston.						
1st Mortgage.....	1,583,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold.....	800,000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,300,000 .	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	....
Port Royal and Augusta:						
1st Mortgage.....	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds.....	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,000,000	4½	June & Dec	Boston.	1927	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds	1,242,000	6	Jan. & July.	Providence	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.).	350,000	7	Jan. & July	Philadelph a.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000....	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold.....	800,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880.....	5,000,000	7*	... .	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd....	508,000	6	Jan. & July	Richmond.	1890	....
Virginia State bonds, guar.....	109,400	6	" "	"	1876	....
1st Mort. (Peidmont Branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage..... ...	1,706,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $8,000,000..	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan.....	87,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan.	177,516	6..	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon.....	450,003	8	Jan. & July	Philadelp a	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon.....	152,000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875.....	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage.....	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage...	150,000	10	Jan. & July.	New York.	1920	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Sng Fd.	422,500	7	March & Sept.	New York.	1910	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.....	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000....	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern)..	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage.....	1,500,000	6	Feb. and Aug	Boston.	1893	....
General Mortgage	1.5.0,000	5	May & Nov	"	1902	....
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....
St. Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	....	1910	....
St. Joseph and St. Louis:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St. Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" " ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)...	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage.....	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage.....	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold .	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold...	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144 300	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000....	418,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064, 32	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds.....	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute						
1st Mortgage, S. F.. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	....
1st Mort., L. G., sinking fund...	7,459,500	7*	" "	N. Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. Dakota Ext.)for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
St. and., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed.....	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	484,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	"	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage.....	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.....	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.....	200,00.	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage.....	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income.....	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage.....	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart'd)						
1st Mortgage, 1880.....	200,000	4	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)....	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina)	300,000		June & Dec.	" "	1908	....
Sioux City and Pacific:						
1st Mortgage.....	1,628,000		Jan. & July.	New York.	1898	....
2d Mortgage (Gov. Subsidy).....	1,628,000	6	" "	U. S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling.....	1,482,667	6*	Jan. & July	London.	'78-'88	....
1st Mortgage (L.) currency.....	1,051,500	6	" "	New York.	'78-'88	....
2d Mort. for $3,000,000.....	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds.....	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds.....	63,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N. Y.):						
1st Mortgage.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds..	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds ...	472,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant...	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage.....	912,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold.....	400,000	7*	Jan. & July.	Char. & N. Y.	1897	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST

An Asterick (*) fixed to rate of interest signifies Payable

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1,000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage ..	1,7[illegible],000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	27[illegible],000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N Y.						
1st Mortgage	2[illegible],400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,[illegible]00,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	7,1[illegible]7,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cincinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1860	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Ronlout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	6	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	6	March & Sept.	N. Y. & Bost	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,612,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest Bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £360,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1901 (" ")	841,000	6	March & Sept.	"	1908	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	836,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,600,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.& T.Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,888,000	7	Jan. & July.	New York.	1908	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,95[illegible],000.	225,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	...
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	...
1st Mort.(Bl.Riv. & Morristown)	500,000	7	" "	" "	....	..
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	..
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	8	Apr. and Oct.	"	1909	....
Missisquoi Railroad	600,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston	1883	....
Convertible bonds	150,000	7	" "	"	1885	...
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
General Mortgage: 2d series (blue)	8[illegible],000	7	" "	"	1890	...
General Mortgage: 3d series (black)	138,000	7	" "	"	1890	....
4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $5[illegible],000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,496,000	7	" "	" "	1888	...
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	..
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	..
Funded coupons	2,242,450	4-7	" "	" "	1893	...
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	620,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	....	" "	....	....
2d Pref. Income (do.)	1,000,000	....	....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	840,000	6	June & Dec.	Baltimore.	1902	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	338,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. " ")	600,000	6	May and Nov.	"	1873	....
4th Mort. " ")	700,000	6	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1[illegible]3	....
1st Mortgage (Lynchb & Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	'78-'80	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1891	....
2d Mortgage guar.by Cent.Geor	1,158,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	5[illegible]0,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1890	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	1[illegible],500	6	May and Nov	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	6*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant go'd	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	....
Plain Bonds	250 000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	490,000	5	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1900	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,998,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,376,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	....
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. / 3d series, Jan. 1, 1871	3,500,000 / 6,481,000	7	Jan. and July.	New York.	1884 / 1891	....
Bonds of 1874 coup. and reg.	4,856,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,381,240	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,663,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Bankiug):						
1st Mortgage	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg.						
1st Mortgage, extended	1,709,380	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds	228,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	....
3d Mortgage (Susquch. Canal)	1,823,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	326,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	....
Bonds(S.F.) Conv. till May 1895	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund.	961,209	7	March & Sept.	London.	1[illegible]00	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,070	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Mics. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	84,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.8	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. †(D. & H.)..New York.	9,745,857	*	.....	.....	8,800,000	6,045,000	373,461	.....	177.2	877,547	289,615	653,353	1,218,236	553,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny †Valley† ..... Pennsylvania.	21,563,350	2,413,862	.....	.....	2,166,500	23,274,000	2,730,245	.....	259.5	1,314,406	786,550	2,336,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,656,432	1,500,000	12,389	.....	62.6	244,210	50,940	423,445	251,796	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga	5,960,000	*	637,561	121,500	1,700,000	4,780,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point .....Georgia	1,192,499	*	52,650	97,766	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	166	47	35	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	8,373,414	963,497	2,229,843	99,604	368,130	153,319	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	777,298	251,621	—	100	....
Sept. 30, 1879	406.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio†..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,373	.....	423.0	1,312,118	130,466	358,002	824,789	39,749	6	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,250	67	131,700	.....	.....	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio †.....Md. & W. Va	29,543,315	12,263,068	46,223,089	835,839	19,792,566	29,386,875	1,421,260	38,204,657	547.1	3,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.0	4-8.5	—	—	—	—	Washington branch † .....Maryland.	1,650,000	—	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	285,067	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch..... W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,080	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	*	.....	.....	102,000	6,000,000	3,422,444	.....	262.6	1,099,776	183,942	677,000	1,508,498	741,788	—	50	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	....
Sept. 30, 1879	9.6	—	0.5	5-0	2	3	1	6	Bald Eagle Valley (Pa.) ..... Pa.	1,050,000	—	.....	.....	550,000	499,000	.....	.....	9.6	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1879	8.8	—	1.8	5-0	2	2	1	44	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,736	88,628	41,628	18,135	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	382,602	180 430	[2 years]	360,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	248	187	48	5,055	Boston and Albany..... Mass. & N. York.	24,816,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	743	Boston and Lowell..... Mass	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,383	2,876,581	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,784	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,102	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	60.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line....Conn.	4,454,338	*	49,211	28,831	3,559,027	732,500	13,647	187,309	53.6	133,585	88,776	58,674	284,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence..... Mass. & R. I.	4,812,774	—	665,043	220,75	4,000,000	800,000	607,266	391,311	67.7	852,282	3,574,104	689,468	1,323,926	422,179	8	100	....
Sept. 30, 1880	26.5	—	8.5	4-8.5	7	7	4	76	Boston, Barre and Gardner..... Mass	1,383,397	—	1,451	48,903	871,002	554,300	217,442	L. 208,982	26.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-3.5	30	30	17	593	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800 000	2,555,800	15,849	585,694	166.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	.....	1,633,957	45,060	89.0	637,307	49,400	....	13,197	d fi it.	—	100	....
Sept. 30, 1880	8.5	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	466,684	94,219	158,303	26,688	350,0 00	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley..... Mass.	3 47,660	1,861	.....	.....	19,450	18,000	7,269	Loss. 193	2.5	16,590	82,950	.....	6,304	1,594	—	100	....
Dec. 31, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brightho e..... Virginia	110,600	*	.....	.....	110 600	.....	.....	.....	21.0	12,360	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and C ney Is... ..N. Y	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,869	nominal.	58 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island . N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	100,060	87,960	7,328	208,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50 845	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	120.0	—	9.6	4 9	11	9	2	736	Buffalo and Southwestern.....New York.	1,298,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.0	—	24.1	4-8.6	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,500	1,401,765	248,391	120.5	617.728	207 239	1,063,256	954,683	380,355	—	100	....
Jun 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille..... Vermont	1,413,562	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	25,291	32,994	39,775	4,482	—	100	....
May 31, 1880	46.4	—	2.3	5-0	3	2	1	56	Burlington and Northwestern..... Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	296,703	7,516	—	100	....
June 30, 1879	241.0	182.9	36.7	4-8.5	38	13	35	1,080	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911 305	263.107	764,183	1,410 260	459,702	—	100	....
June 30, 1880	146.5	—	54.2	5-0	24	7	7	811	Cairo and St Louis..... Ill.	7,103,035	*	.....	.....	4,535,000	2,500,000	.....	.....	146.5	400,269	91,585	191,487	342,002	62,191	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes ..... Illinois & Ind.	3,288,204	*	.....	.....	In Receiver's hands. No returns.				157.0	291,276	68,952	199,232	266,648	.....	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.)..... California	18,965,058	895,014	138,406	275,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic..... New Jersey.	1,997,836	563,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	496,473	202,127	3½p	50	....
June 30, 1879	148.0	11.0	8.7	5-6	13	6	6	206	Canada Central..... Canada.	3,861,285	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,692	107,682	65,850	270,439	82,198	—	100	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... Canada.	23,777,145	*	6,088,639	485,434	15,000 000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1880	242.0	—	12.2	4-8.5	22	18	5	825	Carolina Central..... N. C	10,202,600	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq..... New York.	612,135	79,541	.....	2,339	589,110	.....	18	13,211	34.6	75,090	21,672	73,578	57,929	2,559	6	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia..... Georgia.	7,890,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,077,243	103,705	.....	3,136,420	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa..... Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,041	157,242	235,952	715,563	160,548	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey..... New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,60	6,341,209	.....	130.2	1,324,938	.....	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	983.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*†.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,703	54,275,500	95,192,285	306,605	16,382,538	1,213.1	3,203,591	6,84	1,875,343	17,183,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont..... Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,811,811	648,	1,204,687	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga	5,132,315	*	372,892	23,826	2,578,000	2,700,971	444,941	106,122	195.0	366,525	62,	95,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.)..... Penn.	1,084,893	—	37,442	26,037	648,763	500,000	990	.....	22.8	67,547	130,443	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Ch raw and Darlington..... ..... S. C	680,000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,849	.....	52,568	26,531	—	100	....
Sept. 30, 1879	423.0	9.3	68.6	4-9	81	34	16	2,195	Chesapeake and Ohio .....Va. & W. Va.	34,238,716	*	534,267	133,213	23,762,136	22,523,215	5,716,662	457,197	432.3	2,060,344	164,399	688,527	1,891,542	884,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	418	Cheshire..... N. H. & Mass.	2,295,229	322,266	.....	305,141	2,153,300	806,500	340.4	3,609 638	84,429	2,634,177	5,755,077	2,706,156	6	100	....
Dec. 31, 1879	243.5	145.7	193.8	4-8.5	187	80	27	4,218	Chicago and Alton ..... Illinois.	19,095,603	*	3,537,160	4,533 315	12,490,872	11,627,850	2,597,983	579,373	840.4	574,267	154,282	501,487	602,750	164,598	3	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois..... Illinois.	4,136,348	*	202,408	172,924	333,054	3,714,329	259,340	204,950	152 0	1,000,088	146,218	749,340	1,020,794	389,444	—	100	....
Jun. 30, 1880	80.0	24.0	10 2	4-8.5	15	6	5	200	Chicago and Iowa ..... Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	126,841	104.0	.....	.....	.....	568,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan..... Mich.	6,238,201	429 640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248 387	345 467	654 243	112,827	—	100	....
May 31, 1880	1,627	—	67.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,865,795	*	8,818,765	2,811,606	36,513,610	37,688,000	11,448 446	5,988,060	1,627.8	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	6.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah..... Illinois.	7,727,440	.....	.....	.....	4,112,500	2,961,000	153,910	.....	164.5	.....	.....	.....	1,146,571	270,585	45,477	—	100	....
Sept. 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chi ago and Tomah ..... Wis onsin.	211,342	*	.....	.....	13 400	88,000	109,942	.....	30.5	1 ,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.6	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	55,112,329	16,586,547	3,722,845	1,834,371	11,004,484	27,270,225	16,586,547	4,492,856	1,857.3	8,600,517	2,076,184	4,086,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn. Io. & Minn.	6,2 0 193	233,525	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,861,292	3,531,538	2,231.0	7,655,701	1,555,446	2,559,784	10,012,820	4,539,025	7pf	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Gauge of Track.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Transported. Passengers.	Operations. Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1879	840.4	484 3	696 7	4-8.5	493	134	116	16533	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	70,740,479	14,378,600	4,807,829	2,477,153	60 000,000	37,430,000	2,545,881	3,078,562	1,176.8	13,966,875	2,822,121	7,541,294	15,271,492	6,336,968	6¼	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	96376	Lehigh Valley.....N. Y. & Pa	23,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	980.204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,664	*	.....	.....	100,000	62.747	.....	.....	10.5	12,875	18,176	12,642	18,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,048,241	*	1,965,142	34.724	4 687,300	2,015,000	34,946	359,661	195.5	1,219,194	835,841	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	239	*Little Rock and Ft. Smith* ¶ .....Ark.	7,010,817	*	961,167	8,199	4,096.135	2,648,500	1,528,826	L. 293,278	165 2	238,829	54,516	.....	362,160	156,829	—	100	....
Sept. 30, 1879	94.8	63.5	12 4	4-8.5	78	211	19	381	Long Island ¶ .....N. Y.	6,271,300	*	.....	.....	3,280,600	2,479,712	725,386	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	838,359	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48.403	502.500	.....	.....	L. 56.210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.2	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville..Ill., T.,Ky. & Ala.	32,703,932	*	13,326,077	1,267,520	9,059,361	23,902,820	10,425,589	3,909,759	1,859 9	5,627,177	.....	.....	7,436.843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28 2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington.Ky.	5,993,352	*	86,083	307,98?	1,860,603	3,764,700	522,498	241,567	282.3	.....	395,673	408,833	1,129.632	425,271	—	50	....
Dec. 31, 1879	288.2	—	26.0	4-8.5	23	14	5	496	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2 502	3,000,000	.....	57,356	.....	288.2	.....	169.236	415,998	696.621	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	6	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,203,855	*	.....	3,987	379,100	.....	946.104	L. 1,382	36.5	.....	6.592	10,760	17.106	df. 1.762	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,195	.....	387,600	398,000	48,114	.....	22.1	40,058	23,802	100,349	50.236	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	116,082	3,603,200	8,721,018	84,223	328,309	364.9	917,353	553,364	496,107	1,508,477	638,597	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	.....	40,124	53.182	1,000,000	.....	21,964	103,292	26.7	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	83,609	4,565,627	4,186,200	122.559	94,247	85.6	208,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	693	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,373,089	412,558	5,312,725	4,220,000	1,360,426	L. 466,579	292.0	520,485	.....	148,377	862,518	231,039	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231.814	135.0	169,475	52,052	70,958	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102 9	4-8.5	219	118	34	6,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,788,204	18,691,000	.....	3,116,801	803.7	7,697,061	1,445.655	3,513,819	7,346,794	2,647,202	5¼	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192.511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17.732	14,860	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	18.?	4-8.5	11	17	8	290	Midland of Canada .....Ont.	4,164.065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,898	123.106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.5	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,886	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	287,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	18	6	3	286	Minneapolis and St. Louis....Minnesota.	3,759,096	*	.....	.....	2,000,000	1,406,000	384.096	.....	123.0	256,852	77,571	284,500	393,649	144,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee...Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,380	—	100	....
Dec. 31, 1879	118.0	—	10.0	4-8.5	10	2	2	278	Missouri, Iowa and Nebraska..Mo. & Ia.	4,612,500	*	31,000	10,340	2.147,500	2,365,000	41,340	.....	118.0	116,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-8.5	88	34	27	1,569	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	.....	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,731,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,891	*	752,657	1,564.245	800.000	15,123,000	675,970	1,560,323	421.8	2,641,542	896,401	1,593,657	3,922,898	1,783,784	—	100	....
May 31, 188	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	790,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	338,552	2,284,616	824,966	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	27,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	349,650	9,800	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,505	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	353,475	232,738	800,000	300,000	207,739	142,732	53 6	328,530	546,963	329,031	435,285	148,911	7	100	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.).....N. H.	2,009,581	.....	.....	35	1,305,800	700,000	3,816	.....	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,150	6,848 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	6	418	Naugatuck.....Connecticut.	1,903,494	224,060	62,625	150,128	2,000,000	.....	33.563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,968	19.814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99.000	.....	121.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-6 8	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	.....	120.0	116,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	33,224	887,350	1,164,500	249,154	.....	58.6	113,703	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	230,746	27,198	4,018	.....	164,050	99,878	.....	.....	8.3	18,280	40,447	4,620	14,163	6,830	—	100	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	63	New Haven and Derby.....Conn.	969,317	116,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,818	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp.Conn. & Mass.	4,593.242	796,516	84?223	160,749	2,460,000	2,69 9,000	271,386	214,323	144.6	460,607	3?0.940	360,234	7?3,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York..N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	.....	36.0	157.664	391.000	47.58?	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21?0	22.4	4-8.5	22	15	9	279	New London Northern.....Conn. & Mass	2,760,372	246,720	100,0?0	126,5?8	1,500,000	1,493,500	99,006	158,108	121.0	517,233	365.098	469.500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.0	3-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579.016	66,100	500,000	975.200	6,258	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept.20, 1880	208.2	66 0	62.8	4-8.5	87	119	40	1,558	N. York & N. England..M., R. I. & Conn.	27 087,936	1,616,806	322,785	668,809	20,000,000	4,468,000	2,491,564	732,971	816.1	1,902,113	3,121,059	968,649	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416	4-8	594	459	167	—	New York Central & Hudson River.N.Y	137,757,152	*	4,080,034	2,282,191	89,428,300	40,418,508	5,112,049	9,100,589	1,018 3	16 861,569	8,130,643	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	16,000,000	.....	.....	.....	6,500,000	6,500,000	.....	.....	17.5	2,979,666	29,?76,912	....	5,239.849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	528	314	97	—	N. Y., Lake Erie & Western..N. Y. &Pa.	158,035,707	*	1,537,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,158	1,009.5	14,393,876	5,491,431	8.715 992	18,693,109	7,049.182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,154,455	768,623	2,164,052	15.500,000	.....	331,431	2,145,288	152.3	2,462,832	4,600,607	1,348,687	4,294,284	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Osw go Midland .....N. Y.	26,377,340	*	.....	.....	6,800.522	16,078 500	6,524,436	....	344.0	410,479	213.161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	67.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645.021	559,467	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8¼	100	....
Sept. 30, 1879	228.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,931,976	*	.....	.....	4,000,000	255,000	.....	.....	228.1	474,347	103,172	184,614	556 700	219.529	—	100	....
Sept. 30, 1879	102 0	—	8.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	985.350	1,058.000	60,?44	119,037	102.0	287,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,148	North Pennsylvania (P. & R.).....Pa.	8,394,077	1,750,935	.....	.....	4,397,300	6,017,000	1,133,490	.....	88.2	638,550	586,647	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291.881	.....	.....	.....	81.550	160,000	140,019	.....	9.8	31,468	69 582	12,287	17.449	17,449	—	50	....
Dec. 31, 1879	135.0	8.6	154.5	4-9	152	69	42	6,006	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412.619	1,489,110	5,842,000	15,445,000	1,113,474	.....	321.6	2,706,179	1,480,879	7,920.866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	18	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491,913	5,068,400	100	287,398	628,567	82.9	502,138	133,012	509,358	489,006	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn .Dak.,Wash.&c.	96,697,160	1,243,531	9,137,252	1,108,888	92,412.645	3,881.834	9,610,931	1,281,386	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-8.5	34	13	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,648	.....	122.0	362,895	103,982	245,696	472,172	104,890	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	136,816	*	.....	.....	150,000	.....	750	.....	10.4	46,324	151,888	15,195	75,796	36,840	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	529,433	7,133,800	5,737,000	686.c97	754,619	299.2	2,466,588	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	159.1	—	13.7	4-8.5	14	11	4	259	Oregon and California .....Oregon.	4,864,678	527,302	.....	.....	.....	10,950,000	62,870	.....	199.1	270,960	105,133	54,728	503,153	137,543	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	5	428	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191.663	6,000,000	5,070,000	72,026	174,190	172.5	(Five m os. ending	May 31, '80		1,138,627	721,059	2	100	....
Jan. 31, 1880	155.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,686	*	34,976	112,864	2,853,000	1,441,194	48,283	83,240	155.7	385,827	48,105	276,765	852,471	83,283	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	14	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,959,000	.....	.....	57.6	.....	25,729	161,744	2,156,367	1,120,967	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	8	9	2	41	Peachbottom.....Pa.	577,700	78,040	36,000	.....	256.915	451,400	91,104	.....	55.0	.....	47,670	22,624	89,974	22,898	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	26	11	2	2,869	Pennsylvania Coal.....Pa.	2,000.000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	650	174	13818	Pennsylvania ¶.....Pennsylvania.	69,975.140	*	81,173,858	12,834,952	68,870,200	60,267,756	14,621,161	5,274,838	1,017.6	16,110,667	5,048,645	13,084,042	21.743,628	9,992 008	4¼	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,279.700	*	.....	.....	1,239,700	2,146,780	509,564	.....	83.0	199,997	71,283	137,208	216,415	9,186	—	100	....
Nov.30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa	1,943,345	.....	125,092	47,896	38.040	1,924,600	893,143	.....	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va.& N. C.	1,085,750	*	.....	.....	1,334,200	1,041,000	446,228	.....	64.0	142,598	29,524	67,782	202,986	54,767	—	100	....

Railway Accidents in Great Britain.

From the report of Mr. Henry G. Calcraft to the English Board of Trade, on the accidents which have occurred on the railways of the United Kingdom during the year 1880, and which was read to both houses of Parliament, we learn that the total number of passenger journeys during the year amounted to 603,884,000, exclusive of 110,000,000 journeys by season ticket-holders, being an increase in the case of the former of 41,000,000 over the preceding year, and representing upward of twenty passenger journeys each for every man, woman, and child in the Kingdom. Out of these 714,000,000 passengers during 1880, only 29 were killed and 904 injured from accidents to trains, being a proportion of one death in about 24,000,000 passengers, and one injury in about 780,000. The total number of persons returned to the Board of Trade as having been killed in the working of the different railways was 1,136, and the number injured 3,958; but the figures we have quoted above refer to passengers killed or injured from accidents to trains when in motion, the remaining fatalities and injuries being due to casualties of various kinds. As things stand, it is evidently safer to travel in a railway carriage than to walk the streets of London, where, as has often been shown, there are more deaths caused by accident or carelessness than on all the lines of railway in the country. In fact, out of the 118 train accidents during 1880, the number in which passengers were killed was only 10; while since 1872 the length of the railway lines has increased by 12 per cent, the miles traveled by the trains 22 per cent, and the passenger journeys 32 per cent.

THE Directors of the Paramore Narrow Guage Railroad met at Little Rock, Ark., on the 27th ult., and consolidated the Missouri and Arkansas lines. The length of the line will be over 1,600 miles, its terminus being the City of Mexico.

A BRIDGE is to be erected on the line of the Bradford branch of the New York, Lake Erie and Western Railroad, across a ravine through which runs Kinzua Creek, that will be 301 feet high and 2,250 feet long. The structure will cost $500,000.

THE report of the Grand Trunk Railway Company of Canada for the half year ending June 30th shows gross receipts amounting to over $1,000,000, and the profits to $358,000. First and second preference stockholders receive dividends at the rate of 5 per cent.

A CORRESPONDENT writing from Concord, N. H., under date Sept. 22d, says that there has been for some time more or less discussion concerning the building of a beach railroad on the New Hampshire coast. One proposition, which has a considerable number of supporters, is for a narrow gauge line from Hampton to Rye. W. S. Hills, of Windham, and others, advocate the construction of a road which should start from the Exeter depot on the Boston and Maine route, proceed to Hampton station on the Eastern, and thence, 2½ miles, to Boar's Head; then turning along the coast to the Rye beaches and beyond, terminating at Portsmouth. There seems to be a general demand for more extensive railway facilities along New Hampshire's Atlantic line.

Anthracite Coal Tonnage.

The following is an official statement of the anthracite coal tonnage for the month of August, compared with the same period last year:

	1880.	1881.
Reading Railroad	470,242	707,819
Lehigh Valley Railroad	368,928	530,606
New Jersey Central Railroad	277,027	367,471
Del., Lack. and Western	280,247	417,957
Delaware and Hudson Canal	183,578	305,638
Pennsylvania Railroad	204,937	200,145
Pennsylvania Coal	81,465	161,125
N. Y., Lake Erie and West. R. R.	29,107	42,783
Total	1,895,515	2,733,547

The following is the statement for the first eight months of the current year, compared with the same period last year:

	1880.	1881.
Reading Railroad	3,494,882	4,272,485
Lehigh Valley Railroad	2,619,546	3,521,043
New Jersey Central Railroad	2,020,051	2,577,516
Del., Lack. and Western	2,118,728	2,748,313
Delaware and Hudson Canal	1,608,838	2,007,681
Pennsylvania Railroad	1,100,022	1,440,586
Pennsylvania Coal	631,009	892,993
N. Y., Lake Erie and West. R. R.	251,354	312,523
Total	13,844,431	17,733,144

The stock of coal on hand at tide-water shipping points, August 31, 1881, was 652,943 tons; on July 31, 1881, 674,716 tons; decrease, 21,773 tons.

Philadelphia and Reading Companies.

The following is the comparative statement of the Philadelphia and Reading Railroad Company and the Philadelphia and Reading Coal and Iron Company for the month of August, 1881 and 1880:

	1881.	
GROSS RECEIPTS.	*Profit for mo.*	*Year to date.*
Railroad traffic	$900,431 74	$5,836,065 81
Canal traffic	64,368 69	239,068 86
Steam colliers	37,404 11	176,327 47
Richmond coal barges	1,558 05	297 50
Total Railroad Co.	$1,003,762 59	$6,251,759 64
Reading Coal & Iron Co.	151,503 06	683,098 50
Total of all	$1,155,265 65	$6,934,858 14
TONNAGE & PASSENGERS.	*Month.*	*Year to date.*
Tons of coal on railroad	818,890.06	5,647,080.10
Tons of merchandise	665,203.06	4,789,830.05
Passengers carried	1,043,413	7,625,501
Coal transp by stm colliers	56,039.00	410,104.00
TONS OF COAL MINED.		
By Coal and Iron Company	434,643.02	2,679,640.08
By tenants	142,229.00	1,051,224.01
Tons mined from lands owned and controlled by Co. and from leasehold estates	576,872.02	3,730,864.15

	1880.	
GROSS RECEIPTS.	*Profit for mo.*	*Year to date.*
Railroad traffic	$740,900 92	$5,248,366 78
Canal traffic	32,927 67	157,373 97
Steam colliers	14,252 23	139,050 34
Richmond coal barges	11,442 48	1,526 30
Total Railroad Co.	$786,638 34	$5,546,317 39
Reading Coal & Iron Co.	73,309 98	14,233 66
Total of all	$859,948 32	$5,560,551 05
TONNAGE & PASSENGERS.	*Month.*	*Year to date.*
Tons of coal on railroad	557,614.08	4,785,760.04
Tons of merchandise	483,571.06	4,403,360.19
Passengers carried	500,147	7,125,556
Coal transp by stm colliers	54,752.00	408,692.00
TONS OF COAL MINED.		
By Coal and Iron Company	244,335.12	2,265,788.01
By tenants	105,311.07	799,663.17
Total mined from lands owned and controlled by Co. and from leasehold estates	349,646.17	3,065,451.18

Total of both companies for month of August, 1881: Gross receipts, $3,522,426 07; gross expenses, $2,367,160 42; profit, $1,155,265 65.

THE Pittsburg and Western and the Youngstown and State Line Railroads have been consolidated.

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 28.

	W. 21.	Th. 22	F. 23.	Sat. 24	M. 26.	Tu. 27.
Allegheny Val. 7s-10s	....	....	....	....	....	....
7s, Income	....	....	....	....	....	58
Camden & Am. 6s, 1883	....	104¼	...	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	116	116	....	....	....
Camden and Atlantic	....	....	....	....	....	24
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	14
Preferred	24¾	....	25	....	....	27
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	44¼	44¼	45¼	46¼	....	46¼
6s, 1884	107	....	....	....	....	....
Gold Loan	....	....	....	....	....	....
Railroad Loan	117	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	....	....
Lehigh Valley	61	....	61	60¼	....	61
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	....	....	56	....	....	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	52	51¾	52	....	....	52¼
6s	....	....	100¼	100¼	....	....
Northern Pacific	39¼	39¼	40¼	40¼	....	40
Preferred	79	79	80	80¼	....	80¼
Pennsylvania R. R.	65	65¼	65¼	66	....	66¼
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	128	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s, 3d series	....	....	....	....	....	....
do. 3d series	....	....	101¼	....	....	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	35	35¼	35¼	35¼	....	35¼
1st Mortgage 6s	121	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	72
Consol. mortgage 7s	....	....	....	....	....	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	96¼	96¼	96¼	96	....	96¼
Philadelphia and Erie	22	....	....	....	....	23
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	116¼	....	....
Pittsb., Cin. & St L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.	21¼	21¼	22	22	....	22¼
7s	97	....	....	....	....	....
Schuylkill Navigation	....	13	....	....	....	....
Preferred	....	....	....	13	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	94	94	....	....	....	....
United Co. of N. Jersey	....	190	....	190	....	190
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Greenand Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 27.

	W. 21.	Th 22	F. 23.	Sat. 24	M. 26.	Tu. 27.
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	110	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	108¼	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	123	....	....	....	....	....
2d mortgage, 7s	91	91	90¼	90¼	....	....
3d mortgage, 6s	49¼	....	....	49	....	....
Northern Central ($50)	52	....	....	52	....	52¼
3d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	116¼	....	....	....	....
6s, 1904, gold	....	....	116	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	122	....	....	....	....	....
Virginia 6s, Consol	83	82	....	81¼	....	82
Consol. Coupons	....	....	92¾	92¾	....	....
10-40 bonds	55¼	55	54¼	53¼	....	53¼
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 23.

	Th. 22.	F. 23	Sat. 24.	M. 26.	Tu. 27.	W. 28.
Adams Express	138	137	....	....	....	....
Albany and Susq	128	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	89	....	89	....	89¼	89½
Atlantic & Pacific Tel	....	....	....	....	....	....
Burl., C. R. & Nor	....	....	....	....	....	....
1st mortgage 5s	100¼	100¼	....	....	100¼	101
Canada Southern	64¼	64¼	64¼	....	64¼	64
1st mortgage guar	99¼	99¼	....	....	99¼	99
Central of N. Jersey	96¼	96¼	97¼	....	96¼	96¼
1st mortgage 1890	117	....	....	....	....	....
7s, consolidated, ass	....	....	....	....	....	....
7s, convertible, ass	....	....	....	....	....	....
7s, Income	....	....	100	....	100	....
Adjustment	108	....	....	....	....	109
Central Pacific	98¼	96¼	97½	....	96½	96½
6s, gold	....	....	114¼	....	....	115
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	29¼	29¼	29	....	30	....
Chicago and Alton	130¼	....	131	....	132¼	131¼
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	160¼	161¼	161½	....	161¼	160¼
7s Consol, 1903	....	131½	....	....	....	....
Chic., Mil. and St. Paul	114¼	113½	114½	....	113½	113¼
Preferred	126¼	....	....	....	....	124
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1s M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext)	....	....	....	....	....	....
1st M. (H. & D. div.)	117	....	....	....	....	....
1st M. (C. & M. div.	126	....	....	....	....	....
Consolidated S. F.	....	....	....	....	....	114
Chic. & Northwestern	127¼	126¼	127¾	....	126¼	126¼
Preferred	....	....	138	....	138½	....
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	....	....	....	....	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	137¼	137	138½	....	138	138
6s, 1917, c	....	....	....	....	....	126
Clev., Col., C. and Ind.	97¼	96¼	96½	....	98	97¼
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	112	....
Col., Chi., & Ind. Cent	21¼	21¼	20¾	....	21¼	21¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	109¼	109¼	109¾	....	110	109¼
Reg. 7s, 1891	....	....	....	....	....	115
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	120	....	....	....	....	....
Del., Lack. & Western	126¼	126¼	127¼	....	126¼	126¼
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext	....	....	....	....	....	....
3d mortgage	105¼	....	....	....	....	....
4th mort. 5s, ext	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	....	....	128¼
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Hannibal & St. Joseph	115¼	....	....	....	....	....
Preferred	116¼	117¼	....	....	117	117¼
6s, Convertible	....	....	....	....	110	....
Houston & Tex. Cent	92¼	....	91	....	....	....
1st Mortgage	....	....	....	....	....	....
Illinois Central	131¼	132¼	133	....	132¼	132
Lake Shore & Mich So.	126¼	126¼	126¼	....	126¼	125¾
Consol. 7s	....	....	....	....	....	128
Consol, 7s, reg	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	98	98¼	98¼	....	97¼	98¼
7s Consolidated	....	121¼	....	....	....	....
Manhattan	22¼	21¼	22¼	....	21	23¼
Metropolitan Elevated	86¼	87	87¼	....	87	87
1st Mortgage	99	99	99	....	100	100
Michigan Central	94¼	93¼	94	....	92¼	92¼
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	124	....	....	....	125¼	125
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	143¼	143	143¾	....	143½	142¾
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	112¼	....	....	112¼
1st mortgage	....	....	....	....	....	....
1st mortgage, reg	....	....	137¼	....	....	....
N. Y. Elevated	110	110¼	109	....	107¼	109
1st mortgage	116	....	....	....	116	116
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	135	135	....	....	....	....
1st mortgage reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 28.

	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28.
N. Y., Lake Erie & W	46¼	45¼	46	....	45¾	45¾
Preferred	89¼	89	88¾	....	89¼	89
2d Consolidated	103¼	103¼	103¼	....	103	102¼
New 2d 5s fund	100	....	....	....	....	....
N. Y., N. Haven & Hart	182¼	182	....	....	....	....
North Missouri 1st M	....	....	....	....	....	....
Northern Pacific	39¾	40¾	40¾	....	40¾	40
Preferred	79	80	80¼	....	80	73¾
Ohio and Mississippi	44¾	44¾	45¾	....	45¾	44¾
Preferred	....	....	....	....	107	....
2d mortgage	....	....	....	....	....	122¼
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co	51¾	51	51¾	....	51¼	51¼
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	112	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	70¾	70¼	70¾	....	71¼	72
Pitts., Ft. W. & Chi. gtd	141	....	....	....	....	126¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	134¼	....
Quicksilver Mining Co	14	....	....	....	14¼	....
Preferred	....	....	....	....	60	60¼
St. Louis & San Fran	....	....	....	....	16	45
Preferred	74	73	74	....	75¼	....
1st Preferred	107	....	107¼	....	107¼	108¼
St. L., Alton and T. H	....	....	53¼	....	53¼	54
Preferred	91¼	94	....	....	94	95
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	110	....	....	....	110¼	....
Tol., P. & War. 1st E. D	....	....	....	....	....	....
1st mort., West. Div	....	....	....	....	....	....
Union Pacific	122¼	122¼	123¼	....	122¼	121¼
1st mortgage	....	....	....	....	116¼	116¼
Land Grant 7s	118¼	....	....	....	....	117
Sinking Fund 6s	124	....	....	....	124	123¼
United States Express	....	....	70¼	....	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	110¼
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	10	....	111	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	52¼	52	52¾	....	51¾	51¼
Preferred	94¼	92¼	93¼	....	92¼	92¼
New Mort. 7s	....	....	112	....	....	....
Wells-Fargo Express	....	134	134	....	132	134
Western Pacific bonds	....	....	....	....	111	....
Western Union Tel	88	88¼	88	....	86¼	86¼
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Prices for the week ending Sept. 23.

	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28.
Atch., Top. and Sant. Fe.	139¼	138¾	138¼	....	138¾	138¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	172	....	....	....	171¼	172
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	164	....	....	....	....	155¾
Boston and Providence	164	....	....	....	....	....
Boston, Hart. & Erie 7s	69¼	....	....	....	70	68
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	90	....	....	....	....
4s	160¼	161	161	....	161¼	161
Chi., Burl. and Quincy	....	....	....	....	....	....
7s	25¼	25¼	25¼	....	x26	25¾
Cin., Sand & Clev. ($50)	....	....	....	....	....	....
Concord ($40)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	46	48	47¾	....	....	48¼
New 4½ Bonds	....	....	....	....	110	....
Fitchburg	....	....	....	....	160	....
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	70	69	....	....	69	68¾
7s	116	114	....	....	....	116¾
Northern, N. H	....	....	....	....	....	115
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Old Colony	....	....	129	....	129¼	129
Ph., Wil. & Balt. ($50)	66	....	....	....	....	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Ark. Val	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	133	....	....	....	....	....
Union Pacific	123	123	....	....	121¼	....
6s	....	....	....	....	....	115
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	65
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co	225	....	....	....	225	....
Quincy	39	39	....	....	....	....

New York Stock Exchange.

Closing Prices for the week ending Sept. 28

	Th. 22.	F. 23.	Sat. 24	M. 26.	Tu. 27.	W. 28.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	116¼	....	....	....	116¼	....
U. S. 4s, 1907, coup	....	....	....	....	....	117¼
U. S. 4½s, 1891, reg	....	....	....	....	113¾	....
U. S. 4½s, 1891, coup	113¾	....	....	....	....	....
U. S. 6s, 1881, reg	101¼	....	....	....	101¼	101
U. S. 6s, 1881, coup	101¼	....	....	....	....	....
U. S. 6s continued at 3½	101	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	....	....
Dt. of Col. 3-65s, coup	....	....	....	....	107	....

London Stock Exchange.

	Closing Prices — Sept. 2	Sept. 9
Baltimore and Ohio (sterling)	115 — 115	115 — 115
Cairo and Vincennes common stock	49 — 51	49 — 51
Do. pref. 5 per cent	94 — 96	93 — 95
Central of New Jersey $100 shares	93 — 94	93 — 94
Do. Cons. Mort. Oct. '79 coupon	118 — 120	118 — 120
Do. Adjustment bonds	105 — 110	105 — 110
Do. Income bonds	102 — 106	102 — 106
Det., Gd. Haven & Mil. Equip. bds.	118 — 120	117 — 119
Do. Con. M. 5 p.c. till '84 after 6 p.c	111 — 113	111 — 113
Illinois Central $100 shares	131¼ — 133¾	133 — 131
Lehigh Valley Consol. mortgage	118 — 122	118 — 122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 — 140	137 — 140
Do. $100 shares	146 — 143	147 — 149
Do. Mort. bonds (ex.)	122 — 124	122 — 124
N. Y., Lake Erie & West., $100 shs	42 — 44	44 — 46
Do. 6 p. c. pref. $100 shares	86 — 88	87 — 89
Do 1st Con. Mort. Bonds (Erie)	128 — 132	128 — 132
Mort. Funded Coupon bonds	125 — 128	125 — 132
Do. do. 2d do.	103 — 105	104 — 106
Do. 3d Consol. Mort. bonds	100 — 102	100 — 102
Do Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds	51 — 52	53 — 54
Do. Prior Lien Bonds (sterling)	105 — 110	105 — 110
Pennsylvania, $50 shares	66 — 66¾	66 — 66¾
Do. Con. Sink. Fund Mort	121 — 123	121 — 123
Philadelphia & Reading $50 shares	50 — 51¼	51 — 51¼
General Consol. Mortgage	117 — 119	118 — 118
Do. Improvement Mortgage	106 — 107	106 — 107
Do. Gen. Mort. '74, ex-deferd. cou.	96 — 98	96 — 97
Do. Scrip for the 6 def. ¼ coupons	93 — 96	93 — 96
Pittsbg, Ft. W. & Chic. Equip bds	106 — 109	105 — 109
St. Louis Bridge 1st mort. gold bonds	127 — 129	127 — 129
Do 1st pref. stock	102 — 105	102 — 105
Union Pacific Land Grant 1st mort.	118 — 122	118 — 122

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Sept. 29, 1881.

The quotation for call loans in the money market this morning was 5 and 6 per cent. Time loans were 6 per cent on stocks and 1 and 1½ per cent lower on Government bonds. Prime mercantile paper was 5½ and 6½ per cent. In the afternoon the quotation for call loans at the Stock Exchange was 6 per cent; but in the last hour the rate fell to 4 and 5 per cent.

The posted rates for prime bankers' sterling were 4.80¼ and 4.84; the actual rates were 4.79¾ and 4.80 and 4.83¾ and ¼. Cable transfers were 4 83¾ and 4.84¼, and prime commercial bills were 4.78 and ¼. The actual rates for Continental exchange are as follows: francs, 5.26¼ and 5.22½; marks, 93¾ and 94½, and guilders, 39⅝ and 39¾.

The Governors of the New York Stock Exchange have admitted to dealings at the Board the following securities:

Louisville and Nashville Railroad Company—$1,500,000 six per cent. bonds of the Lebanon and Knoxville Branch, dated March 1, 1881, and due March 1, 1931, numbered 1 to 1,500, inclusive, for $1,000 each, and secured by mortgage to the Central Trust Company of this city, on 172 miles of road.

St. Paul and Duluth Railroad Company—$1,000,000 first mortgage five per cen coupon bonds, Nos. 1 to 1,000, inclusive, ror $1 000 each, the whole representing $1,000,000, dated Aug. 1, 1881, and payable Aug. 1, 1931. These bonds are secured by a mortgage to the Central Trust Company on the St, Paul and Duluth

Railway. Interest is due on Feb. 1 and Aug. 1, and the bonds may be registered at the option of the holders.

Pittsburg, Bradford and Buffalo Railroad—$500,000 first mortgage gold six per cent bonds, dated March 17, 1881, and due April 1, 1911. These bonds are of the denomination of $1,000, and pay interest at the rate of six per cent., the coupons being due April 1 and Oct. 1. Eight hundred of them have been issued, but only those numbered from 1 to 500, inclusive, have been listed.

Carolina Central Railroad Company—$2,000,000 first mortgage six per cent bonds, Nos. 1 to 2,000, inclusive, dated Feb. 1, 1881, and payable July 1, 1920. These bonds are of the denomination of $1,000 each, and bear interest at six per cent, payable in January and July. Of these bonds $1,800,000 were issued under the agreement of reorganization, and the remainder, $200,000, reserved for construction of new road, additional equipment, or other income producing property, and for no other purpose.

Northwestern Telegraph Company—$1,250,000 seven per cent bonds, dated June 1, 1874, and payable January 1, 1894; also, 50,000 shares of the capital stock, $50 each ($2,500,000). The bonds are numbered from 1 to 2,500, inclusive, and are for $500 each. This is a Wisconsin corporation which owns 8,000 mile of line and 15,000 miles of wire, and is operated by the Western Union Telegraph Company under a lease. By the terms of the lease the latter company pays the interest on the bonds, and guarantees the payment of dividends on the stock as follows: Four per cent per annum for the first year, four and one quarter for the second year, and an increase thereon of one-eighth of one per cent for each succeeding year so as to reach six per cent per annum for the sixteenth year, and continue thereafter at the rate of six per cent per annum during the term of the contract, such payments to be made on the first days of January and July in each year, commencing January 1, 1882. It is also stipulated that whenever, and as often as requested by the owner and holder of this stock, the Western Union Telegraph Company will indorse on the certificates an agreement to pay such proportion of the annual sum above stated as belongs to the amount of stock contained in the certificate.

International and Great Northern Railroad Company—additional $450,000 first mortgage bonds, making total amount of first mortgage bonds "listed" $7,154,000, and $6,234,000 six per cent coupon bonds due September 1, 1909, to be issued in exchange for assented second mortgage income bonds that were listed June 4, 1881.

Atlantic and Pacific Railroad Company, Western Division—$5,000,000 first mortgage six per cent coupon gold bonds of $1,000 each, and $3,750,000 income bonds with interest attached, in denominations of $50, $100, $500 and $1,000.

Sterling Mountain Railway Company—$476,000 income (not exceeding seven per cent) bonds, interest payable February 1 each year, numbered from 1 to 476, of the denomination of $1,000 each, dated May 2, 1881, and due July 7, 1895; issued to take up the same amount of unengraved bonds dated July 7, 1864. These bonds are indorsed or guaranteed by the Sterling Iron and Railway Company.

Kentucky Central Railroad Company, $5,500,000 capital stock, embracing 55,000 shares at $100 each; and $4,500,000 mortgage bonds. The bonds are numbered from 1 to 4,500, are of the denomination of $1,000 each, and bear interest at six per cent, payable semi-annually. They are dated July 1, 1881, and due July 1, 1911, with the option on the part of the company to pay them in five years.

Evansville and Terre Haute Railroad Company—$3,000,000 capital stock, in 60,000 shares of $50 each; and $3,500,000 first consolidated mortgage bonds. The bonds are numbered from 1 to 3,500, of the denomination of $1,000 each, and bear interest at six per cent in gold. They are dated July 30, 1881, and mature July 1, 1921.

The Illinois Central Railroad Company has appointed the National Park Bank of New York registrar of its stock.

The following circular, calling in for redemption on the 24th of December next contain bonds of the loan of July 17 and August 5, 1881—continuous at 3 per cent from July 1, 1881—was issued from the Treasury Department at Washington on the 24th ult:

By virtue of the authority conferred by law upon the Secretary of the Treasury, notice is hereby given that the principal and accrued interest of the bonds herein below designated will be paid at the Treasury of the United States in the City of Washington, D. C., on the 24th day of December, 1881, and that the interest on said bonds will cease on thpt day, viz:

Registered bonds of the Acts of July 17 and August 5, 1861, continued during the pleasure of the Government under the terms of Circular No. 42, dated April 11, 1881, to bear interest at the rate of 3½ per cent per annum from July 1, 1881, as follows: $50—No. 1,749 to No. 1,810, both inclusive; $100—No. 12,431 to No. 12,700, both inclusive; $500—No. 9,005 to No. 9,220, both inclusive; $1,000—No. 44,573 to No. 45,720, both inclusive; $5,000—No. 15,311 to No. 15,300, both inclusive; $10,000—No. 25,790 to No. 27,860, both inclusive; total, $20,000,000.

Many of the bonds originally included in the above numbers have been transferred and canceled, leaving outstanding the amount above stated. Parties transmitting bonds for redemption should address to the "Secretary of the Treasury, Loan Division, Washington, D. C." and all the bonds called by this circular should be assigned to the Secretary of the Treasury for redemption.

Where checks in payment are desired in favor of any one but the payee the bonds should be assigned to "The Secretary of the Treasury for redemption for account of———(here insert the name of the person or persons to whose order the check should be made payable."

The following circular for redemption of the United States three and one-half per cent bonds has also been issued:

Notice is hereby given that duting the weeks ending October 1, 8, 15, 22 and 29, 1881, the Department will redeem at the office of the Assistant Treasurer of the United States, at New York, paying par and interest accrued to the date of redemption, any of the United States bonds continued to bear interest at three and one-half per centum per annum, called or uncalled, to an amount not exceeding two millions of dollars (2,000,000) in each week.

All the bonds specified in the above call are sixes extended at three and a half per cent interest, and, as we learn from Washington, it is the intention of the Secretary of the Treasury to continue the purchase of bonds as the state of the finances may warrant, and to call in all the extended sixes before beginning upon the fives. Of the sixes there are now outstanding and bearing interest three and a half per cent $178,000,000. The present call will reduce this amount to $158,000,000, with a still further reduction depending upon the proportion of uncalled sixes which may be included in the weekly $2,900,000 purchases. The reason given for the purchase of these bonds is that the Government can obtain them upon better terms than any other bonds, and prefers to let the banks pay the premium upon the four and a half per cents, rather than that the Treasury should do so.

It will be noticed that the above call for bonds embraces only those originally issued under acts of July 18 and August 5, 1861, and does not include any of the bonds issued under the act of March 3, 1863—though they may be of corresponding numbers.

The first $2,000,000 of the extended six per cent bonds which the Secretary of the Treasury offered to purchase for the week ending October 1st have been supplied by Messrs. Fisk & Hatch at par and accrued interest—equal to 100⅜.

The closing quotations on Thursday were: Adams Express, 137@138; American Express, 89@90; American District Telegraph, 56½@58; Chicago, Burlington and Quincy, 159⅜@159⅞; Canada Southern, 63¾@64; Chicago and Northwestern, 125⅝@125¾; do. pref., —@138; Chicago and Alton, 130½@131; Central of New Jersey, 95¾@95⅞; Chicago and Rock Island, 137@137⅜; Central Pacific, 94½@94⅝; Chicago, Milwaukee and St. Paul, 112½@112⅝; do. pref., 124½@125½; Chicago, St. Louis and New Orleans, 77@80; Cleveland, Columbus, Cincinnati and Indianapolis, 97¼@97¾; Columbus, Chicago and Indiana Central, 21⅛@21¼; Delaware and Hudson Canal, 109@109¼; Delaware, Lackawanna and Western, 127½@127⅝; Hannibal and St. Joseph, 100@200; do. pref., 116½@117; Illinois Central, 131⅛@131⅜; Lake Erie and Western, 51½@—; Lake Shore and Michigan Southern, 124½@124⅝; Metropolitan Elevated, 85¾@86; Manhattan Elevated, 20⅝@21; Michigan Central, 91⅝@91¾; New York Elevated, 109½@110; New York, Lake Erie and Western, 45½@45⅝; do. pref., 89@89½; New York Central and Hudson River, 142½@142¾; Ohio and Mississippi, 44¼@44⅜; Ohio Central, 28@28½; Texas and Pacific, 52⅜@52⅝; Union Pacific, 120½@120¼; United States Express, 69½@70; Welsl-Fargo Express, 132@135; Western Union Telegraph, 86@86⅛; Wabash, St. Louis and Pacific, 50½@50⅝; do. pref., 91⅛@91⅜.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Colorado and Pacific 1st consol., 101; American Dock and Improvement, 7s; assented, 134; Boston and New York Air Line, 67; Chicago, St. Paul, Minneapolis and Omaha, 44¼; do. pref., 107¾; do. consol., 103½; Chesapeake and Ohio 1st pref., 43; do. 2d pref., 32; do. cur. int., 59½; do. 1st, series

B, 86½; Chicago, St. Louis and New Orleans, 77; Cedar Falls and Minnesota, 27; do. 1st, 116; Chicago and St. Paul, Southern Minnesota div. 1st, 106; Cleveland, Columbus, Cincinnati and Indianapolis consol., 125⅛; Columbus, Chicago and Indiana Central inc., 75⅛; Central Iowa 1st, 112½; Denver and Rio Grande, 87¾; do. 1st, 117; do. 1st consols, 111; Dubuque and Sioux City, 88; Denver, South Park and Pacific 1st, 106; East Tennessee, Virginia and Georgia, 14⅞; do. pref., 28; do. inc., 58; Indiana, Bloomington and Western, 47½; Indianapolis, Decatur and Springfield, 2d inc., 65½; Jackson, Lansing and Saginaw 1st, 108½; Houston and Texas Central 2d, M. L., 130; do. gen'l mort., 106; Keokuk and Des Moines pref., 52; Kansas Pacific 1st consol., 106⅞; Hannibal and Central Missouri 1st, 112; Louisville, New Albany and Chicago 1st, 103; Lake Erie and Western, 52; do. 1st, 107½; do. inc., 72; Long Island, 52⅝; Louisville and Nashville gen'l mort. 6s, 106¾; do. St. Louis div. 2d, 55; do. Cecelian branch 1st, 110; Lafayette, Bloomington and Muncie 1st, 108; Manhattan Beach, 27½; Marietta and Cincinnati 1st pref., 16; Mobile and Ohio, 36¾; do. 1st deben., 97½; 2d deben., 71; do. new mort., 113; Missouri, Kansas and Texas, 42¾; do. consol. 7s, 105½; do. 2d, 84; do. 6s, 89; Missouri Pacific, 107⅜; do. 1st consol., 107¾; Milwaukee, Lake Shore and Western, 52¾; do. 1st, 108½; Memphis and Charleston, 79½; Michigan Central 5s, 84; Metropolitan Elevated 2d, 88; Nashville, Chattanooga and St. Louis, 85½; do. 1st, 118½; New York, Ontario and Western, 33⅜; Northern Pacific 1st, 103; New Orleans Pacific 1st, 95; Ohio and Mississippi, Springfield div. 1st, 114; Ohio Central, 28½; do. 1st, 100½; do. inc., 56; Ohio Southern, 25½; do. 1st, 92¾; Oregon Railway and Nav., 163; do. 1st, 110; Pennsylvania Co. 4½s, 108½; Peoria, Decatur and Evansville, 41½; do. Evansville div. inc., 80; Rome, Watertown and Ogdensburg 1st consol., 97; Richmond and Alleghany, 46; do. 1st, 108; Rochester and Pittsburg, 32; do. inc., 45; St. Louis, Kansas City and Northern, R. E. 7s, 112½; St. Paul and Duluth, 33; St. Paul, Minneapolis and Manitoba, 103½; St. Louis and Iron Mountain 2d pref. inc., 99; do. 5s, 91¼; do. Arkansas Branch 1st, 112; St. Louis, Alton and Terre Haute div. bonds, 62½; St. Paul and Sioux City 1st, 113; St. Louis and San Francisco 2d, class B, 94; Toledo, Delphos and Burlington, 25½; do. 1st, 94; do. inc., 48½; Texas and Pacific, 53; do. inc. L. G., 78; do. Rio Grande div. 1st, 92; Toledo, Peoria and Western 1st, 118; Union Pacific, Col. Trust 6s, 109½; Utah Southern Gen'l Mort. 7s. 109⅞; Wabash, St. Louis and Pacific, Chicago div. 5s, 95; Gen'l Mort. 6s, 100¾.

Boston.—Atlantic and Pacific 6s, 100; do. Income 6s, 48¾; Boston Land, 8¾; Boston Water Power, 8½; Connotten Valley and Straitsville 7s, 84¾; Central Iowa, 38; do. 1st pref., 67; Connotton Valley, 25; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 106; Chicago and West Michigan, 87; Chicago, Burlington and Quincy 4s, 91¼; Flint and Pere Marquette, 31; do. pref., 101½; Kansas City, Fort Scott and Gulf 7s, 118; Kansas City, St. Joseph and Council Bluffs 7s, 119; Little Rock and Fort Smith, 76; Mexican Central Block, old Series, 110; do. new, 92; do. 7s, 88; Massachusetts Central 6s, 99; Marquette, Houghton and Ontonagon pref., 118; New Mexico and Southern Pacific 7s, 117¾; Ogdensburg and Lake Champlain consol. 6s, 102½; Republican Valley 6s, W. D., 106½; do. deferred, 122; Rutland pref., 28⅛; do. 6s, 104½; Sonora 1st, 95; Toledo, Delphos and Burlington, 12⅝; Wisconsin Central, 24; do. 2d series, 55; Atlantic Mining Co., 15; Allouez, 3½; Atlas, 25c.; Brunswick Antimony, 7½; Crescent, 1½; Copper Falls, 2⅝; Dana, 45c.; Duncan, 50c.; Franklin, 13; Huron, 4½; Harshaw, 6½; National, 2⅜; Napa consol. Quicksilver, 6⅞; Osceola, 29½; Pewabic, 12⅞; Silver Islet, 30.

Philadelphia.—American Steamship Co. 6s, 111; Central Transportation, 43½; Catawissa new pref., 57; Elmira and Williamsport 5s, 101½; Huntingdon and Broad Top Mountain consol. mort. 5s, 95; Nesquehoning Valley, 57½; Pennsylvania Canal 6s, 101; People's Passenger Railway 5s, 102½; Philadelphia, Wilmington and Baltimore 4s, 98; Philadelphia and Reading Railroad scrip, 75; Texas and Pacific consol. mort. 6s, 100¾; do. Rio Grande div. 6s, 92. The latest quotations are: City 6s, 110@124; do. free of tax, 127@130; do. 4s, new, 102@113; Pennsylvania State 6s, 3d series, 101¼@101½; do. 5s, new, loan, 118@120; do. 4s, new, 110@114; Philadelphia and Reading R. R. 36@36⅛; do. consol. mort. 7s, coup. 125@—; do. reg., 125@—; do. mort. 6s, 122@125; do. 7s, 1893, 123@125; do. new, conv., —@69; United New Jersey R. R. and Canal, 190@190½; Buffalo, Pittsburg and Western, 21⅞@22; Pittsburg, Titusville and Buffalo 7s, 99@100; Camden and Amboy mort. 6s, 1889, 116@116½; Pennsylvania R. R., 66⅛@66½; do. general mort. coupon, 122@127; do. reg., 127@—; do. consol. mort; 6s, reg., —@128; Little Schuylkill R. R. 55½@56½; Morris Canal pref., 160@—; Schuylkill Navigation, 6@7; do. pref., 13@13½; do. 6s, 1882, 93@95. do. 1872, 107@—; Elmira and Williamsport pref., 56½@60; do. 6s, 110@—; do. 5s, 101@101½; Lehigh Coal and Navigation, 46½@46¾; do. 6s, 1884, 107@—; do. R. R. loan, 115⅞@116⅛; do. Gold Loan, 115⅞@116⅛; do. consol. 7s, 119@120; Northern Pacific, 40⅛@40⅜; do. pref., 79¾@79⅞; North Pennsylvania, 59⅞@60½; do. 6s, 105@—; do. 7s, 122⅞@123½; do. General mort. 7s, reg., 120@124; Philadelphia and Erie, 23@24; do. 7s, —@118; do. 5s, —@109; Minehill, 62@62⅝; Catawissa, —@21; do. pref., 56¾@57¼; do. new pref., 54⅜@55½; do. 7s, 1900, 118@—; Lehigh Valley 60¾@60⅞; do. 6s, coupon, —@127; do. reg., —@127; do. 2d mort. 7s, 133¾@134½; do, consol. mort. 118@122; Fifth and Sixth streets (horse), 136@150; Second and Third, 113@114; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 47½@50; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, 21⅝@22; Germantown, —@80; Union, 110@125; Lombard and South, 24⅞@25⅛; West Philadelphia, 110@—; People's 32¾@33½; Continental, 105@108.

Baltimore.—Atlanta and Charlotte, 76½; do. 1st, 109½; Atlantic Coal, 1.30; Baltimore City 5s, 1894, 120; do. 5s, 1916, 127; do. 6s, 1900, new, 130; do. 6s, 1893, 118; do. 4s, 1920, 113½; Baltimore and Ohio 1st pref., 126; do. 2d pref., 121; Columbia and Greenville 2d, 94¾; Central Ohio pref., 52; George's Creek Coal, 101; Maryland Defense 6s, 106½; Norfolk and Western pref. 58¼; Richmond and Danville 6s, 1885, 105; do. 1890, 109; Virginia Midland 1st pref., 71½; do. 2d pref., 65½; do. 2d mort., 109½; do. 3d mort., 90; do. 4th mort., 53; do. 5th mort., 93½; Virginia Peelers, 41. The latest quotations are: Atlanta and Charlotte, 75@76½; do. 1st, 109@109½; Baltimore and Ohio, 196@200; do. 6s, 1885, 110@112; Central Ohio 1st, 109@110; Columbia and Greenville 1st, 103@104; do. 2d, 94@95½; Citizens Passenger Railroad, 49½@—; City 4s, 1920, 112½@114; do. 5s, 1916, 127@—; do. 5s, 1894, 119@120; do. 6s, 1890, 117@—; Marietta and Cincinnati 1st, 122@123½; do. 2d, 89½@89⅞; do. 3d, 48@48¾; Northern Central, 52¾@53; do. 5s, 1926, 100½@—; do. 6s, 1904, gold, 113@114; Norfolk and Western pref., 58@58¾; Ohio and Mississippi 2d, 120@125; do. Springfield division, 1st, 113½@114½; Richmond and Danville, 100@—; Virginia Midland 2d, 109@109⅞; do. 4th, 52@55; do. 5th, 93@93½; Virginia consols., 81@81⅝; do. consol. coupons, 92⅝@92¾; do. 10-40s, 53@53¾; Western Maryland 2d pref., 106@107.

THE Sewanee Coal Company, lately organized at Nashville, Tenn., is the third company of this kind that has been organized in the past three months to work the Southern coal and iron fields, the others being the Birmingham Coal, Coke and Iron Company of Alabama and the Rising Fawn Company of Georgia. All these enterprises have a large capital to back them, the Sewanee having $225,000, the Rising Fawn $255,000 and the Birmingham Company $2,000,000. Besides these another corporation, the Bethlehem Steel Works, of Pennsylvania, proposes to invest $800 000 at Birmingham in works for the manufacture of Bessemer steel.

THE Dedham (Mass.) *Transcript* says that surveys are now being made for a proposed new railroad through the country lying between the Woonsocket branch of the New York and New England Railroad and the Providence Railroad. The line now being surveyed starts from Dedham, running through the northerly part of Brookline, near Jamaica Pond and Brook Farm. Near the line between Newton and West Roxbury it crosses the Charles River into Needham, over what is called the Broad Meadows, passing up the valley of the Charles for some distance. It will thus run through Dover and Medfield, connecting at the latter point with the Mansfield and Framingham Railroad. Whether or not the survey will extend beyond Medfield, future movements of the surveyors will reveal.

Dividend Notices.

COUPONS OF THE CENTRAL PACIFIC RAILROAD Company (San Joaquin Valley Branch) and of the LAND BONDS, due October 1, 1881, will be paid at the Banking House of FISK & HATCH, No. 5 Nassau street, New York.

C. P. Huntington, *Vice-President.*

COUPONS OF THE FIRST MORTGAGE BONDS OF the SOUTHERN PACIFIC RAILROAD COMPANY (of California), due October 1, 1881, will be paid at the office of the Company, Nos. 9 Nassau and 11 Pine sts., New York.

C. P. HUNTINGTON.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, September 27, 1881.

The Board of Directors of this Company have this day declared a quarterly dividend of TWO Per Cent upon its capital stock, payable on TUESDAY, the first day of November next, at this office. The transfer books will be closed at 3 o'clock, P. M., on Saturday, the first day of October next, and will be reopened on the morning of Friday, the fourth day of November next.

E. D. WORCESTER, *Treasurer.*

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 2½
Ashuelot.....100	210,000	quarterly	July 81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug. '81 2
Atlantic and West Point.100	1,232,200	J. & J.	July '81 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept. '81 3
Augusta and Savannah.100	1,922,900	J. & D.	June'80 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 5
" " pref.100	4,599,578	J. & J.	July '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany 100	20,000,000	quarterly	Sept.'81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D.	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July 81 2
Boston and Maine.....100	6,921,274	M. & N.	May 81 4
Boston and Providence.100	4,000,000	M & N.	May 81 4
Attleborough Branch.100	131,700	J. & J.	July '81 3½
Bost. Revere B. & Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	960,000	J. & D.	June'81 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '81 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,159,800	Oct.'ber.	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	May '81 5½
" 2d pref..... 50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug. '81 1½
" " pref.100	769,600	F. & A	Aug. 81 3½
Central of Georgia.....100	7,500,000	J & D.	June '81 4
Central of New Jersey.100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*..... 50	2,425,000	J & J.	July '81 3
" pref..... 50	400,000	J. & J	July 81 3
Central Pacific 100	54,275,500	F. & A.	Aug. '813
Chemung*.....100	380,000	quarterly	July '81 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '81 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 81 4
" pref...100	2,425,400	M. & S.	Sept '81 4
Chicago,Burl. & Quincy.100	31,004,456	quarterly	Sept. '81 2
Chi., Clin., Dub.& Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '81 4
Chi , Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '81 3
" " pref.....100	12 279,483	A. & O.	Oct. '81 3½
Chicago & N. Western.100	14,988,257	J. & D	June'81 3
" pref.100	21,625,353	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	50,000,000	quarterly	Aug.'81 1½
Chicago & West Mich....100	6,151,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton....100	3,800,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Sept.'81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Sept.'81 2
Colum. & Hocking Val..100	2,500,000	F. & A.	aug 81 20c
Concord..... 50	1,500,000	M. & N.	May 81 5
Concord and Ports.*.....100	350,000	J. & D.	June'81 3½
Conn. & Passump Riv...1 0	2,176,700	F. & A.	Aug.'81 3
Connecticut River..... 100	2,100,000	J. & J.	July '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk.. 50	600,000	quarterly	June 81 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 81 2
Delaware*..... 2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	Aug.'81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor....100	1,825,600	F. & A.	Aug.'80 2½
" " pref 10	2,503,380	F. & A.	Aug '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '81 3
East Pennsylvania*..... 50	1,200,200	J. & J.	July 81 3
East Mahanoy*..... 50	392,950	J. & J.	July 81 3
East Tenn., Va. & Ga...100	5,000,000	A. & O.	Apl. 81 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & D.	June'81 2½
Eel River.....100	3,000,000	quarterly	Sep.'81 90c
Elmira, Jef. & Canand*..100	500,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '81 1½
" pref. 50	500,000	J. & J.	July '81 3
Erie and Pittsburg*..... 50	1,000,250	quarterly	Sept.'81 1½
Fitchburg.....100	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia.....100	4,200,000	J. and J	Oct. '81 2½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '81 3½
Housatonic, pref.....100	1,180,000	quarterly	July '81 2
Illinois Central.....100	30,000,000	M. & S	Sept.'81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	Sept. '81 1½
Iowa Railroad Land Co 100	7,620,000	quarterly	Aug. '81 1
Ja. S. & Mo. Northern. 25	600,300	quarterly	May,'81 2
Jeffersonv., Mad. & Ind..100	930,400	quarterly	May,'81 1½
Joliet and Chicago*.....100	1,500,220	quarterly	June'80 1½
Kan City, Top. & West.100	2,235,500	quarterly	May,'80 1½
Kentucky Central.....100	1,500,000	J. & D.	Dec. '80 3
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	48,460,500	quarterly	Aug. '81 2
" (guar.)100	833,500	F. & A.	Aug. 81 5
Lawrence*..... 50	450,000	quarterly	July '81 2
Lehigh Valley..... 50	27,232,500	quarterly	Oct. '81 1½
" pref. 50	106,300	quarterly	Oct. '81 1½
Little Miami*..... 50	5,871,450	quarterly	Sept '81 2
Little Schuylkill*..... 50	$2,448,100	J & J.	July '81 2½
Louisville & Nashville..100	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati... 50	1,408,912	— & —	- - - - - -
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*.....100	400,000	F. & A	Aug.'81 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 2½
Michigan Central 100	18,733,204	quarterly	Aug. '81 1
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'81 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '81 3½
Missouri Pacific.....1 0	2,416,000	quarterly	July 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Fe . '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '81 6
Nashua and Lowell.....100	800,000	M. & N.	May '81 5½
Nashua and Rochester ..100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,675,296	A. & O	Oct. '81 3
Naugatuck.....100	2,000 000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'81 3
N.Castle & Beaver Val.* 50	1,500,000	quarterly	July '80 3½
N.Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,300	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	July '81 2
New York and Harlem..100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	.....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	...
" " pref.....100	8,146,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y.,Provid. & Boston.100	3,000,000	quarterly	Aug.'81 2
Nlag. Bridge & Canand*100	1,500,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Aug'81 1½
Northern Central 50	5,842,000	J. & J.	July '81 3
Northern N. Hampsh...100	3,088,400	J. & D.	June'81 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	July '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	Aug. 81 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug 81 4½
Panama.....100	7 000,000	Aug. 1, 1	881, $24.28
Paterson and Hudson*...100	632,000	J & J.	July '81 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July 80 3
Pennsylvania 50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Sept. 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,561,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '81 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '81 1½
" Special Imp..100	5,504 300	quarterly	July '81 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '81 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces..100	2,000,000	J. & J.	July '81 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass...100	176,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 2
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,163,700	F. & A.	Aug. '81 1½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '81 3
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	July '81 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*....100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	Jan '79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Oct. '81 1½
United Cos of N. J*....100	20,490,400	quarterly	July '81 2½
Utica, Chenango & S.V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	... .	.....
" pref.100	20 000,000	quarterly	Aug. 81 1½
Ware River*.....100	$750,000	J. & J.	July '81 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,550,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,465,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	July '81 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City.....100	110,800	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan.'80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn).....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (NY)100	4,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Jambridge.....100	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '78 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)..... 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.'10	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	July '81 6
D. Dock.R. B'dw. & Bat.'60	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...10	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 10
Highland.....100	600,000	J. & J.	July 81 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 140	.....	Oct. '75 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.)..... 25	306,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	May '81 3
South Boston 50	100,000	J. & J.	July '81 4
Third Avenue (N. Y.)...100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '81 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	July '81 4
Union (Phila.) 50	400,000	J. & J.	July '81 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'81 $1
Delaware and Hudson...100	20,000,000	.....	Sep 81 1½
Delaware and Raritan*..100	5,847,400	quarterly	July '81 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July 81 $2
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	Au.'81 50c.
" " (pref.) 50	2,888,977	annually	Aug. '81 $1
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co....100	3,000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'81 $5
Central Mining Co.....100	.....	F. & A.	Aug '81 3
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '81
George's Creek C. & I...100	.....	J. & J.	July '81 3
Gold and Stock Tel....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	- - - - - -
" pref.....100	8,893,400	.....	- - - - - -
Missouri Val. Land Co...100	200,000	M. & S.	July '81 4
Moingona Coal Co..... 100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July 81 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car.....100	6,990,200	F.M.A.N	Sept.'81 1½
Quicksilver, common ...100	5,768,700	.....	Aug.'81 2½
preferred ...100	4,791,300	.....	Aug.'81 9½
Quincy Mining Co..... 25	40,000 shs	F. & A	Aug. 81 3
Quincy R. R. Bridge.....100	1,780,000	J. & J	July '81 5
Sioux C. & I.F. L.& L. Co.100	500,000	J. & J	July '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'81 3½
Topeka Equipment Co..100	256,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	Aug.'81 1
Wells-Fargo & Co. Exp.100	6,000,000	J. & J.	July '81 4
West. Union Telegraph.100	80,000,000	quarterly	Oct. '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,858,000	2,059,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,164,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,767,900	1,957,951	2,031,000	1,820,600	1,490,328	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311 890
Chicago, Mil. & St. Paul:													
1880	764,398	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,563,000	1,678,000	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,644	134,134	259,208	232,146	218,093	236,995	.....	.....	.....	.....	.....	.....
1881	138,555	101,965	166,999	253,677	309,794	404,241	364,680	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	204,138	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	188,256	178,861	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349 410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,902	271,176	341,602	347,098	338,423	398,914	380,134	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	372,190	396,472	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	584.230	548,281	606,193	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,003	194,949	198,110	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	217,807	188,120	195,329	227,679	289,360	.....	.....	.....	.....	.....
1881	359,706	439,475	325,209	267,083	226,399	227,323	237,666	305,462	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,835	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	832,386	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	85,733	106,953	103,438	116,732	.....	.....	.....	.....	.....
1881	90,283	83,261	71,713	103,555	102,630	96,586	83,764	117,956	.....	.....	.....	.....	.....
ouisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,491,345
1881	816,950	805,124	947,959	850,862	828,725	1,227,885	820,000	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	130,740	140,593	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	164,027	145,416	132,693	131,009	159,348	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,130	151,594	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	210,257	219,885	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	.....	246,821	267,515	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,314,626	2,211,010	2,022,823	2,194,423	2,546,028	2,932,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,103	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,457	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	1,787,081	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	440,811	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	241,277	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	145,835	214,755	299,880	368,276	404,180	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,024	308,699	.....	.....	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,323	343,742	350,585	291,669	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	.....	.....	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,298	283,399	260,254	252,333	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	201,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,923	490 195	451,560	408,241	349 053	353,454	442,655	565 869	661,400	678,200	636,725	655,100	6,258,41
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	622,529	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,699	243,407	272,083	232,579	.....	.....	.....	.....	.....
1881	264,187	159,488	320,963	425,685	362,642	405,322	387,488	414,954	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,523	1,934,215	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	2,528,826	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	978,629	892,024	946,773	953,468	1,066,742	1,185,235	1,177,134	1,526 475	1 1[illegible]6	96 .663	12,336,15
1881	811,617	816,922	1,119,591	1 023,482	1,14[illegible],660	1,308,993	1,131,751	1,542,038	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

THE RAILWAY TIMES
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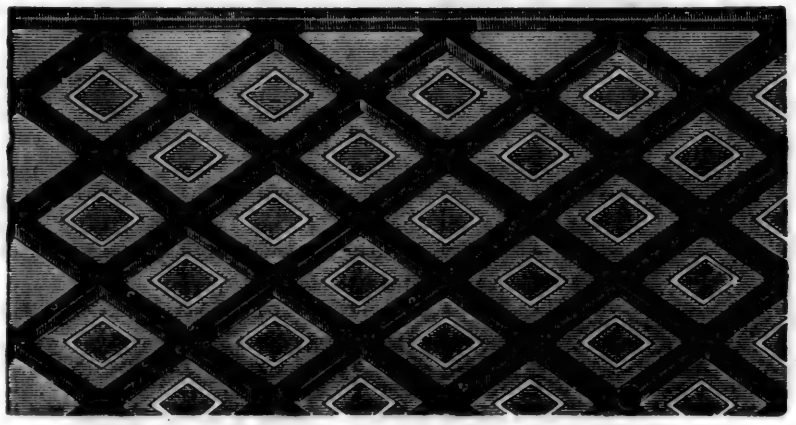
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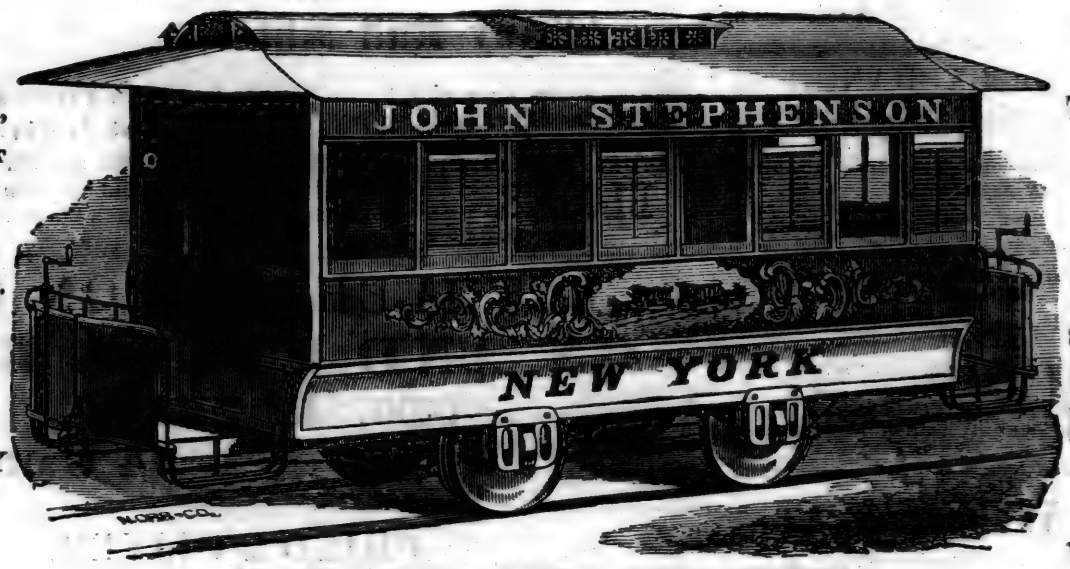
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

Steam Navigation, Commerce, Finance, Banking, Machinery, Mining, Manufactures.

SECOND QUARTO SERIES.—VOL. XXXVII., No. 41.] NEW YORK, OCTOBER 8, 1881. [WHOLE No. 2,372.—VOL. LIV.

Superheated Steam for Marine Engines and Locomotives.

Prepared for the American Railroad Journal by Prof. [S. N. Carvalho.]

The vast and continuous increase in the use of steam for motive purposes, particularly during the last twenty years, and the consequent enormous consumption of coal (85,000,000 of ~~pounds~~ per annum) have furnished an incentive to inventors in this direction second to no other of modern times. The well understood fact that the most economical form of steam engine yet devised—considering the boiler and engine as a whole—renders us in useful energy but about 15 per cent of the true energetic value of the fuel consumed therein, present, the considerations of any improvement that may transmute into useful power some greater proportion of the heat evolved by the combustion of fuel, as the most important problem of the present day.

Superheated steam has been demonstrated by the most distinguished engineers, from Watt down to the present day, as the best means of preventing "cylinder condensation," to which has been attributed the true cause for the enormous loss sustained in the use of the steam-engine by the present method of using saturated steam. The way this loss occurs is exemplified as follows: With a cylinder in which steam at halfstroke or 50 per cent cut off is used—say at any pressure—imagine the steam admitted until the piston reaches half stroke, the boiler communication closed, and the steam allowed to expand through the rest of the stroke, the exhaust opened, and the piston returned—then upon the steam coming in on the next stroke, we should expect to find the internal surfaces in the same condition as they were at first. But experiments and all experience have shown us, that in the operations which have gone on during the first stroke, the internal surfaces have become chilled to a certain extent, and that a considerable portion of the steam entering is condensed by them, and converted into water. This fact has been shown by "Isherwood in his experiments, made with great care and expense, and the result has been found to be nearly thirty-nine per cent loss, at half cut off—and the best engineers now estimate that about one-third of the fuel is wasted in this way. The only known remedy for the prevention of cylinder condensation" is the proper use of superheated steam, by which one-third of 85 millions would be about twenty-seven millions of tons of coal per annum, amounting to nearly $100,000,000 per annum.

Let us give an example of the manner in which superheated steam acts in the cylinder. Firstly—it follows a different law from saturated steam; it is governed by Marrotte's Law of gases and air. You can by the addition of 480 deg. of heat to the steam in a separate vessel, or superheated, double its volume and also its pressure, if it were attempted to raise steam in a boiler to 692 deg. it would have to be strong enough to stand pressure of 2500 lb. to the square inch. Superheated steam is the safest and most economical method of using steam.

One lb. of water heated in a boiler to 212 deg. is by the addition of 966 units of heat converted into 1720 volumes of steam at atmosphere pressure. The 1720 volumes may be taken as the measure of the available mechanical force—the 966 units of heat are worth 1720 volumes of steam. Now if these 1720 volumes of steam at 212 deg. be raised 480 deg. higher or to 692 deg. you will have 3,440 volumes of steam at *double the pressure*, or 15 lb. to square inch. The 480 deg. used upon the steam has given you the same quantity as 966 units used upon the water.

How much heat is required to raise 1 lb. of steam 480 deg? The specific heat of water is 1,000—the specific heat of steam is 0.475. or a unit of heat will raise 1 lb. of water 1 deg.—and 1 lb. of steam 2 deg. But in our case, suppose the steam was raised 480 deg., and now it is evident at a cost of 240 units of heat, the 240 units of heat used in superheating have done the work of 966 units used upon water; heat goes *four times further* on steam than it does on water,—if the heat costs the same as when used upon water,—the clear gain is 25 per cent.

The primary causes of cylinder condensation are, external and internal radiation of the metallic surface;—conversion of heat units into work—and conversion of heat into work done during the first rush of the steam from the cylinder after the opening of the exhaust. A further economic effect is produced by the great increase of volume of steam caused by the addition of superheat. If 400 deg. is required in the cylinder (which it is perfectly safe to use) at one half cut off, it would be necessary to have your steam in the superheater at about 596 deg., so that having it expanded down to 400 deg. at the half cut off, you not only suppress entirely cylinder condensation —with its enormous save—but you increase your power about one-sixth.

The modus operandi of superheated steam in the cylinder is this. All superheat is given off *before condensation commences*—the moment the superheated steam enters the cylinder the superheat is absorbed by the metallic surfaces. The piston is now propelled—with steam less the superheat —to the point of cut off. When a portion of the steam is converted into work—and the balance expanded into the remaining half of the cylinder—now the superheat absorbed by the metallic surfaces (upon the principle that all things in nature seek their equilibrium) gives out its superheat to the devitalized steam;—revivifies it to a condition to enable it to perform the other half stroke; and the exhaust, is then discharged at saturation. Steam used in this way makes the modern steam engine the most perfect in the world —it enables the maker to exhibit it as a real steam engine and not one working half water.

Relieving the Money Market.

The country will have reason to be thankful if the day ever comes when the Treasury Department of the United States will give up its charge of affairs in Wall street. We do not think it is one of the functions of the Government to "relieve the money market" every time there is sufficient demand for capital to put up the rate of interest. The natural laws which regulate the market value of any commodity are written with a Divine finger upon the nature of things, and they will work beneficently if human government will not undertake to limit, restrain or repeal them.

Money has been too cheap throughout the year for the common good. It has been difficult to invest capital at profitable rates in first class securities, and the supply has been beyond the need of ordinary trade. This has led to the most reckless speculations in enterprises that have no reasonable prospect of success. More than one hundred million dollars have been put into new projects that would have attracted no attention but for the superabundance of money.

The periodical demand for available funds at the opening of the fall trade found much of the capital which is usually ready to answer it loaned upon these visionary securities. The rate of interest was therefore advanced to the legal standard, and 6 per cent was easily obtained for the accommodation. If it had gone

higher, and there had been a little pinch in the street, so that only the most desirable securities could obtain the needed help, the effect would have been most excellent. The wild-cat projects would have been compelled to let go their hold on the capital lent to them upon call, and legitimate trade would have been greatly benefitted.

The collapse of a great variety of these schemes must come sooner or later, and better now, when the shock would create no panic, and before they have absorbed any more of the money that will be hopelessly sunk in their bottomless maw.

The clamor for Government help every time there is the least pressure in the money market leads to the establishment of most dangerous precedents. The answer of the Department in disbursing a portion of its surplus in payment of bonds is already deemed insufficient, and not a few of the needy are urging, as a more effectual remedy, that the entire Treasury balance shall be loaned to the banks for the use of borrowers. In short, that the sub-treasury system shall give place once more to the old pet bank scheme, with all its train of certain bankruptcies.

One of the objects of the independent treasury was to use its accumulations as a natural check upon over-importation. An excessive foreign trade piled up the customs in the Treasury vaults, and this, like the governor on the steam engine, regulated the pace and brought the importations within safer limits.

The hand of authority is an unsafe guide to commercial affairs, even when employed with the utmost human wisdom. The laws of trade have a better executive, and are wholly honest and unpartisan in their natural outworking. Once let it be understood that the Government shall have supreme rule in the channels of commerce, regulating the supply of currency at its will, and we shall have established a partial tyrant whose oppressions will soon know no bounds. A State Church may be tolerated, although it is the prolific mother of a brood of very sore evils, and a hard rule for a tender conscience ; but a State monopoly of the right to regulate the money market will soon rest like a heavy nightmare on all proper enterprise, and crush out the life of legitimate trade. —*Journal of Commerce.*

Mortgage by Railroad Company of After-Acquired Property.

MISSISSIPPI SUPREME COURT, APRIL, 1881.

MISSISSIPPI VALLEY RAILWAY CO. v. CHICAGO, ST. LOUIS AND NEW ORLEANS RAILWAY CO.

A mortgage given by a railroad company upon all its property and franchises, including "all its present real and personal estate and franchises now owned, or hereafter to be acquired, without any exception or reservation," held, to include only such after-acquired property as was appurtenant to and necessary for building and operating the road and carrying out the purposes for which it was created. A hotel, vacant town lots and three hundred acres of farming land acquired by the company after the mortgage was made, not used in connection with the railroad or its business, held, not included in such mortgage.

CHALMERS, C. J. This is an action of ejectment in which plaintiff claims title by virtue of an extension sale under a judgment against the former owner of the property, and defendant claims under a mortgage executed by the same owner. The mortgage was prior in date to the judgment, and if operative on the property here involved, takes precedence to it. The property was not owned by the mortgagor (The New Orleans, Jackson and Northern Railroad Co.) at the date of the mortgage, but it is claimed that it passed as after-acquired property by virtue of the terms of the instrument.

Whether it did so pass is the question presented. The granting clause of the mortgage conveys, or attempts to convey, all the property of the railroad then owned or subsequently acquired, in these words: "All of its right of way, lands, property, franchises, rights and appurtenances, and also all the buildings, structures and improvements thereon, and all and singular the cars, locomotives, engines, warehouses, depots, machine shops and machinery, fixtures, utensils and effects of every kind, nature and description whatever in use upon said railroad way, or in any wise attached or appurtenant to the same, intending hereby to include all its present real and personal estate and franchises, now owned or hereafter to be acquired, without any exception or reservation whatever." Are the words "intending hereby to include all its present real and personal estate and franchises, now owned or hereafter to be acquired, without any exception or reservation" sufficiently definite and inscriptive to pass the after-acquired property of the corporation? Certainly they are broad and comprehensive enough; but are they not too much so? That a natural person or a corporation may mortgage property to be subsequently acquired is now too well settled to require elucidation or citation of authorities. But neither by one nor the other can this be accomplished, by words of a character so vague and general as to afford to creditors and subsequent purchasers no notice whatever of the property to be embraced. A very different rule obtains where future acquisitions are attempted to be mortgaged, from that which exists with reference to property then owned by the grantor. A man or a corporation may well mortgage "all its property then owned" without further words of description, because the fact of present ownership serves as an indicator to point to and identify the property. But neither a man nor a corporation by general terms only can mortgage, so far as subsequent purchasers and creditors are concerned, everything that it may thereafter acquire through all time ; for this would be a mere pledge of its capacity of acquisition, and would afford no sort of indication of what was to pass under the instrument. A deed "of all my estate," or "all my property," is good. *Wilson v. Boyce*, 92 U. S. 320. But a deed "of all the estate that I may hereafter acquire" is a nulity, and while a court of equity might perhaps enforce a mortgage of such a character as between the parties after the acquisition of the property, it would be utterly void as to third persons.

A distinction is made by some of the authorities between mortgages of future acquisitions executed by railroad companies, and similar instruments made by natural persons. It is said that a mortgage of a railroad and its future property will carry all after-acquired property appurtenant to and necessary for building and operating the road, and carrying out the purposes for which it was created; while a similar instrument will be inoperative if executed by a private person. This is true, if the mortgage executed by the private person is upon a specified piece of property without reference to any accretion or addition to it ; because there can be no accretions of property appurtenant to the person of the mortgagor ; but it is untrue, if the individual has mortgaged his business and the property there appurtenant to, or afterward to grow out of and be added by accretion to the particular business that is pledged. Thus, a natural person equally with a corporation can execute a valid mortgage of a ship and the profits of its voyage, or of a factory and the machinery then in it and be placed in it, or of a farm and the products to be produced upon it, or of a flock of sheep and its natural increase and future grown wool. And so a railroad company can execute, in general terms, a valid mortgage of its road-bed and franchises, and all of its real and personal property then owned or thereafter acquired; provided, the future acquisitions be such as belong naturally to the business of constructing and maintaining the road and its primary end as a common carrier of passengers and freights. The things which may be deemed essential or useful, and therefore appurtenant to the great work of building and operating a railroad, will frequently be more extensive and varied in their character, than those which can properly be regarded as accretions to the business of a private person; but the principle is the same, and where the facts concur, the law must be the same as to both. The mortgage in the present case would be clearly void as to after-acquired property, for uncertainty of description, if it had been executed by a private person, without reference to some enterprise, undertaking or venture as to which the future property could be deemed an accretion. It is equally so when executed by a railroad company, if the property to which it is sought to apply it was not appurtenant to the business of the company. When property is to be deemed appurtenant to a railroad enterprise, is discussed in many cases, a few of which we cite. Mobile, etc., R. Co. v. Mosely, 52 Miss. 127; 12 Wise, 649; 25 Barb. 284 ; 47 Penn. St. 465; 24 Ohio St. 28 ; 22 N. Y. 494. In Pierce v. Emery, 32 N. H. 484, it was held that after-acquired property, where appurtenant, would pass by a mortgage of a railroad and its business, although there was no provision as to future property. This doctrine is denied, and we think properly, by the better considered cases.

The property involved here does not fall within any well-considered definition of the term appurtenant, nor can it possibly be regarded as either necessary or legitimate to the business of a railroad corporation. It consisted of a hotel, a brick storehouse, some vacant town lots and a farm of three hundred acres. The hotel was not used as a railroad eating-house, there being no station-house or depot at the town, but seems to have been used as an ordinary hotel for the entertainment of guests. The other property was rented out for the several purposes for which it was adapted. It was used for these purposes by its former owners, before its acquisition by the railroad company, and continued to be so used after that acquisition. It was applied to no new use, and except that after its acquisition the several tenants occupying it paid rents to the railroad company, it served no beneficial purpose whatever to the railroad. Clearly, it was not appurtenant to it.

Under these circumstances, as the property was not embraced in the mortgage, the purchaser at the execution sale got a good title.

Judgment reversed, and judgment here on the agreed state of facts for plaintiffs.—*From The Albany Law Journal.*

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THE opening of the great cotton exhibition at Atlanta, Ga., Wednesday, is a notable event indeed in the industrial history of the South. It marks a new era in Southern affairs, and is a strong indication of awakening enterprise in agricultural, manufacturing and commercial interests in that section. The original plans of the exhibition were expanded to such an extent that the perfected arrangements cover a broad field of much more than local importance, and this expansion is in keeping with the broadening spirit of the New South.

A RECENT opinion of the Supreme Court of Mississippi decides that a mortgage given by a railroad company upon all its property and franchises will not hold after-acquired property, except so much as is appurtenant to and necessary for building and operating the road, although the mortgage includes "all its present real and personal property and franchises now owned or hereafter to be acquired, without any exception or reservation." The decision rests upon the ground that neither a man nor a corporation can mortgage, so far as subsequent creditors are concerned, everything that it may acquire through all time. The manner in which a railroad mortgage is drawn is of the greatest importance to the bondholders interested in it. The doctrine, advanced by one or two States, that after-acquired property, where appurtenant, would pass by a mortgage of a railroad and its business, though not provided for in the mortgage, finds no favor in most of our courts, and the tendency is to a closer construction of such conveyances.

AMERICAN ENTERPRISES IN MEXICO.

THE railroad enterprises which are being so vigorously pushed in Mexico, while they promise fair results in the perhaps not far distant future, will find at the outset much to retard and discourage their work of development in the deplorable state of commercial and agricultural affairs that has fastenened itself upon that country through the instability of its government in the past, and the natural apathy and lack of progressive ideas in its people. Recent Mexican consular reports certainly do not indicate a field to be easily worked, or in which may be expected an eager or speedy adoption of measures which American capital is doing so much to introduce, in the interests of trade and transportation.

Concerning the condition of the import trade, the consul at La Paz writes, that, while the government, about fifteen years ago, built a very good wharf at that port, it has since refused to allow wharfage to be collected and has not furnished funds for repairs. The wharf has recently broken down and become useless, and as the prospects of its ever being rebuilt are slender, the result will probably be that the only facilities afforded vessels for the discharge of cargoes will hereafter be limited, to the old-time lighters. Trade at that port has diminished rapidly of late years. About a year ago it was stated that no foreign vessel had entered La Paz in a period of four months, excepting the monthly mail steamer, and foreign trade was considered virtually at an end. Last April the consul wrote that the duties imposed had placed meats beyond the reach of the people, and that flour was selling at ten cents a pound, sugar twenty to twenty-five, and butter fifty to seventy-five cents. This decay of trade and the exorbitant prices prevailing, with their crippling effect upon local business generally, are attributed to the enormous tariff, its obnoxious regulations and the alleged unjust penalties enforced for any violations of the peculiar rules; among the recent laws being one exposing the importer to imprisonment as well as heavy fines.

A commercial increase is shown by reports from the consul at Vera Cruz for that locality, but there is something sarcastically and almost ominously suggestive in his explanation of this state of trade, which he attributes "to the long period of peace the country has enjoyed, it being almost three years." The ominous feature of the explanation is fortunately relieved by the present unusual indications of a longer continuance of peace than Mexico has enjoyed in the long past. In this fact is found one of the most promising inducements offered for the lavish application that is being made of foreign capital to Mexican enterprises, or rather to American enterprises being started in Mexico.

The Mexican agricultural resources, while of great wealth, are hidden away under years of unfortunate neglect and want of ability or inclination on the part of the natives for their development, and a speedy change from these conditions can hardly be expected, though it remains to be seen how long it will take American enterprise to overcome the influence of prejudice and antiquated customs in this respect. The agricultural implements used, as described by our consul at Vera Cruz, are of the rudest and most primitive kind, and the efforts that have been made in the past to modernize them have thus far met only with signal failure. As an illustration, it is mentioned that a Vera Cruz hardware firm have had an American plow on sale for years without a purchaser, and that probably no native could be found to take it as a gift under an agreement to use it.

Such facts as these concerning the condition of trade, agriculture and the people, are certainly not of a character to stimulate enthusiasm as to the immediate returns to be realized from work underway there, and it will be well enough for American tradesmen not to be over sanguine or too venturesome in efforts to place their goods in the Mexican market until the way has been opened for them by the projected railroads. It must be admitted, too, that apparently unwarranted expectations have been created among investors as to the future of some of the many proposed railroads in Mexico. Before turning capital with undue haste in this direction it will be the part of wisdom to give a more careful study to the natural influences that must affect these enterprises. The customs of the

people may be changed by the introduction of American ideas, but the climate which enervates the natives will operate quite as adversely upon foreigners. A proper estimate of the results to be obtained by this vast work of railroad construction cannot be made until it has been fully demonstrated, as it has not yet been, to what extent American energy and enterprise will withstand the natural influences of that section when transplanted there, or to what extent it will be possible to induce the men having such energy and ability to go into that strange country.

Organization.

At a meeting of the Board of Trustees of the Highland Junction Railroad and Bridge Company, recently held in this city, Vincent C. King was elected President, Augustus T. Docharty Treasurer, and Charles H. Swan Secretary and General Manager. As noted elsewhere, the plan of this company under its charter is the construction of a railroad from a point on the New York, Lake Erie and Western Railroad, near Cornwall on the Hudson, to Matteawan on the New York and New England Railroad; also the construction of a bridge over the Hudson River in connection therewith. The route has already been surveyed and maps and profiles have been filed. It is claimed that the construction of this road and bridge, whereby the coals of Pennsylvania can be conveyed in bulk to the Eastern States without transshipment, as is now done at Elizabethport and Perth Amboy, will effect a saving of 80 cents per ton.

Articles of incorporation of the Trinity and Sabine Railroad Company have been filed with the Secretary of State of Texas. The proposed line extends from the town of Trinity through the counties of Trinity, Polk and Tyler to a point on Niches River, near the junction of Angelina River, a distance of seventy miles. The capital stock is $1,125,000. The incorporators are R. S. Hayes, H. M. Hoxie, D. S. H. Smith, of St. Louis; Ira H. Evans, John W. Armstrong, G. J. Gooche, Allen McCoy, George M. Dieley and A. R. Howard, of Palestine, Texas.

The Waxahachie-Tap Railroad has filed an amendment to its charter in the State Department at San Antonio, Texas. It changes the name to Central Texas and Northwestern; it also extends the line of road to a junction with the Texas Central in Childress county, a distance of 280 miles.

A charter has been granted at Harrisburg, Penn., to the Seaboard, Pittsburg and Great Western Railroad Company to extend a line from Pittsburg to a point in Franklin County, near Chambersburg. The capital stock is $2,100,000. Thomas E. Shoemaker, of Philadelphia, is President. It is said that this is a link of the line which will connect with the road now being built down the Cumberland Valley to cross the Susquehanna at Steelton, two miles below Harrisburg, and connect with the branch of the Reading Railroad at that point.

Railroad Earnings.

The earnings of the Great Western Railway of Canada for the week ending September 23d, 1881, were $108,094; corresponding week of last year, $115,545—decrease, $7,451.

The earnings of the Denver and Rio Grande Railway for the fourth week in September, 1881, were $191,617; same week last year, $142,373—increase, $49,244. Total for the month of September; $620,642; same week last year, $400,990—increase, $219,652. Total since January 1st, $4,340,977; do. 1880, $2,236,480—increase, $2,104,498. Total construction since January 1st, $152,413. Miles now operated, $963; miles operated last year, 541.

The earnings of the St. Louis and San Francisco Railway for the fourth week in September, 1881, were $81,000; same week in 1880, $86,000—decrease, $4,900. From January 1 to September 30, 1881, $2,278,000; do. 1880, $1,811,591—increase, $466,409.

The earnings of the Mobile and Ohio Railroad for the month of September, 1881, were $209,044; do. 1880, $184,246; increase, $24,798; July 1, 1881, to Sept. 30, 1881, $503,940 75; do. 1880, 456,461 37; increase, $47,479 38; Jan. 1, to Sept. 30, 1881, $1,621,842 66; do. 1880, $1,470,168 68; increase. $151,673 98.

The earnings of the Burlington, Cedar Rapids and Northern Railroad for the week ending Sept. 21, were: 1881, $62,595 45; 1880, $42,990 07—increase, $9,605 38.

The earnings of the St. Louis, Iron Mountain and Southern Railway for the third week in September, 1881, were $191,400; do. in 1880, $184,305. From January 1, to September 21, 1881, $4,893,955; do. in 1880, $3,980,310—increase, $913,045.

The earnings of the Louisville and Nashville Railroad for the third week in September, 1881, were $222,700; do. in 1880, $213,100—increase, $9,600. From January 1 to September 21, 1881, $7,857,115; corresponding period of 1880, $6,261,238—$1,595,878.

The earnings of the Missouri, Kansas and Texas and Leased lines for the third week in September, 1881, were $204,741; do. 1880, $130,131—increase, $74,610. From January 1, to September 21, 1881, $5,319,901; do. 1880, $4,014,850.

The earnings of the Wabash, St. Louis and Pacific Railway for the third week in September, 1881, were $397,141; do. 1881, $315,996—increase, $81,145. From January 1 to September 23, 1881, the earnings were $10,056,944, against $8,429,110 for the corresponding period in 1880, an increase of $1,627,834.

The approximate earnings of the Indiana, Bloomington and Western Railway and leased lines for the week ending Sept. 30, 1881, were $46,633 31; for the week ending Sept. 30, 1880, $40,713 53—increase, $5,919 78.

The earnings of the Chicago and Northwestern Railway Company for the month of September were $2,217,700, against $2,020,200 last year, an increase of $197,500.

The earnings of the Chicago, Milwaukee and St. Paul Railway Company for the fourth week of September were $484,000, against $397,364 last year, an increase of $86,636, and for the month ot September, $1,645,000, against $1,157,677, an increase of $387,323.

The earnings of the Union Pacific Railway for the month of September were $2,844,357, against $2,270,179 last year, an increase of $574,178.

Interest and Dividends.

The Woodruff Sleeping and Parlor Coach Company has declared a quarterly dividend of 1½ per cent., payable October 1 at 4 Market street., Pittsburg, Penn.

The Receiver of the Philadelphia and Reading Railroad Company will pay, on and after October 18, 1881, the unpaid January, 1881, coupon of the general mortgage bonds of said company. The receivers are now paying the coupons of the 7 per cent. bonds of the Pickering Valley Railroad at the rate of 4 per cent. per annum.

The Housatonic Railroad Company has declared a quarterly dividend of $2 per share on its preferred stock, payable at Bridgeport, Conn., on the 15th of October.

The Boston, Clinton, Fitchburg and New Bedford Railroad Company has declared a semi-annual dividend of 3 per cent. on its preferred stock, payable October 15.

The Pullman Palace Car Company will increase its capital stock 25 per cent. ($8,020,900 to $10,026,100), and every holder of four old shares September 8 is entitled to one new share at par up to October 15, the new stock to draw dividends February 15. The company paid an extra dividend of 1½ per cent. September 20.

Personal.

Impressive memorial services were held at Houston, Texas, on the day designated for the national funeral services over our late President. Among the prominent speakers at Houston was Mayor E. W. Cave, Treasurer of the Houston and Texas Central Railway Company, who, although not knowing until a late hour in the morning that he was to speak in the afternoon, delivered an eloquent and peculiarly fitting address, which we see quoted at length by the press of that locality. Mayor Cave closed his address as follows: "The lesson of the life of President Garfield is full of promise to the American youth, full of hope to the patriot and statesman. Labor, energy, thought, manhood and public virtue will shine conspicuous in life's record long after party rancor has passed away. The lesson of his death is fraught with earnest resolve, that if there be lurking in our midst that fanaticism which points the frenzied brain to a deed like this which has laid our President low, it shall be stamped out beneath the feet of justice, and if any have been so foolish as to believe that one mad act can eve disturb this nation's repose, their folly will be made conscious by the present sublime unity of the American people."

Capt. Eads, who has just returned from Europe, says he "found the greatest encouragement among eminent English engineers, who agreed that his plan for a ship railway is perfectly practicable." He is about to cross the Isthmus and re-survey the route.

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Oct. 5.

	Th.29.	F.30.	Sat. 1.	M.3.	Tu.4.	W.5.
Adams Express	137¾					138
Albany and Susq.						
1st mortgage						
2d mortgage						106½
American Express	89¾	91	94¼	93½	92¼	
Atlantic & Pac. Tel.						
Burl., C. R. & Nor.	80		79			
1st mortgage 5s	101			101	101	101
Canada Southern	64	64	63½	63½	60¼	58¾
1st mortgage guar			99¼	99	99¼	99
Central of N. Jersey	95½	95½	94½	94½	92½	90½
1st mort. 1890						
7s, consol. ass				116		
7s, convertible ass.						
7s, Income						
Adjustment			109¼		109¼	
Central Pacific	94½	95¼	94	94¾	92½	91
6s, gold	116	116				
1st M. (San Joaquin)						
1st M. (Cal. and Or.)						
Land grant 6s				107¼		
Chesapeake & Ohio.	29	29½	29	28½	28¼	28
Chicago and Alton.	130¼	131	130¼	130	128¼	127¼
Preferred						
1st mortgage		127				
Sinking Fund						
Chi,, Bur. & Quincy	160	160	159¾	158½	157¼	154¾
7s, Consol. 1903	132					
Chi., Mil. & St. Paul	112¼	111¾	111½	111¾	110¼	108¾
Preferred	125		124½	124	124½	
1st mortgage, 8s					134	
2d mort., 7 3-10s						
7s, gold						
1st M. (La. C. div)						
1st M. I. & M. div.)						
st. M. (L. & D. ext.)						
1st M. (H. & D. div.)						
1st M.(C. & M.div.)					125	
Consolidated S. F.		125¾		123½		123½
Chi. & Northwestern	125¾	125¾	125¼	124¾	124	122½
Preferred			136½	135		132½
1st mortgage						
Sinking Fund 6s	110½					
Consolidated 7s		135½				133½
Consol. Gold bo'ds	124¾					125
Do. reg						
Chi., R. Isl. & Pac.	137½	137½	134¾	134	134	132½
6s, 1917, c			125	125	126	
Clev.,Col.,Cin.&Ind.	97½	98	97½	97¼	95	90½
1st mortgage						
Clev. & Pittsburg gr.		138		135½		
7s, Consolidated						
4th mortgage						
Col.,Chi.,& Ind. Cent.	21¼	21¼	21	20¾	20¾	19¾
1st mortgage						
2d mortgage						
Del. & Hud Canal.	108¾	109¾	108¼	108	107¾	107
Reg. 7s, 1891					115½	
Reg. 7s, 1884						
7s, 1894						117½
Del.,Lack.& Western		127½	126¾	125¾	124¾	121x
2d mortgage 7s						
7s, Consol. 1907	125¾		126			
Erie Railway						
1s mortgage						
2d mort. 5s, ext						
3d mortgage					106	
4th mort. 5s, ext.						
5th mortgage						
7s, Consol. gold						
Great West. 1st mort						
2d mortgage	111	111	112			
Hannibal & St. Jo						
Preferred	117	116½	115¾	115½	113½	112½
8s, Convertible	110					
Houston & Tex. Cen	90¾	91			89¾	83½
1st mortgage			111½		110⅝	110⅝
Illinois Central	131½	131	130¼	130¾	129¾	128¾
Lake Shore&MichSo	124⅝	125	122½x	121¾	119¾	117¾
Consol. 7s		127½		130		
Consol. 7s, reg						
2d Consolidated				128		128
Leh. & W. B. 7s, Con						
Long Dock bonds						
Louisville & Nash.	96¾	96½	94¼	94⅝	93	90½
7s, Consolidated						
Manhattan	20⅜	20¾	18	20½	21¼	20¾
Met. Elevated	86	86½	86	87	85¾	84¾
1st mortgage	100	99½	99½	100	100	99½
Michigan Central	91¾	92¼	91⅞	91	88¾	87¼
7s, 1902				124½		
M. S. & N. I. 1st, S. F						
Morris & Essex	125¼		124¾			124
1st mortgage		135		125½		137
2d mortgage						
7s of 1871						
7s, Convertible						
7s, Consolidated			135			
N.Y. Cen. & Hud. R.	142⅝	142½	141½	141¼	137	138⅜
6s, S. F., 1883			112½			
6s, S. F., 1887				112¼	112	
1st mortgage						137
1st mortgage, reg.			119			
N. Y. Elevated	109	110¼	115¾	116¼		111
1st mortgage	116	116				
N. Y. & Harlem						
Preferred						
1st mortgage						
1st mortgage, reg						
N. Y., Lake Erie & W	45¼	44½	44¼	44¼	43¾	42⅝
Preferred	89¼		85¼	87½		86
2d Consolidated	102⅝	102½	102⅝	102⅝	102¼	102
New 2d 5s fund	100				99½	
N.Y.,N.Hav'n&Hart	182½		180¼	181	180	
North Mo. 1st mort						
Northern Pacific	39¾	39½	39¼	39	39	38
Preferred	79¾	79	78¾	79¼	78¼	77
Ohio & Mississippi	44¼	44¾	45	44⅝	42	41¼
Preferred	113	106¾				106
2d mortage						
Consolidated 7s			120			
Consol. S. Fund						
Pacific Mail S. S. Co	50⅜	51	50	49⅞	49¼	48⅛
Pacific R. R. of Mo.						
1st mortgage	107⅛					
2d mortgage						
Panama						
Phila. & Reading	71¼	71¼	72⅝	74¼	71¼	68½
Pitts,Ft.W.&Chi.gtd						
1st mortgage		138	138			
2d mortgage						
3d mortgage						
Pullman Palace Car		130				134¾
Quicksil'r Min'g Co						13
Preferred	60	60		59		
St. Louis & San Fran	45	45¼		45	44¾	42¾
Preferred	75¼	74⅞	74½		72¼	69
1st Preferred			107⅞	103¼	106½	105
St. L., Alt'n & T. H.	52	52		51		
Preferred						
1st mortgage						
2d mort. pref						
Income bonds						
St. L., Iron Mt. & S						
1st mortgage						
2d mortgage	111					
Tol.,P. & W.1st E.D.						
1st mortg., W.Div						
Union Pacific	120¼	119⅞	118¾	118⅞	118½	117½
1st mortgage	116½	116			116½	
Land Grant 7s			119¾x			
Sinking Fund 8s	124	123½			121	
United States Ex			70	70¼		70
Wabash						
1st mortgage					110½	110
2d mortgage						
7s, Consolidated	108½					
St. Louis Division		106		108¼		108½
Wabash, St. & Pac.	50¼	50¾	49¾	49¾	48¾	47⅝
Preferred	91½	91	89¾	89¾	88¼	87
New mort. 7s						
Wells-Fargo Ex		132	132	131		130¾
Western Pacific b'ds						110
Western Union Tel.	86	85⅞	86	86¼	85¾	83
7s, S.F. conv., 1900						
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	116¾	116¾		116¾	116	
U. S. 4s, 1907, coup.	117¾	117¾	116¾	116¾	113¾	
U. S. 4½s, 1891, reg.		113¾				113
U. S. 4½s, 1891, coup	113¾				100¾	
U. S. 5s, 1881, reg	101	101¼	100½	100⅝		111
U. S. 5s, 1881, coup.						
U. S. 6s cont'd at3¼						
Dt. of Col. 3-65s, reg						
Dt. of Col.3-65s,coup						

Boston Stock Exchange.

Prices for the week ending Sept. 28.

	Th.22.	F 23.	Sat.24	M 26.	Tu.27.	W.28.
Atch.,Top.and San. Fe.	139¼	138¾	138¼		138¾	138¼
1st mortgage						
2d mortgage						
Land Grant 7s						
Boston and Albany	172				171¾	172
7s, reg						
Boston and Lowell						
Boston and Maine	164					153¾
Boston and Providence	164					
Boston, Hart. & Erie 7s	69¼				70	68
Burl. & Mo. R. L. G. 7s						
Burl. & Mo. R. in Neb						
6s, exempt						
4s		90				
Chi.,Burl. and Quincy	160¼	161	161		161¼	161
7s						
Cin.,Sand & Clev.($50)	25¼	25¼	25¼		x26	25¼
Concord ($50)						
Connecticut River						
Eastern	46	48	47¼			48¼
New 4½ Bonds					110	
Fitchburg					150	
Kan. C., Top. & West						
Michigan Central						
N. Y. & New England	70	69			69	68¼
7s	118	117¾				116¾
Northern, N. H						115
Norwich & Worcester						
Ogden. & Lake Champ						
Preferred						
Old Colony		129			129¼	129
Ph., Wil. & Balt. ($50)	66					
Portl'd, Saco & Ports						
Pueblo & Ark. Va						
7s						
Pullman Palace Car	133					
Union Pacific	123	123				121¼
8s						115
Land Grant 7s						
Sinking Fund 8s						
Vermont and Canada						
Vermont and Mass						
Worcester and Nashua						66
Cambridge (Horse)						
Metropolitan (")						
Middlesex (")						
Coal & Roads Mining Co	226				225	
Quincy	39	39				

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 28.

	W.21.	Th.22	F.23.	Sat.24	M.26.	Tu.27
Alleghany Val. 7 3-10s						
7s, Income						58
Camden & Am. 6s, 1885		104¼				
6s, 1889						
Mort. 6s, 1889		116	116			
Camden and Atlantic						24
Preferred						
1st mortgage						
2d mortgage						
Catawissa						
Preferred						
7s, new						
Del. & Bound Brook						
7s						
Elmira & Williamsport						
Preferred						
Hunt. & B. Top Mt						14
Preferred		24¼		25		27
2d mortgage						
Lehigh Navigation	44¼	44¼	45¼	46¼		46¼
6s, 1884	107					
Gold Loan						
Railroad Loan	117					
Conv. Gold Loan						
Consol. Mort. 7s						
Lehigh Valley	61		61	60¼		61
1st mort. 6s, coupon						
1st mort. 6s, reg						
2d mort. 7s						
Consol. mort. 6s						
Consol. mort. 6s, reg						
Little Schuylkill		56				
Minehill & Sch. Haven						
North Pennsylvania						
1st mortgage 6s						
2d mortgage 7s						
Gen'l mort. 7s, coup						
Gen'l Mort. 7s, reg						
Northern Central	52	51¾	52			52¼
6s			100¼	100¼		
Northern Pacific	39¾	39¾	40¼	40¼		40
Preferred	79	79	80	80¼		80¼
Pennsylvania R. R.	65	65¼	65¼	66		66¼
1st mortgage						
Gen'l mortgage						
Gen'l mort. reg						
Consol. mort. 6s				128		
Consol. mort. 6s, reg						
Penn. State 6s. 2d series						
do. 3d series		101¼				
do. 5s, new						
do. 4s						
Phila. and Reading	33	35¼	35¼	35¼		35¼
1st Mortgage 6s	121					
7s, of 1893						
7s, new convertible						72
Consol. mortgage 7s						
Consol. mortgage reg						
Gen'l mortgage 6s	95¼	96¼	95¼	96		96¼
Philadelphia and Erie	22					23
1st mortgage, 6s						
2d mortgage, 7s				116¼		
Pittsb., Cin. & St. L. 7s						
Pittsb., Titusv. & Buff.	21¼	21¼	22	22		22¼
7s	97					
Schuylkill Navigation		13				
Preferred				13		
6s, 1872						
6s, 1882	94	94				
United Co. of N. Jersey	190x		190		190	
Hestonville, (Horse)						
Chestnut & Wal. (do)						
Green and Coates (do.)						

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 27.

	W.21	Th 22	F.23.	Sat.24	M.26.	Tu.27.
Baltimore and Ohio						
6s, 1880						
6s, 1885			110			
Central Ohio ($50)						
1st mortgage		108¼				
Marietta & Cincinnati						
1st mortgage, 7s	123					
2d mortgage, 7s	91	91	90¼	90¼		
3d mortgage, 8s	49¼			49		
Northern Central ($50)	52			52		52¼

2d mortgage, 6s 1885	....	....	....	....	....
3d mortgage, 6s, 1909	....	....	....	....	....
6s, 1900, Gold	116¾	....	....	....	....
6s, 1904, gold	....	116	....	....	....
Orange and Alex. 1st	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....
Pittsb. & Connellsv. 7s	122	....	....	....	....
Virginia 6s, Consol	83	82	....	81¼	 82
Consol. Coupons	....	....	82¾	82¾	....
10-40 bonds	85¼	85	84¼	83¼	.... 83¼
Deferred Certificates	....	....	....	....	....
Western Maryland	....	....	....	....	....
1st M., end. by Balt.	....	....	....	....	....
2d M. do.	....	....	....	....	....
3d M., do.	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....
City Passenger R. E.	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— Sept. 2	Sept. 9
Baltimore and Ohio (sterling)	113 —115	113 —115
Cairo and Vincennes common stock	49 — 51	49 — 51
Do. pref. 5 per cent	94 — 96	93 — 95
Central of New Jersey $100 shares	93 — 94	93 — 94
Do. Cons. Mort. Oct. '79 coupon	118 —120	118 —120
Do. Adjustment bonds	105 —110	105 —110
Do. Income bonds	102 —106	102 —106
Det., Gd. Haven & Mil. Equip. bds.	118 —120	117 —119
Do. Con. M. 5 p.c. till '84 after 6 p.c.	111 —113	111 —113
Illinois Central $100 shares	131½ —133½	133 —131
Lehigh Valley Consol. mortgage	118 —122	118 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	137 —140	137 —140
Do. $100 shares	146 —148	147 —149
Do. Mort. bonds (s. s.)	122 —124	122 —124
N. Y., Lake Erie & West., $100 shs.	43 — 44	44½ — 45
Do. 6 p. c. pref. $100 shares	89 — 88	87 — 89
Do 1st Con. Mort. Bonds (Erie)	128 —132	128 —132
Mort. Funded Coupon bonds	125 —128	126 —132
Do. do. 2d do.	103 —105	104 —106
Do. 2d Consol. Mort. bonds	100 —102	100 —102
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds.	51 — 52	53½ — 54½
Do. Prior Lien Bonds (sterling)	105 —110	105 —110
Pennsylvania, $50 shares	66 — 66½	66½ — 66½
Do. Con. Sink. Fund Mort.	121 —123	121 —123
Philadelphia & Reading $50 shares	30½ — 31½	31 — 31½
General Consol. Mortgage	117 —119	118 —118
Do. Improvement Mortgage	106 —107	106 —107
Do. Gen. Mort. '74, ex-defer'd. cou.	96 — 98	95 — 97
Do. Scrip for the 6 def. ½ coupons.	93 — 96	93 — 96
Pittsbg, Ft W. & Chic. Equip bds.	105 —109	105 —109
St. Louis Bridge 1st mort. gold bonds	127 —129	127 —129
Do 1st pref. stock	102 —105	102 —105
Union Pacific Land Grant 1st mort.	118 —122	118 —122

THE ROTUNDA FURNACE.—Prudent people are now preparing for the cold weather. Furnaces, pipes and flues are being cleaned for use during the winter. This last is a matter of great importance in the dwelling, school, church and office. Alexander M. Lesley, 380 Sixth avenue, New York, has introduced a new and improved furnace, called the "Rotunda," whose merits include the absolute prevention of the escape of gases into the surrounding air; durability, simplicity, ease in use, and economy. Mr. Lesley's "Rotunda" furnace is the result of twenty-four years' experience.

Cincinnati Iron Market.

OFFICE OF E. L. HARPER & CO.

Cincinnati, Oct. 3, 1881.

The market continues to grow steadily stronger. Stocks in the hands of sellers are very light and some grades have been sold at advance of 50c. to a $1 per ton. We quote as follows:

	No.		Mos.
FOUNDRY.			
Hanging Rock Charcoal	1	26 00@27 00	4
Strong Neutral Coke	1	22 50@23 50	4
American Scotch	1	20 00@21 50	4
GREY FORGE.			
Neutral Coke		20 00@21 50	4
Cold Short		19 00@20 00	4
CAR WHEEL AND MALLEABLE.			
Hanging Rock Cold Blast		36 00@38 00	4
" Warm Blast		30 00@32 00	4
Lake Superior 1 and 2		32 00@33 00	4
Lake Superior 3 to 6		34 00@36 00	4
Southern Car Wheel		34 00@35 00	4

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Oct. 6, 1881.

The quotation for call loans at the Stock Exchange this afternoon was 6 per cent, plus 1-16th of 1 per cent a day. In the last hour the rate fell to 6 per cent for a few moments; but late borrowers were obliged to pay a commission of 1-32 of 1 per cent a day. The highest rate paid during the day was ⅛ of 1 per cent, plus 6 per cent.

The posted rates for prime bankers' sterling were 4.79½@4.83½; the actual rates being 4.78 to 4.78¾ for 60 day and 4.82 to 4.83¾ for demand drafts. Cable transfers on London were 4.83¼ to 4.84. Prime commercial bills were 4.76½ to 4.77½. The actual rates for Continental exchange are: francs, 5.26⅞@5.23⅛; marks, 93½@9⅜ and 94⅜@⅝, and guilders, 39½@39¾.

At a meeting of the Trustees of the Brooklyn Bridge Company, held on the 3d inst., a statement of the Treasurer was presented, showing the receipts to have been $13,224,128.99, and the expenses $13,166,792.44, leaving cash on hand $57,336.55.

There were twenty proposals to sell bonds to the Government on Monday, aggregating $6,770,500, nearly all extended sixes. Fisk & Hatch offered $2,000,000, Mr. St. John $2,000,000 and the First National Bank $756,000. The Treasury accepted the fixed weekly amount, $2,000,000, in equal proportions among the offerers.

The coinage at the several United States mints during the month of September amounted to 6,450,000 pieces, of the value of $7,847,300. There were $2,400,000 silver dollars, $2,630,000 in gold eagles and 3,230,000 cents.

According to the report of the Comptroller the net funded debt of the city of New York on the 31st of December, 1880, was $101,509,891.56; August 31, 1881, $99,399,939.73, and September 30, 1881, $98,999,306.97. The amount of revenue bonds issued under special acts of the Legislature in anticipation of taxes was December 31, 1880, $5,524,244.58; August 31, 1881, $18,911,589.79, and September 31, $20,055,589.79. The city treasury account to August 31, 1881, was $367,776.71; sinking fund redemption, $705,303.24; interest, $428,302.09; total, $1,501,328.04.

The closing quotations on Thursday were: Adams Express, 137@139; American Express, 90@100; American District Telegraph, 49¾@52; Chicago, Burlington and Quincy, 154@154½; Canada Southern, 59¼@59¾; Chicago and Northwestern, 122½@122⅝; do. pref., 133½@134; Chicago and Alton, 127@128; Central of New Jersey, 91½@91⅝; Chicago and Rock Island, 132@132½; Central Pacific, 92¼@92½; Chicago, Milwaukee and St. Paul, 109⅜@109½; do. pref., 121@122; Chicago, St. Louis and New Orleans, 78@79; Cleveland, Columbus, Cincinnati and Indianapolis, 90½@92; Columbus, Chicago and Indiana Central, 19⅜@19¾; Delaware and Hudson Canal, 107⅛@107⅜; Delaware, Lackawanna and Western, 122⅜@122½; Hannibal and St. Joseph, 100@200; do. pref., 113¾@114; Illinois Central, 129@129½; Lake Erie and Western, 42¾@43¼; Lake Shore and Michigan Southern, 118½@118⅝; Metropolitan Elevated, 84½@85; Manhattan Elevated, 22⅛@22¼; Michigan Central, 87⅛@88; New York Elevated, 109@110; New York, Lake Erie and Western, 42⅞@43; do. pref., —@—; New York Central and Hudson River, 137⅜@13⅞7; Ohio and Mississippi, 41⅜@41½; Ohio Central, 26@26⅛; Texas and Pacific, 47⅛@47⅜; Union Pacific, 118@118⅛; United States Express, 69¾@70½; Welsl-Fargo Express, 129½@130¼; Western Union Telegraph, 84¼@84⅝; Wabash, St. Louis and Pacific, 47⅝@47⅞; do. pref., 87⅞@88¼.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atlantic and Pacific 6s, 100; do. Inc., 48⅝; Boston and New York Air Line, 64; Chesapeake and Ohio 1st pref., 39; do. 2d pref., 29½; do. cur. int., 56; do. 1st, series B, 85½; Chicago, St. Paul, Minneapolis and Omaha, 38⅝; do. pref., 100½; do. consol., 103; Cedar Falls and Minnesota, 4; Chicago, St. Louis and New Orleans, 80; Central Iowa, 37½; Chicago, Milwaukee and St. Paul, Chicago and Pacific div. 1st, 107½; do. Southern Minnesota div. 1st, 105½; do. La C. and Dav. div. 94; Columbus, Chicago and Indiana Central 1st, Trust Co. certif., 123; Denver and Rio Grande, 92⅛; do. 1st, 117; do. consols, 107; Denver, South Park and Pacific 1st, 106; East Tennessee, Virginia and Georgia, 14⅞; do. pref., 27; do. inc., 52; Gulf, Colorado and Santa Fe 1st, 116; Galveston, Houston and Henderson 1st, 80; Galveston, Harrisburg and San Antonio 1st, 111; Houston and Texas Central Gen'l mort., 99¾; Hannibal and Central Missouri 1st, 114; Indiana, Bloomington and Western, 42½; do. 1st, 92½; do. 2d, 80; Indianapolis, Decatur and Springfield, 1st, 107; do. 2d inc., 60; International and Gt. Northern 1st, 101½; do. 2d inc., 99; Kansas Pacific Denver div. ass., 111; do. 1st consol., 106; Keokuk and Des Moines pref., 50; Lake Erie and Western, 42½; do. inc., 70; do. 1st, 106½; do. Sandusky div. 1st, 102; Louisville, New Albany and Chicago, 69¾; do. 1st, 104; Long Island, 53; Lehigh and Wilkesbarre consol, ass., 110¾; do. Inc., 96; Louisville and Nashville gen'l mort. 6s, 105½; Lafayette, Bloomington and Muncie 1st, 108; Manhattan Beach, 22; Mobile and Ohio, 36; do. 1st deben., 97; 2d deben., 73; do. new mort., 114; Missouri, Kansas and Texas, 37½; do. guar. 6s, 87; do. consol., 105¼; do. 2d, 80; Missouri Pacific, 102¾; Memphis and Charleston, 75; Milwaukee, Lake Shore and Western, 46½; do. 1st, 107; Marietta and Cincinnati 1st pref., 15; do. 2d pref., 11; Milwaukee and Northern 1st, 101; Minneapolis and St. Louis 1st, Iowa ext., 112½; Nashville, Chattanooga and St. Louis, 80; do. 1st, 118½; New York, Ontario and Western, 30; New Orleans Pacific 1st, 94½; Northern Paific 1st, 103½; Ohio Central, 25½; do. 1st, 99¾; do. inc., 52; Oregon Railway and Nav., 155; do. 1st, 109; Ohio Southern, 25; do. inc., 40; Ohio and Mississippi 1st, Springfield div., 114; Pennsylvania Co. 4½s, 100½; Peoria, Decatur and Evansville, 39; do. inc., 80; do. 1st, 107½; Richmond and Alleghany, 47; do. 1st, 105; Rochester and Pittsburg, 28; do. 1st, 102; do. inc., 44; Rensalaer and Saratoga, 140; Rome, Watertown and Ogdensburg, 32½; do. 1st consol., 90; St. Louis, Alton and Terre Haute div. bonds, 62½; St. Paul and Sioux City

1st, 110;St. Paul, Minneapolis and Manitoba, 102⅝; St. Paul and Duluth, 35 ; St. Louis and San Francisco 2d, class B, 94; St. Louis and Iron Mountain pref. inc., 98½; do. 5s, 89½; do. Cairo and Fulton 1st 110½; do. Arkansas Branch 1st, 110½; Toledo and Wabssh Equip., 65; Texas and Pacific, 47⅞; do. inc. L. G., 70; do. Rio Grande div. 6s, 88; Toledo, Delphos and Burlington, 24; do. Inc. Dayton div., 36½; Union Pacific, Collateral Trust 6s, 108⅞; Wabash, St. Louis and Pacific, 95; Toledo, Peoria and Western 1st, 117½; Arkansas 7s, L. R., P. B. & N. O., 26; do. M. & L. R., 25; do. M., O. & R. R., 25½; do. C. R. R., 20; do. L. R. & Ft. S,, 26½ Alabama, Class A, 78½½; Louisiana 7s, consol., 66½; Missouri 6s, 1887, 108½; do. 6s, 1888, 108; North Carolina 6s, S. F., 3d class, 9¾; South Carolina 6s, non-fund, 12½; Tennessee 6s, old, 69; do. new, 68¾; Virginia 6s, consol., ex-mat. coupon, 79; do. 6s, deferred, 17½; American Dist. Telegraph, 52; Colorado Coal and Iron, 49; do. 1st, 90; Cam. Coal, 39½; New Central Coal, 27; Sutro Tunnel, 1⅜; Little Pittsburg, 2¾ Ontario, 36; Standard, 22½.

Philadelphia.—American Steamship Co. 6s, 100; Catawissa new pref., 55½; Central Transportation, 43½; Huntingdon and Broad Top Mountain 1st, 116; do. consol. mort. 5s, 91½; Nesquehoning Valley, Philadelphia and Reading Railroad income 7s, 90; Pennsylvania Car Trust 6s, Series C, 100½; Philadelphia, Wilmington and Baltimore 4s, 97½; Pennsylvania Company 6s, 109½; Philadelphia and Reading Coal and Iron Co., deben. 7s, 75; Pennsylvania Railroad 4½s, 101; People's Passenger Railway 5s, 102½; Summit Branch 1st, 102; Texas and Pacific consol. mort. 6s, 100½; do. Rio Grande div. 1st, 90⅜; Warren aed Franklin 7s, 113. The latest quotations are: City 6s, 110@124; do. free of tax, 127@128½; do. 4s, new, 102@113; Pennsylvania State 6s, 3d series, 101½@—; do. 5s, new, loan, 119@120; do. 4s, new, 110@114; Philadelphia and Reading R. R., 35¾@36; do. consol. mort. 7s, coup. 125@—; do. reg., 125@—; do. mort. 6s, 122@125; do. 7s, 1893, 123@125; do. new, conv., —@69; United New Jersey R. R. and Canal, 190½@190¾; Buffalo, Pittsburg and Western, 21¼@21⅜; Pittsburg, Titusville and Buffalo 7s, 99@100; Camden and Amboy mort. 6s, 1889, 116@116½; Pennsylvania R. R., 64½@65⅜; do. general mort. coupon, 122@127; do. reg., 127@—; do. consol. mort; 6s, reg., —@128; Little Schuylkill R. R. 55½@56¾; Morris Canal pref., 160@—; Schuylkill Navigation, 6@7; do. pref., 13@14; do. 6s, 1882, —@92¾; do. 1872, 107@— Elmira and Williamsport pref., 56½@60; do. 6s, 110@—; do. 5s, 101@101½; Lehigh Coal and Navigation, 45¾@45⅞; do. 6s, 1884, 105½@—; do. R. R. loan, 116½@118; do. Gold Loan, 112@115; do. consol. 7s, 119@120; Northern Pacific, 39@39⅛ ; do. pref., 79½@79⅝ ; North Pennsylvania, 59½@60½; do. 6s, 105½@105½; do. 7s, 122½@123½; do. General mort. 7s, reg., 120@124; Philadelphia and Erie, 21@23; do. 7s, —@118; do. 5s, —@109; Minehill, 61¾@62½; Catawissa, 18½@18¾; do. pref., 56¾@57¼; do. new pref., 54⅞@55½; do. 7s, 1900, 118@—; Lehigh Valley 60¼@60¾; do. 6s, coupon, —@127; do. reg., —@127; do. 2d mort. 7s, 133¾@134½; do, consol. mort. 118@122; Fifth and Sixth streets (horse), 136@150; Second and Third, 113@114; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 47½@50; Green and Coates, 90@100; Chestnut and Walnut, 94@98; Hestonville, 21½@22; Germantown, —@80; Union, 110@125; Lombard and South, 24⅞@25½; West Philadelphia, 110@112; People's 32½@33; Continental, 105@108.

Boston.—Atlantic and Pacific 6s, 99 do. Income 6s, 45; Boston Land, 8;Boston Water Power, 7⅜; Boston, Revere Beach and Lynn, 124; Burlington and Missouri in Nebraska 5s, non-exempt, 105¾; Chicago, Milwaukee and St. Paul, Wisconsin Valley div, 6s; 114; do. Dubuque div. 6s, 106½; Connotton Valley, 25; do. 7s, 97; Central of Iowa, 37½; Connotten Valley and Straitsville 7s, 84½; Chicago and West Michigan, 85; Connecticut and Passumpsic Rivers pref., 95; Chicago, Burlington and Quincy 4s, 91½; Flint and Pere Marquette, 29; do. pref., 37⅞; Iowa Falls and Sioux City, 85; Kansas City, Springfield and Memphis, 112½: Kansas City, St. Joseph and Council Bluffs 7s, 117;½ Little Rock and Fort Smith, 69¼ ; do. 7s, 113½; Mexican Central Blocks, new, 90½; do. 7s, 87½; Massachusetts Central 6s, 99; Marquette, Houghton and Ontonagon pref., 117¾; New Mexico and Southern Pacific 7s, 117; New York and New England 6s, 109; Northern Pacific 6s, 101¾: Ogdensburg and Lake Champlain consol. 6s, 100; Rutland, 5½; do. pref., 27½; Republican Valley deferred, 126½; do. 6s, W. D. ,106½; South Boston (Horse) 72; Toledo, Delphos and Burlington, 11⅜; Wisconsin Central, 22⅞; do. 2d series, 50; Atlantic Mining 14½; Allouez, 3½; Brunswick Antimony, 7; Blue Hill, 3⅝; Crescent, 1; Catalpa, 1½; Copper Falls, 5½; Duncan, ⅝; Douglas, 2; Franklin, 12½; Harshaw, 6⅛; Huron, 3½; National, 2⅞; Napa consol. Quicksilver, 6⅞; Osceola, 29½; Pewabic, 14¼; Ridge, 4½; Silver Islet, 30.

Baltimore.—Atlanta and Charlotte, 74; do 1st, 109; Atlantic Coal, 1.25; Baltimore City 6s, 1890, 117½; do. 6s, 1893, 118; do. 6s, 1900, new, 130; do. 6s, 1902, 130; do. 6s, 1886, 109; do. 5s, 1916, 126½; do. 5s, 1890, 118; Charlotte, Columbia and Augusta, 102½; Consolidation Coal, 41; Columbia and Greenville 1st, 103½; Maryland Defense 6s, 106; Norfolk and Western 8s 130½; Richmond and Danville, 102; Virginia Peeler coupons, 21; Virginia Midland 2d pref. 64; do. 2d mort., 109; do. 5th mort., 93; Wilmington, Columbia and Augusta, 109¼. The latest quotations are : Atlanta and Charlotte, 72½@74; do. 1st, 108@—; Baltimore and Ohio, 195@—; do. 6s, 1885, 107½@108; Baltimore City 6s, 1886, 106½@— ; do. 6s, 1890, 117½@118; do. 6s, 1900, 129@—; do. 6s, 1884, 105⅝; do. 5s, 1916, 127@—; do. 5s, 1894, 119@—; do. 4s, 1920, 113½@— ; Canton Co. 6s, 106@107½; Columbia and Greenville 1st, 101@103; Central Ohio 1st, —@110½; Marietta and Cincinnati 1st, 122@123; do. 2d, 87@88; do. 3d, 46½@46⅝; Northern Central, —@52½; do. 5s, 1926, 99½@100½; do. 6s, 1900, gold, —@116; do. 6s, 1904, gold, 112@—; Norfolk and Western pref., 55@58 ; Richmond and Danville, — —@100½; do. 1st, —@101½; Union Canal indorsed by Canton Co., 112@—; Virginia Midland 2d pref., 63@65; do. 5th mort., 92½@93⅜; Virginia consols., 80@81½; do. consol. coupons, 92⅛@93; do. 10-40s, 52@53; Virginia and Tennessee 2d, 101@103½; Western Maryland 2d pref., 106@—.

Highland Junction Railroad and Bridge Company.

A new railroad connection between the Pennsylvania coal fields and the East is promised by the Highland Junction Railroad and Bridge Company, recently organized to build a road from Cornwall on the New York, Lake Erie and Western Railroad, to Matteawan on the New York and New England Railroad. The necessary surveys have been made and maps and papers filed. The length of the proposed road is ten miles, and includes a bridge 2,800 feet long across the Hudson above West Point, from the Storm King to Buck Neck, and 150 feet above tide water. The New York, Lake Erie and Western Railroad Co. has during the past summer completed its connection with the East by a ferry between Newburg and Fishkill, which will soon be in operation, but the freezing of the river in winter will demand the bridge in order to meet the increasing requirements of transportation. Besides this the grades to the ferry are heavy both ways, and this will be avoided by the great elevation of the bridge, which will be constructed in conformity with existing laws without special charter. This project of bridging the Hudson at the only point where navigation cannot be interfered with will doubtless have a considerable influence upon the coal trade of New England, as it will enable the Pennsylvania, the Central of New Jersey, the Delaware, Lackawanna and Western, the Lehigh Valley, the New York; Ontario and Western, and the Philadelphia and Reading Railroads to ship coal East without breaking bulk: To complete the link thus connecting with the New England States a project is on foot and near completion to establish a direct line betwcen Belvidere on the Delaware; and Newburg on the Hudson, which will lie over the Warwick and Greycourt branches of the New York, Lake Erie and Western, and over the Sussex Railroad between Andover and Hamburg. A per rate arrangement is contemplated with these roads, and so confident are the projectors of this new enterprise of its importance that they propose to commence operations at an early day and expect to complete the work within two years.

THE London, Ont., Free Press thinks "it is time the Dominion Government ceased contributing to the immense profits of the Pullman Car Company of Chicago," and that "a Canadian built sleeper should take the place of these foreign cars."

WORK on the Nicaragua Railway is progressing very favorably. The bridge over the Paso de Caballos is approaching completion and will soon enable trains to run through from Corinto to Chinandega. Twelve miles of rails have already been laid.

Dividend Notices.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

TREASURER'S OFFICE, GRAND CENTRAL DEPOT, NEW YORK, September 27, 1881.

The Board of Directors of this Company have this day declared a quarterly dividend of TWO Per Cent upon its capital stock, payable on TUESDAY, the first day of November next, at this office. The transfer books will be closed at 3 o'clock, P. M., on Saturday, the first day of October next, and will be reopened on the morning of Friday, the fourth day of November next.

E. D. WORCESTER, *Treasurer.*

Brown, Brothers & Co.,

NO. 59 WALL ST., N. Y.,

BUY AND SELL

BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.

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AVAILABLE IN ANY PART OF THE WORLD.

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MAKE TELEGRAPHIC TRANSFERS OF MONEY

Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

Paine, Webber & Co.,

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53 Devonshire St., Boston.

Devote special attention to the purchase and sale of Stocks and Bonds in the Boston market, the careful selection of securities for investment, and the negotiations of commercial paper.

WM. A. PAINE. WALLACE G. WEBBER. C. H. PAINE.

John H. Davis & Co.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

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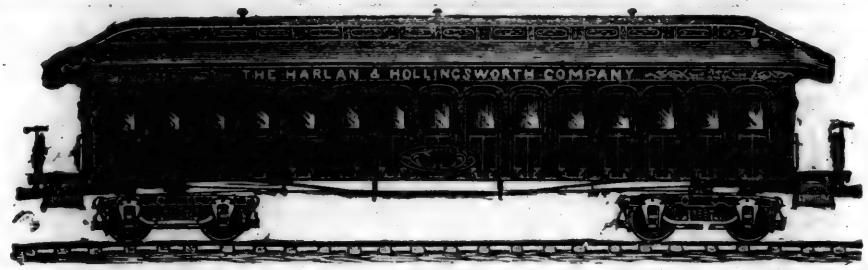
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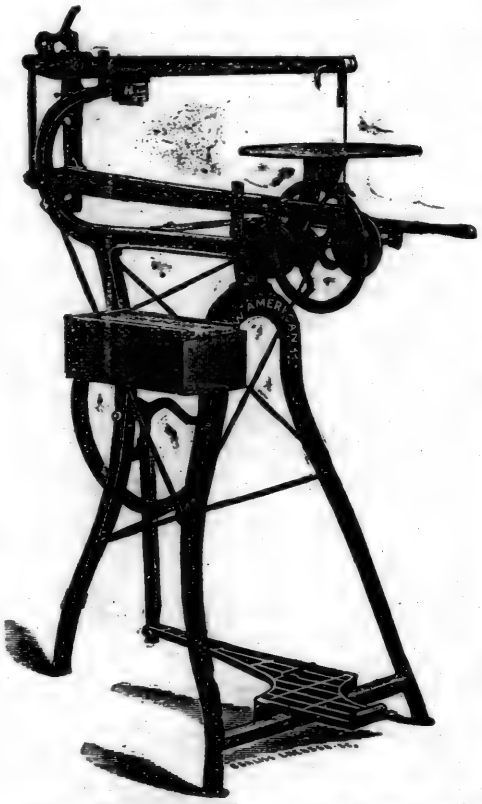
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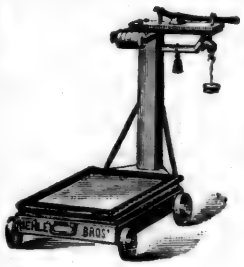
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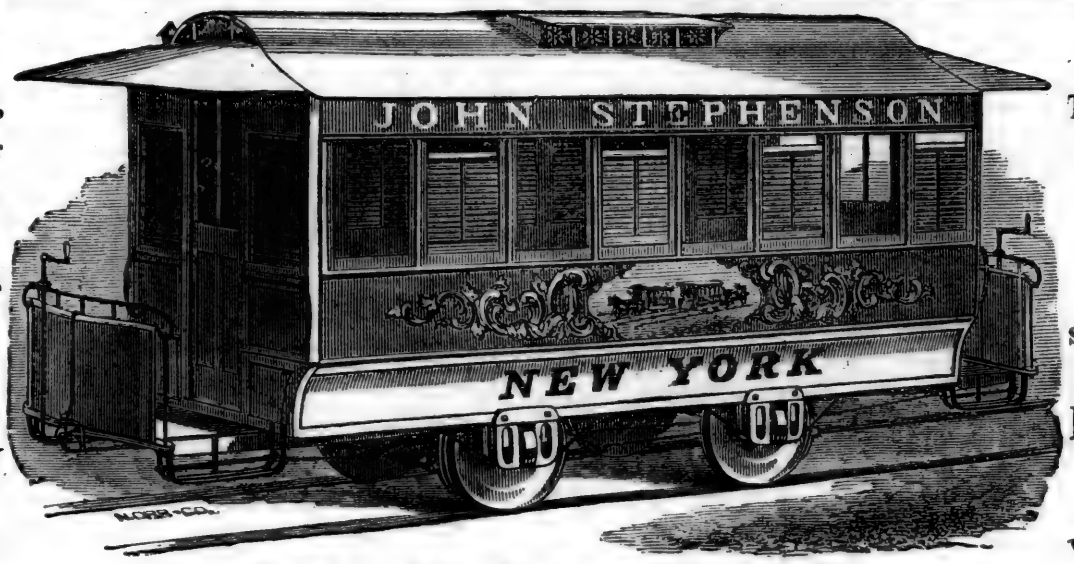
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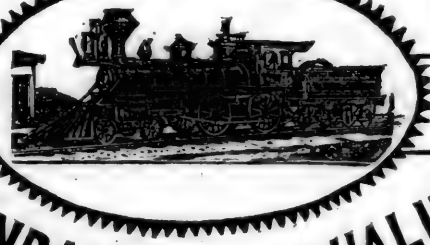
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ESTABLISHED 1831.

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SECOND QUARTO SERIES.—VOL. XXXVII., No. 42.] NEW YORK, OCTOBER 15, 1881. [WHOLE No. 2,373.—VOL. LIV.

The Varieties of Steel.

Originally the word steel was applied only to iron which contains such quantities of carbon as would cause hardening when the red-hot iron was cooled suddenly. This definition still applies, but, in addition, the term cast steel applies to all of the products of the crucible, the Bessemer converter, and the open-hearth furnace, whether such products are too low in carbon to harden or not. The steels that are not cast steel are known in the market as blister steel, German steel, shear steel and double shear steel. Blister steel is made by heating bars of wrought iron, bedded in charcoal, in hermetically sealed chambers. The carbon of the charcoal penetrates the hot iron, converting it into a crystalline mass of crude steel; large blisters rise on the surfaces of the bars, giving the name blister steel to this product. German steel is blister steel rolled down into bars. It is used mainly for tires and common springs, but is being rapidly superseded by the cheaper grades of cast steel. Shear steel is made by taking a high heat on blister steel and hammering it thoroughly. Double shear steel is made by cutting up shear steel, piling it, heating it, then hammering again. The best shear steel is made from the best wrought iron. The sheer steels are very useful onaccount of their toughness and the ease with which they can be welded to iron; and, when of good quality and well worked, they will hold a very fine edge. Crucible steel is made by melting in a crucible either blister steel, or blister steel and wrought iron, or wrought iron and charcoal, or wrought iron or scrap steel, or, in short, a great variety of mixtures, which depend on the quality of steel to be produced. Crucible steel can be applied to any purpose for which steel is used. Generally, it is better than any other steel—that is to say, crucible steel made by melting blister steel and tempered to suit by mixing iron of the same grade in the crucible, is always better than German or sheer steel made from the same blister.

Bessemer steel is made by blowing air through melted cast iron, thus burning silicon and carbon out of the cast iron. After the silicon and carbon are burned out, melted spiegeleisen or ferro-manganese is added to the charge. The carbon in the spiegel recarbonizes the steel to the desired point, and the manganese unites with and removes the oxygen which the air used leaves in the steel. Open-hearth steel is made by melting, in a very hot furnace, a charge of pig-iron. To this melted iron, which is called the "bath," is added either wrought iron, or scrap steel, or iron ore, and the whole is kept hot until all is melted. The wrought iron or scrap, or ore, reduces the carbon or silicon in the bath to such proportions as are desired in the steel. Bessemer and open-hearth steel are much alike in quality. They are used mainly for rails, boiler plates, ship plates, bridge and other structural purposes and machinery. The better qualities are also used largely for springs. The best spring steel, like the best tool steel, is simply that which is made from the best material. Quality of material, chemically speaking, being equal, the best spring steel is that which is made rfom crucible cast steel, as the crucible process is less crude than either of the others.

Electricity as a Motive Power.

A correspondent of the London *Times*, writing of the Electric Exhibition at Paris under date of September 14, says:

"During the last few days a number of new machines have been in action to show the different applications of electricity as a motive power. This is a special branch of the subject, which will attract a large number of visitors. Most of the machines of this class are in the northwest corner of the building. Here the ploughing machine of M. Menier is exhibited by M. Felix, and, although it does not actually plough the ground, it is interesting to see the way in which the electro-motor drags the plough with three shares across the space devoted to it, while a workman sits in it and guides its direction. Then there is a circular saw driven by electricity. The diameter of the saw is three feet, and the planks upon which it works are five inches thick. M. Piat exhibits in the same part of the building a stone cutter and an electrical hammer, which does all the work usually assigned to a steam hammer. Close to these machines is another for pumping water, driven by a Gramme motor; the large volume of water which is thrown out conveys to the eye some idea of the great force which can be transmitted by electricity, although in reality this machine does not require nearly so much force as many other motors in the exhibition. In the same corner we find a number of machines for sewing and for driving band-saws, and so forth, all driven by the convenient little motor of M. Deprez. There is also an embroidering machine, which is more interesting from its mechanical construction than from its being driven by electricity. Near to this spot there is also a rock-drilling machine, for use with black diamonds; the drill rotates under the influence of a Gramme machine; and while a hole is being bored it advances under the influence of the water pressure obtainable in Paris, which is about three atmospheres."

The History of Coke.

The history of the discovery of coke and the development of the traffic has never been written. Authentic information of the first use of coke in this country places it in 1817, when it was employed by Col. Isaac Meason, one of the earliest founders of western Pennsylvania, in refining iron at the Plumsock, or Upper Middletown mill, in this county, a few miles from the Youghiogheny river. In 1818 the use of coke was attempted by blast furnaces, but it had to be abandoned because the blast was too light, being only five pounds to the square inch. Even then the value of coke as a furnace fuel was fully appreciated, but the enjoyment of its advantages was prevented by inability to increase the blast. In 1835 William Firmstone manufactured good gray forge iron at the Mary Ann furnace, in Huntingdon county, with coke produced from Broad Top coal. In the same year F. H. Oliphant, of Fairchance furnace, near Uniontown, exhibited at the Franklin Institute, Philadelphia, samples of iron made from blue lump ore smelted with coke. In 1840 the Great Western Iron Works, at Brady's Bend, built four coke furnaces. In 1841-2 coke was made on the banks of the Youghiogheny River and shipped in flat boats to Cincinnati. A gentleman who is well informed in all the details of the coke business says that Dud Dudley, an English iron manufacturer of the sixteenth century, is entitled to the discovery of coke. He used it for the same purpose to which it is applied now, smelting. The manufacture of coke in the Connellsville region did not rise to the dignity of a business until toward the close of the decade of 1850, when it was carried on principally at Dawson's Station, on the Youghiogheny River, six miles below Connellsville, by the Cochrans, who are still in the business, and to most of whom it has brought great riches.—*Philadelphia Press.*

THE first electric railway in Upper Silesia is about to be opened. It has been constructed by Siemens & Halske, for the Donnersmarckhutte Company, to supersede their ordinary colliery horse railway. The current is conveyed by wire ropes supported on poles in the same manner as telegraph wires. On the wires run small contact carriages, connected with the locomotive by wires. The maximum speed will be eight miles per hour.

U. S. District Court, N. D. Ill.

SANDY ALSTON v. ANCHOR LINE S. S. Co.

RIGHTS OF PASSENGERS—TICKET EVIDENCE OF CONTRACT—CIVIL RIGHTS BILL.

A ticket of passage is the evidence of the contract between the purchaser and the carrier, and parol testimony as to prior conversations is inadmissible to vary the terms of the contract as set forth in the ticket.

In an action brought under the provisions of the Civil Rights Bill, if the jury believe that the plaintiff has been unlawfully deprived of his rights, they are to assess his damages at the sum named in the statute.

It is left to the jury to determine from the evidence whether or not the plaintiff, after being excluded from the table as alleged, waived his right to recover by accepting a return of a part of the money paid for passage, or whether, if he did accept the money, it was not, in view of all the circumstances, received under such duress as would relieve the plaintiff from the contract thereby sought to be created.—ED. CHICAGO LEGAL NEWS.

CHARGE TO THE JURY.

BLODETT, J.—*Gentlemen of the Jury:* The plaintiff in this case charges that during the season of navigation, in the year 1877, he, being a colored man or negro, purchased at the defendant's ticket office, in this city, a ticket entitling him to a first-class passage on one of the defendant's boats, from Chicago to Detroit, that he paid full fare for a first-class ticket, and that, in pursuance of this, he took passage upon the steamer "Japan," one of the defendant's boats, and on the morning after he took such passage took his seat at the breakfast table in the cabin, with the other first-class passengers, and was forcibly compelled by the captain to leave his seat, and was denied the privilege of the table during the trip.

On the part of the defendant, it is contended that prior to the purchase of the ticket, plaintiff was told that men of his color would not be allowed to eat at the first table, but would have to eat with the servants on the boat, and that plaintiff consented to this arrangement; and further, that after plaintiff was excluded from the table on the boat, he was tendered back and accepted one-half the fare which he had paid, and agreed not to demand the right to sit at the first table.

The only disputed questions are whether the plaintiff agreed, before he bought his ticket, that he would not go to the first table on the boat; and whether he actually accepted back part of the purchase money from the captain, with the understanding that he would waive his right to sit at the first table.

The plaintiff's proof tends to show that when he went to buy his ticket he asked defendant's agent if there would be any difficulty on account of his color, and was told that his rights there would be the same if he paid first-class fare as that of any other first-class passenger, and that they would treat him as well as they would treat General Grant, and that he bought the ticket upon that assurance. The proof on plaintiff's part also tends to show that, although the captain, after excluding him from the table, offered him back some part of his passage money, he refused to take it, and did not actually take it.

All parties agree that the ticket sold and delivered to the plaintiff was the same as defendant sold to any other first-class passenger, and upon its face entitled him to all first-class accommodations of the boat, including meals at the first table. But the defendant insists that the plaintiff expressly agreed to waive his right to meals at the first table with the other first-class passengers.

Upon these conceded facts I see no reason why this part of the case does not fall within the rule that parol evidence will not be allowed to void a written contract—for a printed ticket is the same as a written contract—and all previous talk or negotiation must be excluded and the contract of the parties must be considered as embodied only in the ticket or written instrument. This ticket was the evidence which the defendant gave the plaintiff of his rights as a passenger on its steamer. The ticket is the contract between the parties, and not the conversation before buying the ticket. There is really no controversy as to the fact that the plaintiff was denied the right to eat at the first table. It may then be taken as conceded that the plaintiff held a first-class ticket but was denied the rights to which that ticket entitled him. And the testimony as to the conversation between the ticket agent and plaintiff before the ticket was purchased should be disregarded, because it only tends to prove a different contract from that shown by the ticket.

In regard to the point that the plaintiff accepted back a part of his fare after the difficulty arose in reference to his sitting at the table, the testimony appears to be this: The plaintiff and his witness Mr. Anthony, testify that he did not accept this money. The captain and some of the other witnesses on the part of the defendant say that he did take the money that was offered him by the captain. Here is a conflict of testimony which you must settle.

It also appears that this money was not offered back to the plaintiff until after he had been compelled to leave the table by the captain. It is for you to say, under the circumstances in this case, whether this was such an acceptance, even if he did accept the money, as makes a new contract between the parties. The defendant contends that by accepting this money back the plaintiff virtually made a new contract with the officers of the boat, by which he, in effect, stipulated or agreed, impliedly, at least, not to claim the privileges of the first table.

In order to determine whether such a contract was made, you must consider the circumstances surrounding the case. The plaintiff was alone upon this boat, the captain arbitrarily had excluded him from the rights to which his ticket entitled him, and the testimony tends to show that he was threatened with personal violence in case he insisted upon those rights.

Now it is for you to say in the light of these surrounding facts whether the parties stood in such relations of equality as to to make a binding contract out of the mere tender of this money back, even if the plaintiff accepted it. You are to say whether this man, alone upon this vessel, with an imperious and arbitrary officer, excluding him from his contract rights, is to be impliedly bound by any arrangement which he made under such circumstances in the haste and excitement of such an occasion. Of course if you find from the evidence, which is contradictory, that the plaintiff did not accept the money back, then, no such contract as is claimed by the defendant was made or would be implied. But even if he did accept the money back and you find that he accepted it under compulsion, as it were, under a threat that he could not have the rights for which he had paid, and the only alternative given him was that he must keep away from the table and might, if he chose, accept this money then you are to say whether such an occurrence would make a contract which would bind the plaintiff and be a waiver of his rights.

If you find from the testimony that the plaintiff did intelligently, and without any fear or under intimidation, accept back one-half the fare, so that the amount of money which he paid would entitle him to second class fare only, and agreed, expressly or impliedly, to waive his right to sit at the first table, then the contract is thereby modified or changed from that of a first class ticket to that of a second class ticket, the plaintiff's rights are changed accordingly. While, if you find that this money was not accepted by the plaintiff, or if it was accepted, it was accepted under such circumstances of intimidation as to show that he did not understand that he was making a new contract, then no defense arises to the defendant from this circumstance.

I have said this much without reference to any enactment by Congress affecting the rights of these parties, but simply upon the common law rights of the parties under this contract without regard to the color, condition in life, or nationality of the plaintiff. The common law recognizes the rights of equality between those who pay a common carrier for the same accommodations. The carrier fixes the rates at which he will furnish first class and second class accommodations to passengers, and, if any man, without regard to color, pays first class fare, it entitles him to first class accommodations. If he pays only second class fare he can only demand second class accommodations from the carrier.

This action has been framed under the provisions of what is known as the Civil Rights Bill, passed by Congress, and approved on the first of March, 1875, the two first sections of which read as follows:

"Sec. 1. That all persons within the jurisdiction of the United States shall be entitled to the full and equal enjoyment of accommodations, advantages, facilities and privileges of inns and public conveyances on land and water, and theatres and other places of public amusement, subject only to the conditions and limitations established by law, and applicable alike to citizens of every race and color, and regardless of any previous condition of servitude.

"Sec. 2. That any person who shall violate the foregoing section by denying any citizen, except for reasons by law applicable to citizens of every race and color, and regardless of any previous condition of servitude, the full enjoyment of any of the accommodations, advantages, facilities or privileges in said section enumerated, or by aiding or inciting such denial, shall, for every such offense, forfeit and pay the sum of $500 to the person aggrieved thereby, to be recovered in an action of debt with full costs."

If, therefore, you find from the evidence that plaintiff's ticket entitled him to eat at the first table, and that he was not allowed to do so, and did not waive that right by any subsequent agreement, then defendant is liable, and the damages should be assessed at the amount fixed by the statute.

If, on the contrary, as I have already said, you find that the plaintiff did actually accept back a portion of this passage money, with the understanding that he was to waive his right to the privileges of the first table, then he cannot recover in this case.

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OURSELVES.

DURING the fiftieth year of the AMERICAN RAILROAD JOURNAL, changes have occurred in its management and its general make-up which start it off in its second half century with additional strength and with new features that give it a somewhat broader character than it has aimed at in the past. Since the paper was first started, in 1831, there have been remarkably few changes in its management, one of the parties now connected with it having been interested in the paper from its earliest days, and much of the time its sole proprietor. A year ago a company was formed for the purpose of extending the field of the paper, and during that time plans have been developed which, with others just started under most favorable circumstances, will doubtless result in making the coming years of the JOURNAL even more prosperous and useful than the past years of successful labor have proved.

Within the past few weeks the company having the proprietorship of the paper has been greatly strengthened by the accession of new parties identified with one of the largest commercial and manufacturing houses of the city, who bring to the paper, in addition to capital, a practical experience in newspaper work and business connections, which will naturally place before the paper new fields for its future occupancy and development. The JOURNAL, standing as it does in the position of the oldest railroad paper in the world, is now better able than it has ever been before to occupy that position to the advantage of the interests it represents.

Several changes, which are readily apparent, have been made recently in the appearance of the paper, but they have been made hurriedly and have not yet indicated fully the plans in progress. As to the typographical part, it is the aim of the new management to present to their patrons a readable paper. It is not intended to make it necessarily an illustration of the advancement in the printer's art, but rather to make it, in type and form, of such a kind as to be the most easy and convenient for the eye and the hand of the reader. New features have been added to the contents of the paper from time to time during the past year, and in the near future others will be adopted, which it is believed will prove of value. The bond and share list tables, which previous to this year had so regularly and for so long a time appeared conspicuously in the paper, are removed, that their form and contents may be improved and made of more interest. It is not intended to omit from the paper any information for which in the past it has been especially valued, but rather to give such and additional information in more desirable form. With this end in view much of the tabulated matter, when it appears hereafter, will be published in supplementary form from time to time.

THE AMERICAN RAILROAD JOURNAL started with the first one hundred miles of railroad in this country, and has seen the number of miles increased to nearly one thousand times as many. Growing up with our vast railroad system, the paper has ever aimed to be a faithful chronicler of the important events in its development, and into this aim has been put so much of honest work that there is to-day no more complete history of railroading in this country to be found than is furnished by the files of the JOURNAL. The appreciation which this work has met with is shown by the position it has earned for itself, not only among American capitalists, but among foreign banking houses, especially in Great Britain and Germany, and by the fact that authorities like *Herapath's Railway Journal*, of London, and *Chambers' Encyclopædia* recommend it as an outspoken journal and a valuable work for reference. With perfect freedom from all entanglements of cliques or parties maintained, the present management hope to merit the favor of the old-time patrons of the JOURNAL while seeking additional support in new fields auspiciously opening to it.

Flanging Boiler Heads.

The study of the causes and nature of the defect known as grooving, as well as the character and appearance of the fractures which frequently occur in the flanges of heads or tube sheets, and other parts of boilers where flanging is done leads to the conclusion that flanges, as ordinarily turned, are very much too sharp, or turned to too short a radius; The evil effect upon iron of bending it too sharply may be shown by a diagram which represents a full size section of a tube sheet, at the angle or flange, bent to a radius equal to about the thickness of the plate, as frequently found in practice. Indeed. the sheets are frequently found with a still shorter bend, sometimes almost a sharp corner on the inside. The effect of this is to unduly strain the iron, both on the outside and inside of the flange, the outside being under a combined tensile and bending strain generally to such an extent that a section of the flange shows a laminated appearance, caused by the layers of the plate being separated and sliding upon each other, while the outside of the plate, unless of extra fine iron worked with more skill than is usual, if examined closely, will be found to be filled with small cracks having the appearance of season checks, as seen in timber. The inside of the flange, on the contrary, is in a state of undue compression, the fibres being crushed and buckled up. The effect of too sharp flanging may easily be shown ; by taking a narrow strip of boiler plate and bending it sharply the effect will be very marked. This disturbance of the fibres and laminæ of the iron renders it peculiarly susceptible to the corrosive actions of the acids present to a greater or less extent in all waters, the result being manifested by grooving or channelling and fracture along the angle of the flange caused by the combined action of grooving, and the "working" caused by variations of pressure and contraction and expansion.—*The Locomotive.*

Virginia, Tennessee and Georgia Air Line Railroad.

A contract was signed in this city on the 28th ult. between E. W. Cole, President of the East Tennessee, Virginia and Georgia Railroad Company, G. W. Tyler, President of the Norfolk and Western Railroad Company, and F. J. Kimball, President of the Shenandoah Valley Railroad Company, embracing in all 2,138 miles, which unites permanently these properties under the name of the Virginia, Tennessee and Georgia Air Line, President E. W. Cole and President F. J. Kimball constituting an executive committee for the whole line, who have appointed Henry Fink general manager. The united lines penetrate seven States, to wit —Tennessee, Alabama, Mississippi, Georgia, Kentucky, North Carolina and Virginia, with

all rail routes to the East, via the Virginia Midland, and from Norfolk to Meridan, Miss., from Norfolk via Rome, Atlanta and Macon to Brunswick, Ga., on the Atlantic and to Florida, to Louisville and Cincinnati via the Knoxville and Ohio, a division of the East Tennessee, Virginia and Georgia railroad, and into North Carolina by another division of the East Tennessee, Virginia and Georgia railroad.

Organization.

THE Directors of the Portsmouth and Concord Railroad Company, elected on the 6th inst., are: Stephen Kenrick, Franklin; Samuel N. Bell, Manchester; Benjamin F. Martin, Manchester; Joseph B. Walker, Concord; Walter M. Parker, Manchester; John J. Pickering, Portsmouth; John J. Bell, Exeter. The Treasurer reported $1,582.90 on hand. The road is operated under a lease by the Concord Railroad Company.

THE certificate of incorporation of the Cumberland, Washington and New York Railroad Company was filed at the Executive Department, Annapolis, Md., on the 5th inst. The termini are at Cumberland, in Allegany County, Md., and at Washington and Point Lookout. The capital stock is fixed at $5,000,000. The incorporators are S. Taylor Suit, Sidney S. Wales and George W. Dimmock, of Prince George's County, Md., and William J. Muntagle and James Read, of New York.

SAMUEL ABBOTT has been elected President and D. W. C. Clement Secretary of the Salem (N. J.) Railroad Company. The Directors are: D. W. C. Clement, Samuel Abbott, Charles E. Elmer, Joseph N. Dubois, Richard Grier, Strickland Kneass, Coleman F. Leaming, Thos. Sinnickson, Jr., Samuel Prior, William J. Sewell, Josiah Wister, T. Jones Yorke and Quinton Keasby. The road is to be extended across Salem Creek to East Griffith street in the city.

THE following gentlemen have been elected Directors of the Nevada and Oregon Railroad Company to fill vacancies: C. A. Bragg, G. L. Woods, W. D. Balch, S. C. Scoville, F. F. Fowler, A. H. Manning and H. J. McMurray.

ARTICLES of incorporation were filed on the 7th inst. in the office of the Secretary of State of Illinois of the Neoga and Southeastern Railroad Company. The incorporators and first board of Directors are; Tracy Kingman, S. F. Wilson, W. W. Whitney, W. B. Phillips, D. W. Ragsdale, P. Welshimer, Cyrus D. Greene, M. Votaw, G. W. Albin, H. C. Marshall, F. D. Vons, Henry A. Aldrich and W. H. Singer, all of Neoga. The capital of the company is $200,000. It is proposed to construct a railroad from the village of Neoga, in Cumberland County, through the County of Cumberland and into the counties of Effingham and Jasper, to a point where said railway shall join or intersect the Springfield, Effingham and Southeastern Railroad.

The Missouri Northern Railroad Company has been incorporated, with a capital of $600,000. The stockholders are: Messrs. Wyatt, Durfee, McKillop, Dopf, Lewis and Hunter, of Rockport, Mo., and Messrs. Carson, Bailey, Johnson and Broady, of Brownsville, Neb. The length of the road, when completed, will be 37 miles, and is of standard gauge. It begins on the east bank of the Missouri River, opposite Brownsville, Neb., and runs thence in an easterly direction by the way of Rockport, in Atchison County, through Atchison and Nodaway counties, to a point at or near Burlington junction.

THE People's Railway Company of Springfield, Mo., has been incorporated by the Secretary of State, with a capital of $4,000. This is a street horse railroad, and will run from Springfield to North Springfield. The shareholders are Messrs. Shepherd, McAfee, Cravens and Massey, of Springfield.

ARTICLES of consolidation have been filed of the following railroad companies: Chicago and West Michigan Railroad Company; Grand Rapids, Newaygo and Lake Shore Railroad Company; Grand Haven Railroad Company and the Indiana and Michigan Railroad Company—the new company taking the name of Chicago and West Michigan Railroad Company; capital stock $600,000, with directory headed by Nathaniel Thayer, Secretary.

Personal.

THE Brotherhood of Locomotive Engineers will hold its annual convention at Baltimore, Md., on the 19th inst. The headquarters will be at the Carrollton House, but the meetings will be held at Grand Army Hall. Most of the roads will pass the delegates and their wives to and from the convention on presentation of proper credentials.

THE National Board of Steam Navigation, recently in session at Washington, appointed delegates to the Mississippi River Improvement Convention, which meets on the 20th inst., at St. Louis, Mo. Officers were elected for the ensuing year, as follows: President, E. W. Gould, St. Louis, Mo.; First Vice-President, R. H. Wooltolk, Louisville, Ky.; Second Vice-President, J. B. Coyle, Portland, Me.; Third Vice-President, J. N. Bofinger, St. Louis, Mo.; Secretary, B. S. Osborn, New York; Treasurer, F. W. Nickerson, Boston, Mass.

WILLIAM A. BALDWIN has been appointed Manager of the Pennsylvania Railroad. The office is a new one, and the duties are of a character which will greatly relieve General Manager Thomson, of the Pennsylvania Railroad, and General Manager Caldwell, of the Pittsburg, Cincinnati and St. Louis lines, over which his authority will also extend.

MR. JAY GOULD has been elected a Director of the National Stock Yards at East St. Louis.

AT the Autumn meeting of the Iron and Steel Institute, London, on the 11th inst., Capt. D. N. Jones, of Pittsburg, read a paper on the manufacture of steel and steel rails in America.

A. J. DREXEL has been elected one of the Trustees of the Peabody Educational Fund in place of George W. Riggs, deceased. Among the Trustees are Ex-Presidents Grant and Hayes, Hon. Hamilton Fish, Hon. William M. Evarts, Hon. R. C. Winthrop.

THE Grand Division of the Order of Railway Conductors concluded their fourteenth annual meeting at Buffalo, N. Y., on the 7th inst. The following are the officers for the ensuing year: Grand chief conductor, C. S. Wheaton, Elmira; assistant grand chief conductor, P. E. Fitzgerald, St. Louis; grand secretary and treasurer, W. P. Daniels, Cedar Rapids; grand senior conductor, S. H. Detories, Toronto; grand junior conductor, W. L. Dunn, Scranton; grand inside sentinel, W. H. George, Houston, Tex.; grand outside sentinel, W. A. Webster, St. Thomas, Ont.; executive committee, C. R. Ashton, Council Bluffs; H. S. Chapman, Buffalo.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending October 1, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad	159,871	6,452,757	5,694,466
Schuylkill Canal	14,257	444,395	369,726
Lehigh Valley	86,914	4,625,602	3,657,542
Delaware, Lackawanna and Western	81,952	3,118,865	2,527,424
Shamokin	23,407	806,402	640,790
Central R. R. of New Jersey	85,090	3,208,623	2,694,232
United R. R. of New Jersey	28,126	1,147,512	832,805
Pennsylvania Coal	31,907	1,010,975	809,123
Delaware and Hudson Canal	70,238	2,639,763	2,180,421
Huntingdon and Broad Top Mountain	11,346	394,589	329,731
Penn. and New York	.....	1,187,522	880,111
Clearfield, Pa	.....	1,743,651	1,192,092

The total tonnage of anthracite coal from all the regions for the week ending Oct. 1, as reported by the several carrying companies, amounted to 541,435 tons, against 535,962 tons in the corresponding week last year, an increase of 5,473 tons. The total amount of anthracite mined for the year is 20,528,249 tons, against 16,819,922 tons for the same period last year, an increase of 3,708,327 tons. No reports of bituminous coal shipments have been received, excepting those of the Cumberland region noted below. The total amount of bituminous mined for the year is 3,554,060 tons, against 3,156,693 tons for the corresponding period last year, an increase of 397,367 tons. The total tonnage for the coal year is 24,082,309 tons, against 19,976,615 tons to same date last year, an increase of 4,105,694, tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending October 1 was 158,302 tons, of which 118,631 tons were coal and 39,671 tons coke. The total tonnage for the year thus far has been 6,708,601 tons, of which 4,911,074 tons were coal and 1,797,527 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended October 1 were 49,617 tons, and for the year to that date 1,543,545 tons, a decrease of 17,537 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 29,635 tons; year, 1,000,019 tons; increase compared with 1880, 77,726 tons; Chesapeake and Ohio Canal—week, 13,304 tons; year, 333,273 tons; decrease compared with 1880, 134,624 tons. Pennsylvania Railroad—week, 6,677 tons; year, 209,049 tons; increase compared with 1880, 38,159 tons. The Reading Railroad shipment for last week, ending October 8th, was 183,000 tons, of which 48,500 tons were sent to and 51,000 tons shipped from Port Richmond, and 16,000 tons sent

to and 15,900 tons shipped from Elizabethport. —*Phil. Ledger, Oct.* 10.

Statement of the Public Debt of the United States, October 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent loan, 1861-'81, continued at 3½ per ct.	$127,597,200 00	$1,116,475 50
6 per cent loan 1863-'81 continued at 3½ per ct	50,457,950 00	441,507 06
5 per cent funded loan of 1881	400,869,950 00	1,937,545 02
5 per cent funded loan of 1881	10,829,350 00	.....
4½ per cent funded loan of 1891	250,000,000 00	937,500 00
4 per cent funded loan of 1907	738,710,850 00	7,387,108 50
4 per cent refunding certificates	636,950 00	6,369 50
3 per cent navy pension fund	14,000,000 00	105,000 00
Aggregate of debt bearing interest	$1,593,102,250 00	$11,931,505 58
Interest due and unpaid		2,143,883 42

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due & unpaid.
4 to 6 per cent. old debt, 1837.	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent. bonds, of 1858	8,000 00	.....
5 per cent. bonds, of 1860	10,000 00	600 00
6 per cent. 5-20 bonds, 1862, called	371,800 00	538 00
6 per cent. 5-20 bonds, June, 1864, called	58,750 00	172 69
6 per cent. 5-20 bonds, 1865, called	77,050 00	18,915 52
5 per cent. 10-40 bonds, 1864, called	550,550 00	113,289 57
6 per cent. Consol. bonds, 1865, called	438,350 00	8,045 52
6 per cent. Consol. bonds, 1867, called	1,245,000 00	209,512 16
6 per cent. Consol. bonds, 1868, called	390,150 00	27,660 57
6 per cent. loan, Feb. 8, 1861, matured Dec. 31, 1880	191,000 00	834 00
5 per cent. funded loan, 1881, called	3,272,750 00	215,563 00
Oregon War Debt, March 2, 1881, matured July 1, 1881.	149,950 00	5,607 43
6 per cent loan of July 17 and Aug. 5, 1861, matured June 30, 1881	1,908,600 00	4,829 96
6 per cent. loan of March 3, 1863, matured June 30, 1881.	712,700 00	30,684 55
1-10 to 6 per cent. Treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. Treasury notes, 1846	6,000 00	206 00
6 per ct. Treasury notes, 1847.	950 00	57 00
3 to 6 per cent. Treasury notes, 1857	1,700 00	99 00
6 per ct. Treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' Treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863	43,675 00	2,195 85
5 per cent. 2 year notes, 1863.	35,260 00	1,784 80
6 per ct. compound interest notes, 1863-64	228,690 00	46,633 49
7 3-10 per cent. 3 years' Treasury notes, 1864-65	141,600 00	4,891 61
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates, called.	5,000 00	394 31
Aggregated of debt on which Interest has ceased since maturity	$10,039,595 26	$764,590 30

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,040 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of Deposit	8,315,000 00	
Coin certificates, 1863	5,248,920 00	
Silver certificates, 1878	64,149,910 00	
Unclaimed interest		7,256 51
Fractional currency, 1862, 1863 and 1864 $15,474,440 02		
Less amount estimated as lost or destroyed, act of June, 21, 1879 8,375,934 00		
	7,098,506 02	
Aggregate of debt bearing no interest	$431,553,392 02	$7,256 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent., continued at 3½ per cent.	$178,055,150 00	
Bonds at 5 per cent, continued at 4½ per cent.	400,869,950 00	
Bonds at 5 per cent	10,829,350 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent.	738,710,850 00	
Refunding certificates	636,950 00	
Navy pension fund, 3 p.c	14,000,000 00	
	$1,593,102,250 00	$14,075,389 00
Debt on which interest has ceased since maturity.	10,039,595 26	764,590 30
Debt bearing no int., viz:		
Old demand and legal-tender notes	$346,741,056 00	
Certificates of deposit	8,315,000 00	
Coin & silver certificates.	69,398,830 00	
Fractional currency	7,098,506 02	
	$431,553,392 02	
Unclaimed interest		7,256 51
	$2,034,695,237 28	$14,847,235 81
Total debt, principal and interest to date, including interest due and unpaid	$2,049,542,473 09	

AMOUNT IN TREASURY.

Interest due and unpaid		$2,143,883 42
Debt on which interest has ceased		10,039,595 26
Interest thereon		764,590 30
Gold and silver certificates		69,398,830 00
U. S. notes held for redemption of certificates of deposit		8,315,000 00
Cash balance available October 1, 1881		160,024,648 34
		$250,686,547 32
Debt, less am't in Treas'y Oct. 1, 1881	$1,798,855,925 77	
Debt, less am't in Treasury Sept. 1, 1881.	1,816,339,567 43	
Decrease of debt during the month		$17,483,641 66
Decrease of debt since June 30, 1881		$41,742,886 21

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64	27,236,512 00	408,547 68
Cent. Branch Union Pacific bonds, 1862-64	1,600,000 00	24,000 00
West'n Pacific Bonds, 1862.64	1,970,560 00	29,558 40
Sioux City & Pacific bonds, 1862-64	1,628,320 00	24,424 80
Totals	$64,623,512 00	$969,352 68

Interest paid by the United States, $51,467,272 02; interest repaid by transportation of mails, &c., $14,486,-125 84; interest repaid by cash payments: 5 per cent. net earnings, $655,198 87; balance of interest paid by United States, $36,325,947 31.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, September 30, 1881.

H. F. FRENCH,
Acting Secretary of the Treasury.

Northern Central Railway.

The following is a comparative statement of the gross earnings, operating expenses, and net earnings of the Northern Central Railway for the month of August—

	1881.	1880.
Gross earnings	$498,008 52	$453,923 51
Operating expenses	403,673 42	330,966 59
Net earnings	$94,335 10	$122,956 92

—showing an increase in earnings of $44,085 01, with an increase in expenses of $72,706 83, making a decrease in the net earnings of $28,-621 82.

For the eight months ending with August, the gross earnings, operating expenses and net earnings were:

	1881.	1880.
Gross earnings	$3,600,687 94	$3,120,012 24
Operating expenses	2,402,628 18	2,146,816 42
Net earnings	$1,198,059 76	$973,195 82

—showing an increase in earnings of $480,675 70, in expenses of $255,811 76, and in net earnings of $224,863 94.

Imports of Dry Goods at New York.

The Imports of Foreign Dry Goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.	1881.
Manufs. of wool	$1,828,100	$1,714,521	$2,025,466
Manufs. of cotton	1,303,800	1,385,117	1,664,868
Manufs. of silk	3,105,522	2,851,823	3,390,794
Manufs. flax	1,309,447	756,309	1,150,570
Miscell. dry goods	541,179	713,184	888,511
Total ent. for consumption	$7,918,048	$7,420,954	$9,120,209

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.	1881.
Manufs. of wool	$795,560	$1,181,035	$961,377
Manufs. of cotton	232,429	398,226	233,992
Manufs. of silk	497,663	796,869	473,909
Manufs. of flax	321,561	508,105	357,925
Miscell. dry goods	143,278	227,118	191,019
Total withdr'n from warehouse	$1,990,491	$3,111,353	$2,237,622
Add ent. for con	7,918,048	7,420,594	9,120,209
Total thrown on the market	$9,908,539	$10,532,307	$11,357,831

ENTERED FOR WAREHOUSING.

	1879.	1880.	1881.
Manufs. of wool	$609,088	$1,033,241	$682,575
Manufs. of cotton	169,482	327,375	159,721
Manufs. of silk	483,832	728,164	338,450
Manufs. of flax	463,513	421,016	341,158
Mis. dry goods	437,826	181,536	176,102
Total ent. for warehouse	$1,863,741	$2,691,332	$1,698,006
Add entered for consumption	7,918,048	7,420,954	9,120,209
Total entered at port	$9,781,789	$10,112,286	$10,818,275

The Imports of Foreign Dry Goods at New York for nine months from January 1 were:

ENTERED FOR CONSUMPTION.

	1879.	1880.	1881.
Manufs. of wool	$12,070,309	$16,431,409	$14,552,410
Manufs. of cotton	12,722,723	18,038,103	17,150,507
Manufs. of silk	19,521,754	24,423,895	22,633,539
Manufs of flax	8,635,005	10,756,705	9,525,894
Mis. dry goods	4,807,683	6,779,934	6,514,936
Total entered for consumption	$57,757,472	$76,430,046	$70,377,282

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.	1881.
Manufs. of wool	$4,803,388	$6,107,931	$6,769,279
Manufs. of cotton	2,278,204	3,242,304	3,726,482
Manufs. of silk	3,189,954	4,683,234	4,226,059
Manufs. of flax	2,519,551	3,472,701	4,029,566
Mis. dry goods	1,290,077	1,489,846	1,838,501
Total withdrawn from warehouse	$14,081,174	$18,996,016	$20,589,887
Add entered for consumption	57,757,472	76,430,046	70,377,282
Total thrown on the market	$71,838,646	$95,426,062	$90,967,169

ENTERED FOR WAREHOUSING.

	1879.	1880.	1881.
Manufs. of wool	$4,828,275	$8,588,929	$5,528,644
Manufs. of cotton	2,297,697	3,713,931	3,049,252
Manufs. of silk	3,411,940	5,222,536	3,666,177
Manufs. of flax	2,606,560	4,990,693	3,252,721
Mis. dry goods	1,244,788	1,854,634	1,966,200
Total entered for warehouse	14,389,260	24,370,723	17,463,003
Add entered for consumption	57,757,472	76,430,046	70,377,282
Total ent. at port.	72,146,732	100,800,769	87,840,285

Cincinnati Iron Market.

OFFICE OF E. L. HARPER & Co.
Cincinnati, Oct. 11, 1881.

The demand is good, stocks light and prices firm at the following quotations.

FOUNDRY.

	No.	Mos.
Hanging Rock Charcoal	1 26 50@27 50	4
Strong Neutral Coke	1 23 50@24 50	4
American Scotch	1 22 50@23 50	4

GREY FORGE.

Neutral Coke	21 00@22 50	4
Cold Short	20 00@21 50	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast	36 00@38 00	4
" Warm Blast	30 00@32 00	4
Lake Superior 1 and 2	32 00@33 00	4
Lake Superior 3 to 6	34 00@36 00	4
Southern Car Wheel	34 00@35 00	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Oct. 12.

	Th.6.	F. 7.	Sat. 8.	M.10.	Tu.11.	W.12.
Adams Express	137½	139	.....	138⅝	138¾	.....
Albany and Susq.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
American Express	90	.....	91	.....	.....	92¾
Atlantic & Pac. Tel.	.....	.....	.....	.....	.....	.....
Burl., C. R. & Nor.	.....	.....	.....	.....	.....	.....
1st mortgage 5s	.....	.....	.....	100¾	100¾	101
Canada Southern	59½	58⅝	59½	59⅝	57½	57½
1st mortgage guar	99⅞	99	92¼	97¼	98¼	97⅞
Central of N. Jersey	91⅝	91½	94⅝	92½	92	92¼
1st mort. 1890	.....	.....	118⅞	.....	119	.....
7s, consol. ass	112½	.....	112½	113	113	116
7s, convertible ass.	.....	.....	.....	.....	.....	.....
7s, Income	.....	.....	.....	100	101½	103
Adjustment	111	110	109¾	.....	.....	108
Central Pacific	92⅜	92¼	93¼	92½	92⅝	92½
6s, gold	.....	115	.....	114⅞	.....	.....
1st M. (San Joaquin)	.....	.....	.....	.....	.....	.....
1st M. (Cal. and Or.)	105½	.....	.....	.....	.....	.....
Land grant 6s	.....	.....	.....	.....	.....	.....
Chesapeake & Ohio.	27	.....	28	29	28½	28¼
Chicago and Alton.	127	128½	.....	129	128	128½
Preferred	.....	.....	.....	.....	140	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund	.....	.....	.....	.....	.....	.....
Chi., Bur. & Quincy	154	154¼	155¾	154½	153	153½
7s, Consol. 1903	131¾	.....	131¾	.....	.....	.....
Chi., Mil. & St. Paul	109¾	109½	110¼	109	107¾	107½
Preferred	.....	.....	123¾	.....	122	116¾
1st mortgage, 8s	.....	.....	133½	.....	.....	.....
2d mort., 7 3-10s	.....	120	.....	.....	.....	121
7s, gold	.....	.....	.....	.....	.....	.....
1st M. (La. C. div)	.....	.....	.....	.....	.....	.....
1st M. I. & M. div.)	.....	.....	.....	.....	.....	.....
1st.M. (I. & D. ext.)	.....	.....	.....	.....	.....	.....
1st M. (H.&D. div.)	.....	.....	.....	.....	.....	.....
1st M.(C. & M.div.)	124½	.....	.....	.....	.....	.....
Consolidated S. F.	123¾	.....	126	122	122	.....
Chi. & Northwestern	122¾	122¾	123½	122¾	122	122¾
Preferred	132¾	135	133¾	133½	133¼	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund 6s	.....	106	105½	106	.....	.....
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. Gold bo'ds	124¾	.....	125	.....	124½	.....
Do. reg	.....	.....	.....	.....	.....	.....
Chi., R. Isl. & Pac.	132	133	133½	133½	133¼	133½
6s, 1917, c	125	.....	125	.....	.....	.....
Clev.,Col.,Cin.&Ind.	90¼	92	92	91	91	91½
1st mortgage	.....	.....	.....	.....	.....	.....
Clev. & Pittsburg gr.	.....	140	.....	.....	.....	.....
7s, Consolidated	.....	.....	.....	130	.....	.....
4th mortgage	.....	118	.....	.....	.....	.....
Col.,Chi.,& Ind. Cent.	19¾	19¾	20	19¾	20	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Del. & Hud Canal.	107¾	107¾	107¾	108¾	107¾	107
Reg. 7s, 1891	.....	.....	.....	.....	.....	.....
Reg. 7s, 1884	.....	.....	.....	.....	.....	.....
7s, 1894	.....	.....	.....	.....	116½	116½
Del.,Lack.& Western	122¾	122¾	123¾	122½	122¼	122¼
2d mortgage 7s	.....	.....	.....	.....	.....	.....
7s, Consol. 1907	126	.....	126	.....	.....	.....
Erie Railway	.....	.....	.....	.....	.....	.....
1s mortgage	.....	.....	.....	.....	.....	.....
2d mort. 5s, ext.	.....	.....	.....	.....	.....	.....
3d mortgage	.....	.....	.....	.....	.....	.....
4th mort. 5s, ext.	.....	.....	.....	.....	.....	.....
5th mortgage	.....	.....	.....	.....	.....	.....
7s, Consol. gold	.....	.....	.....	127	.....	.....
Great West. 1st mort	108	.....	.....	108	.....	.....
2d mortgage	.....	.....	.....	.....	111	.....
Hannibal & St. Jo.	.....	.....	.....	99	98¼	98¼
Preferred	113½	113½	114¼	113½	113	115½
8s, Convertible	107	.....	.....	.....	.....	107
Houston & Tex. Cen	84	.....	.....	.....	.....	89
1st mortgage	110	.....	.....	110¾	.....	.....
Illinois Central	128¼	130¾	130	129¾	129¼	129¼
LakeShore&MichSo	118⅝	118⅞	119½	118⅜	117⅝	118
Consol. 7s	.....	.....	.....	.....	.....	.....
Consol. 7s, reg	.....	.....	.....	.....	.....	.....
2d Consolidated	.....	.....	.....	.....	.....	.....
Leh. & W. B. 7s, Con	.....	.....	.....	.....	.....	.....
Long Dock bonds	.....	.....	.....	.....	.....	.....
Louisville & Nash.	92¾	92¼	93	92	92	92¼
7s, Consolidated	.....	.....	.....	.....	.....	.....
Manhattan	22¼	25⅞	28	29	29½	33¼
Met. Elevated	84½	86¾	85¾	86¼	85¾	85
1st mortgage	99	99	.....	99	99¾	99
Michigan Central	88	92¼	88⅞	88¾	87½	86⅞
7s, 1902	.....	.....	.....	.....	.....	.....
M. S. & N. I. 1st, S. F	.....	.....	.....	.....	.....	.....
Morris & Essex	125¼	.....	122½	.....	123	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
7s of 1871	.....	.....	.....	.....	.....	.....
7s, Convertible	.....	.....	.....	.....	.....	.....
7s, Consolidated	.....	.....	.....	.....	124	.....
N.Y. Con. & Hud. R.	137½	137½	138½	137½	136½	136½
6s, S. F., 1883	.....	.....	.....	.....	.....	.....
6s, S. F., 1887	.....	.....	.....	111¾	.....	.....
1st mortgage	136½	136½	.....	.....	136	.....
1st mortgage, reg.	.....	.....	.....	.....	.....	.....
N. Y. Elevated	111	109¾	110¼	100	109	110½
1st mortgage	115	115	115	.....	115	115
N. Y. & Harlem	.....	.....	.....	.....	.....	210
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	136
1st mortgage, reg	.....	.....	.....	.....	.....	.....
N. Y., Lake Erie & W	42⅞	43¼	44¼	44¼	43⅞	43⅝
Preferred	85½	85⅝	.....	87⅜	187⅜	.....
2d Consolidated	102½	102	102⅝	102¼	401⅞	102
New 2d 5s fund	.....	.....	.....	.....	00	.....
N.Y.,N.Hav'n&Hart	.....	.....	.....	.....	.....	.....
North Mo. 1st mort	.....	122	.....	121¾	.....	.....
Northern Pacific	38	37⅞	38	37½	37	37
Preferred	77½	77¾	78¼	77¾	77	77½
Ohio & Mississippi	41¾	42⅜	44⅛	43⅞	43⅞	43⅞
Preferred	.....	.....	.....	.....	.....	.....
2d mortage	.....	.....	.....	.....	.....	.....
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. S. Fund	.....	.....	.....	119¼	.....	.....
Pacific Mail S. S. Co	48¼	48¾	49	48¼	48¾	48¼
Pacific R. R. of Mo.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	112	.....	.....	.....	.....
Panama	.....	.....	.....	.....	.....	.....
Phila. & Reading	68	65	64¾	62¾	63¼	65
Pitts,Ft.W.&Chi.gtd	.....	138	.....	138	138	138
1st mortgage	.....	.....	.....	138	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
3d mortgage	.....	.....	.....	.....	.....	.....
Pullman Palace Car	127¾	.....	.....	128	.....	127¾
Quicksil'r Min'g Co	.....	.....	.....	.....	.....	13
Preferred	.....	57	.....	59	58	58
St. Louis & San Fran	40¾	44	42¾	43¾	41	40¾
Preferred	66	70¾	71	70¾	70	69
1st Preferred	105¾	106¾	106¼	107¾	105	105
St. L., Alt'n & T. H.	.....	52½	.....	50	.....	49⅞
Preferred	90	91	93	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mort. pref.	.....	.....	.....	.....	.....	.....
Income bonds	.....	.....	.....	.....	.....	.....
St. L., Iron Mt. & S	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	115¼	.....	.....
2d mortgage	110¾	111	.....	.....	111¼	.....
Union Pacific	118¾	118¾	119¾	118¾	.....	117¾
1st mortgage	.....	.....	116½	.....	115½	116¼
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	.....	.....	.....	.....	.....	122
United States Ex	.....	.....	71	.....	.....	70½
Wabash	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	110¾	.....	.....	.....	.....
7s, Consolidated	.....	.....	.....	.....	.....	.....
St. Louis Division	.....	106	.....	.....	.....	.....
Wabash, St. & Pac.	47¾	48	48¾	48¾	48	48
Preferred	88	88¼	89½	89	88¾	88¾
New mort. 7s	109¾	.....	109¾	.....	110¾	.....
Wells-Fargo Ex	129½	.....	.....	129¾	.....	.....
Western Pacific b'ds	.....	.....	.....	.....	.....	.....
Western Union Tel.	84¼	84	85¾	84⅝	84¾	84¾
7s, S.F. conv., 1900	.....	.....	.....	.....	.....	.....
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	115¾	115¾	.....	115¾	115¾	115¾
U. S. 4s, 1907, coup.	.....	.....	116	116	115¾	.....
U. S. 4½s, 1891, reg.	113	.....	.....	113	.....	.....
U. S. 4½s, 1891, coup	.....	.....	.....	.....	.....	.....
U. S. 5s, 1881, reg	99¾	100	100	99⅝	100	93¾
U. S. 5s, cont'd at3½	100¾	.....	.....	.....	.....	.....
U. S. 6s cont'd at3½	.....	.....	101½	.....	.....	.....
Dt. of Col. 3-65s, reg	.....	.....	.....	.....	.....	.....
Dt. of Col.3-65s,coup	.....	.....	.....	.....	107	.....

Boston Stock Exchange.

Prices for the Week Ending Oct. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
Atch.,Top.&San.Fe.	142	148¾	149¼	146	146	144
1st mortgage	.....	.....	.....	.....	122¼	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Boston & Albany	.....	.....	.....	166	165½	166
7s reg	.....	.....	.....	.....	.....	.....
Boston and Lowell.	.....	113	112	.....	.....	.....
Boston & Maine	154	.....	154	154	.....	154
Boston& Providence	.....	163	.....	.....	.....	.....
Bos'n,Hart.& Erie7s	59¼	60½	62½	62⅝	62¾	62½
Burl.& Mo.R.L.G.7s	.....	.....	.....	.....	.....	.....
Burl.& Mo.R.in Neb	.....	.....	.....	.....	.....	.....
6s, exempt	.....	.....	.....	.....	.....	.....
4s	.....	90½	.....	91¼	.....	.....
Chi.,Burl. & Quincy	159¼	155¾	155	154¾	154	153¾
7s	.....	.....	.....	.....	.....	.....
Cin.,Sand&Clev($50)	.....	24	23¾	23¾	.....	23¾
Concord ($50)	.....	.....	.....	.....	.....	.....
Connecticut River	.....	.....	.....	.....	.....	.....
Eastern	46	45⅞	.....	45½	46	45½
New 4½ Bonds	110	110	.....	.....	.....	.....
Fitchburg	150	.....	.....	.....	.....	.....
Kan.C., Top. & West	.....	.....	.....	.....	.....	.....
Michigan Central	.....	.....	.....	.....	.....	.....
N.Y. & New England	.....	60	62	62½	62	.....
7s	117	117½	117	.....	117	.....
Northern N. H	.....	.....	.....	.....	113	.....
Norwich&Worcester	.....	.....	.....	.....	.....	.....
Ogden & Lake Cham	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Old Colony	129½	.....	.....	129½	129½	.....
Ph.,Wil.&Balt.($40)	.....	.....	.....	.....	.....	.....
Portl'd,Saco & Ports	.....	.....	117	.....	.....	.....
Pueblo & Ark Val	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	118¼	.....	.....
Pullman Palace Car	.....	128¼	.....	128	127	.....
Union Pacific	.....	.....	.....	118¾	118¾	118
6s	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	121¾	122	122	122	.....	.....
Vermont & Canada	.....	.....	.....	.....	.....	.....
Vermont & Mass	.....	.....	.....	.....	.....	.....
Worcester & Nashua	65	.....	.....	.....	.....	.....
Cambridge (Horse)	.....	.....	.....	.....	.....	.....
Metropolitan(Horse)	.....	.....	.....	.....	.....	.....
Middlesex (Horse)	.....	.....	.....	.....	.....	.....
Cal.&Belch.Min'gCo	220	.....	.....	222	.....	.....
Quincy	.....	38	37½	38	38¾	.....

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Oct. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Th.11.
Allegh'y Val. 7 3-10s	.....	.....	.....	.....	.....	124
7s, Income	.....	55	.....	56	55	55
Camd'n & Am. 5s, '83	.....	.....	.....	.....	.....	.....
6s, 1889	105	.....	.....	.....	.....	.....
Mort. 6s, 1889	.....	.....	.....	.....	116¼	.....
Camden & Atlantic	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	18¼
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Catawissa	.....	.....	.....	.....	.....	.....
Preferred	.....	56½	.....	.....	.....	.....
7s, new	117	.....	.....	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	.....	.....
Elmira&Williamsp't	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Hunt. & B. Top Mt.	.....	14	.....	14	14	14½
Preferred	27	27	.....	26¾	27¾	28¼
2d mortgage	.....	.....	.....	.....	.....	.....
Lehigh Navigation.	45⅝	45	45¼	45⅝	45⅝	45⅝
6s, 1884	.....	.....	.....	.....	.....	.....
Gold Loan	.....	.....	.....	.....	.....	.....
Railroad Loan	117	.....	.....	.....	.....	.....
Conv. Gold Loan	.....	.....	.....	.....	.....	.....
Consol. Mort, 7s	.....	.....	.....	.....	.....	.....
Lehigh Valley	60¼	60¼	.....	60¾	60¼	60¾
1st mort. 6s, coup	.....	.....	.....	.....	.....	.....
1st mort. 6s, reg	.....	.....	.....	.....	.....	.....
2d mort. 7s	.....	.....	.....	.....	.....	.....
Consol mort. 6s	.....	.....	.....	.....	118	.....
Consol.mtg.6s,reg	.....	.....	118	.....	.....	.....
Little Schuylkill	56	.....	56	56	56	56
Minehill&Sch.Hav'n	61¾	61¾	.....	.....	61¾	.....
North Pennsylvania	60	.....	.....	59¼	.....	.....
1st mortgage 6s	.....	106	.....	.....	.....	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Genl. mtg.7s,coup	.....	.....	.....	.....	.....	.....
Genl. mtg. 7s, reg	.....	.....	.....	.....	.....	.....
Northern Central	51½	51½	.....	51¾	.....	50
6s	.....	.....	.....	.....	99⅞	.....
Northern Pacific	38	37	37¾	37½	37¾	37¾
Preferred	77¾	77⅝	77½	78¼	77½	77¾
Pennsylvania R. R.	64¾	64¾	64¼	64¾	64¾	64¾
1st mortgage	.....	.....	.....	.....	.....	.....
Gen'l mortgage	.....	.....	.....	.....	.....	124
Gen'l mortgage reg.	.....	.....	.....	.....	.....	.....
Consol. mort. 6s	.....	.....	.....	.....	.....	.....
Consol. mort. 6s, reg	.....	.....	.....	.....	.....	.....
Pa.State 6s 2d series	.....	.....	.....	.....	.....	.....
do 3d series	.....	101¼	.....	.....	.....	.....
do 5s, new	.....	119	.....	.....	.....	119
do 3s,	.....	.....	.....	.....	.....	.....
Phila. & Reading	34½	34	32¾	32¾	31¾	31⅝
1st mortgage 6s	.....	.....	.....	.....	.....	.....
7s of 1893	.....	.....	.....	.....	.....	.....
7s, new convert	.....	.....	.....	.....	.....	.....
Consol. mort. 7s	.....	.....	.....	.....	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Gen'l mort. 6s	96	96¼	96¼	96½	96¾	96¾
Philadelphia & Erie	22	.....	.....	.....	20¾	20¾
1st mortgage 5s	.....	.....	106	.....	105¼	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Pittsb.,Cin.&St.L.7s	120	.....	.....	.....	119¾	.....
Pitts.,Titusv.&Buff.	21¼	20½	20¾	21	20¾	20¾
7s	.....	.....	.....	.....	.....	98½
Schuylkill Navi't'n.	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	13	.....	.....	.....
6s, 1872	.....	.....	.....	.....	.....	.....
6s, 1882	.....	.....	.....	.....	.....	.....
United Co. of N. J.	.....	190	189	.....	188	188
Hestonville, (Horse)	.....	21	.....	20¾	21	21
Chestnut&Wal.(do)	.....	.....	.....	.....	.....	.....
Green & Coates (do)	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the Week Ending Oct. 11.

	W. 5	Th. 6	F. 7.	Sat. 8.	M. 10.	Tu. 11.
Baltimore & Ohio..	.....	196	.....	.....	195	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	107¼	x107¼	.....	.....	.....	106⅞
Central Ohio ($50)..	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	109¾	.....	.....	.....	.....
Marietta & Cincin'ti	.....	.....	.....	.....	.....	.....
1st mortgage, 7s..	.....	123	.....	.....	.....	122¼
2d mortgage, 7s..	87½	.....	.....	.....	88¾	88
3d mortgage, 8s..	46	51	.....	.....	.....	47
Northern Cen. ($50)	.....	.....	.....	.....	.....	50
2d mort., 6s 1885..	.....	.....	107¼	.....	.....	.....
3d mort., 6s, 1900.	.....	.....	114¼	.....	.....	.....
6s, 1900, gold.....	.....	114¼	.....	.....	.....	.....
6s, 1904, gold.....	.....	.....	.....	.....	.....	.....
Orange & Alex. 1st....	.....	.....	.....	.....	.....	.....
2d mortgage, 6s...	.....	.....	.....	.....	.....	.....
3d mortgage, 8s...	.....	.....	.....	.....	.....	.....
4th mortgage, 8s..	.....	.....	.....	.....	.....	.....
O., Alex. & Manas's 7s	.....	.....	.....	.....	.....	.....
Pitts. & Connellsv. 7s	.....	122	.....	.....	.....	.....
Virginia 6s, Consol.	81¼	82	.....	.....	.....	81¼
Consol. coupons..	.....	92¾	92¾	92¾	92¾	92¾
10-40 bonds.....	52¾	52¾	54¼	.....	53	52¾
Defer'd Certificates	.....	.....	.....	.....	.....	.....
Western Maryland..	.....	.....	16	.....	.....	.....
1st M., end. by Balt	.....	.....	.....	.....	.....	.....
2d M., do .	.....	.....	.....	.....	.....	.....
3d M., do .	.....	.....	.....	.....	.....	.....
1st M., unendors'd	.....	.....	.....	.....	.....	.....
2d M., end. WashCo	.....	.....	.....	.....	.....	.....
2d M., preferred..	.....	.....	.....	.....	.....	.....
City Passenger R E.	.....	.....	.....	.....	.....	.....

London Stock Exchange.

	Closing Prices Sept. 16.		Sept. 23.	
Baltimore & Ohio (sterling).....	113	115	113	115
Cairo & iencennes common stock	50	52	51	53
Do. preferred 5 per cent.....	93	95	93	95
Central of N. J. $100 share.....	93	94	93	94
Do. Cons. Mortgage.....	116	118	116	118
Do. Adjustment Bonds.....	105	110	105	110
Do. Income Bonds.....	100	103	102	106
Det., G'd Haven & Mil. Equip bds	114	116	114	116
Do. Con. M. 5p. c. till, '83 aft'r 6p. c	108	110	109	111
Illinois Central $100 shares.....	135	137	136	138
Lehigh Valley Cons. mortgage..	118	122	118	122
Louisvill & Nashville mort 6s...	110	112	110	112
Do. Sink. Fund bds (S. & N. Ala)	106	107	106	107
Do. capital stock $100 shares.	99	101	101	103
N. Y. Cent. & Hud. R. mt. bds..	137	140	137	140
Do. $100 shares.....	147	149	148	149
Do mort. bonds (stg.).....	122	124	122	124
N. Y., Lake Erie & West., $100 shs	45	45½	47¾	48¼
Do. 6 p. c. pref. $100 shares..	91	93	92	94
Do. 1st Con. Mort. bds (Erie) .	130	132	130	132
Do. do. Funded Coupon bds.	125	128	125	128
Do. 2d Consol Mort. bonds...	105	107	106	108
Do. do. Funded Coupon bds..	102	104	103	105
Do. Gold Income bonds.....	90	95	93	98
N. Y., Pa. & Ohio 1st mort. bonds.	54½	55¼	56½	57¼
Do. Prior Lein bds (sterling)..	105	110	106	110
Pennsylvania, $50 shares.....	66¾	67¼	67½	68¼
Do. Con. Sink Fund Mort....	121	123	121	123
Philadelphia & Reading $50 shs	33	33½	36	36½
General Consol Mortgage.....	116	118	116	118
Do. Improvement Mortgage..	106½	107½	106½	107¼
Do. Gen. Mtg. '74, ex-deferd cop.	96	98	98	100
Do. Scrip for the 6 def. u. ½..	93	96	94	98
Pittsb., Ft. W. & Chi. Eq. bds....	105	109	105	109
St. L. Bridge 1st mort. goldb'd..	124	126	126	128¾
Do. 1st pref. stock.....	102	105	102	105
Union Pa. Land Gant 1st. mtg...	115	119	115	119

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Oct. 13, 1881.

The quotation for money this morning on acceptable Stock Exchange collateral was 5@6 per cent, in the afternoon it was 5 per cent; but in the last hour it fell to 3@4 per cent.

The posted rates for prime bankers' sterling were 4.79½@4.83½; the actual rates were 4.78½ 4.79 and 4.82½@4.83. Cable transfers were 4.83½@4.84, and prime commercial bills were 4.76¾@4.77. The actual rates for Continental exchange are as follows: francs, 5.28⅛@5.25; marks, 93⅝@94½, and guilders, 39½@39⅝.

Under date October 10th notice is given by the Secretary of the Treasury that on and after Monday, the 17th inst., United States bonds embraced in the 105th call will be redeemed at the Treasury Department in Washington to the amount of $5,000,000, with interest to the date of payment. The weekly purchases at the Sub-Treasury in New York will continue as heretofore authorized.

The total outstanding funded indebtedness of the District of Columbia and late corporation of Washington now amounts to $21,896,450, of which $10,013,000 is registered and $11,883,450 coupon bonds and stocks.

The proposals to sell the government 3½ per cent bonds (extended fives and sixes) at par and accrued interest were present at the Sub-Treasury at noon on Monday the 10th inst., and aggregated $8,730,150. Only $2,000,000 of the bonds were accepted, of which $254,500 were extended fives.

By referring to the Statement of the Secretary of the Treasury, given in another column, it will be seen that the total debt of the United States on the 30th of September was $2,049,542,473 09, less cash in the Treasury $250,686,547 32, leaving net $1,798,855,925 77. Since 1st of September the debt has been reduced $17,483,641 66, and since the 1st of July last $41,742,886 21. Of the bonded debt $10,829,350 bears 5 per cent interest, $250,000,000 bears 4½ per cent, $739,347,800 bears 4 per cent, $578,925,100 bears 3½ per cent, and $14,000,000 (navy pension fund) bears 3 per cent. Interest has ceased upon $10,039,595, and $431,553,392 bears no interest, being in the form of certificates of deposit gold and silver certificates, legal tender notes, etc. Of the cash in the Treasury there is $160,024,648 34 in excess of current liabilities. In addition to the debt enumerated above there are outstanding $64,623,512 bonds issued to Pacific Railroad companies, and known as the currency 6s.

The payments made from the United States Treasury in September, exclusive of interest or principal of the public debt, were on account of civil and miscellaneous, $23,804,284 58; war, $4,090,447 84; navy. $1,183,701 23; Interior (Indians) $663,997 31, and do. (pensions) $3,550,864 86—total, $13,293,295 82.

The amount of United States old and legal tender notes outstanding is $346,741,056, and of fractional currency $8,375,934—total, $355,116,990. The ameunt of the National bank circulation outstanding is $357,770,490 currency, and $980,450 gold notes.

The closing quotations on Thursday were: Adams Express, 138@140; American Express, 91⅝@93; American District Telegraph, 49@52; Chicago, Burlington and Quincy, 154¾@154; Canada Southern, 58⅝@59; Chicago and Northwestern, 123⅜@123½; do. pref., 134½@134¾; Chicago and Alton, 129½@130; Central of New Jersey, 93½@93⅝; Chicago and Rock Island, 133@134; Central Pacific, 94⅜@94⅝; Chicago, Milwaukee and St. Paul, 108¾@109; do. pref., 121@122; Chicago, St. Louis and New Orleans, —@—; Cleveland, Columbus, Cincinnati and Indianapolis, 92½@93; Columbus, Chicago and Indiana Central, 20½@20¾; Delaware and Hudson Canal, 107¼@107½; Delaware, Lackawanna and Western, 123@123¾; Hannibal and St. Joseph, 97@98½; do. pref., 114⅞@115½; Illinois Central, 130½@130¾; Lake Erie and Western, 44½@43¾; Lake Shore and Michigan Southern, 119⅜@119½; Metropolitan Elevated, 87@87½; Manhattan Elevated, 44¾@45; Michigan Central, 88¾@88½; New York Elevated, 111@112; New York, Lake Erie and Western, 44⅜@44⅞; do. pref., 87½@88; New York Central and Hudson River, 138½@138⅞; Ohio and Mississippi, 43½@43½; do. pref., 104@110; Ohio Central, 26⅜@26½; Texas and Pacific, 49½@49⅝; Union Pacific, 118⅝@118¾; United States Express, 70½@71; Welsl-Fargo Express, 130@131; Western Union Telegraph, 86¼@86½; Wabash, St. Louis and Pacific, 48¼@49; do. pref., 89⅛@89½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns

New York.—Atchison, Colorado and Pacific 1st, 100½; Boston and New York Air Line, 66½; Carolina Central 1st, 100; Cairo and Fulton 1st, 110; Cedar Falls and Minnesota, 22; Chicago, St. Paul, Minneapolis and Omaha, 40½; do. pref., 101½; do. consol., 102¾; Chesapeake and Ohio 1st pref., 38½; do. 2d pref., 30½; do. cur. int., 56; do. 1st, series B, 84½; Chicago, St. Louis and New Orleans, 79½; Columbus, Chicago and Indiana Central Income, 75; do. 1st Trust Co. certif., ass. sup., 118; Cleveland, Columbus, Cincinnati and Indianapolis consol. 120; Chicago, Milwaukee and St. Paul 1st, Chicago and Pacific div., 98; do. Southwestern div., 1st, 106; do. Southern Minnesota div. 1st, 104½; do. La C. and Dav. div., 94½; Denver and Rio Grande, 79⅝; do. 1st, 116¾; do. 1st consols, 109½; Denver, South Park and Pacific 1st, 105½; East Tennessee, Virginia and Georgia, 14⅜; do. pref., 25½; do. inc., 51; Galveston, Houston and Henderson 1st, 80; Houston and Texas Central 1st, Western div., 109; International and Gt. Northern 1st, 110; Indiana, Bloomington and Western, 41; do. inc., 95; 1st, 2d, 78; Indianapolis, Decatur and Springfield, 1st, 102½; do. 2d inc., 60; Kansas Pacific 1st consol., 107; do. guar. 6s, 83; do. 6s, Denver div. ass., 110; Keokuk and Des Moines 1st, 102½; Lafayette, Bloomington and Muncie 1st, 107; Louisville, New Albany and Chicago 1st, 104; Lake Erie and Western, 42½; do. inc., 65; do. 1st, 107½; Louisville and Nashville gen'l mort. 6s, 105; do. 2d, 105; Lehigh and Wilkesbarre consol, ass., 108; Minneapolis and St, Louis 1st, Iowa Ext., 111½; Mobile and Ohio, 34½; do. 1st deben., 99; 2d deben., 72; do. 1st mort., 113½; Missouri, Kansas and Texas, 38½; do. consol., 7s, 005½; do. 2d, 80½; Missouri Pacific, 104½; do. 1st consol., 106; Milwaukee, Lake Shore and Western, 46½; do. 1st, 105½; Manhattan Beach, 18; Marietta and Cincinnat 1st pref., 17; do. 2d pref., 10; Memphis and Charleston, 73; Metropolitan Elevated 2d. 88; Milwaukee and Northern 1st, 100; Michigan Central 5s, 98½; New York, Ontario and Western, 31½; New Jersey R. R. and Transp. Co., 185; Nashville, Chattanooga and St. Louis, 81; Northern Paific 1st, 103; Nevada Central 1st, 100; New York City and Northern Gen'l mort., 89; New Orleans Pacific 1st, 96; Ohio Central, 25½; do. inc., 50; do. 1st, 96½; Ohio Southern, 18½; do. 1st, 90; Oregon Railway and Nav., 154; Ohio and Mississippi 1st, Springfield div., 116½. Peoria, Decatur and Evansville, 38¾; do. do. 1st, 107½; Rochester and Pittsburg, 26⅛; do. 1st, 102; do. inc., 40½; Richmond and Alleghany, 35; Rome, Watertown and Ogdensburg, 30; do. 1st consol., 90; St. Paul and

Sioux ity 1st, 110⅜; St. Paul, Minneapolis and Manitoba, 102; do. 1st, 112; St. Paul and Duluth pref,, 79½ ; St. Louis, Kansas City and Northern, R. E. 7s, 122; do. Omaha div. 1st, 114; St. Louis and San Francisco 2d, class B, 91; do. Eqnip., 105; St. Louis and Iron Mountain 2d pref. inc., 90; St. Louis, Alton and Terre Haute div. bonds, 60; Texas and Pacific, 48; do. inc. L. G., 71: do. Rio Grande div., 88½; Toledo, Delphos and Burlington, 24; Union Pacific, Collateral Trust, 108½; Wabash, St. Louis and Pacific Gen'l mort. 6s, 100; do. chicago div., 81½; Alabama, Class A, 78½; Arkansas 7s, L. R., P. B. & N. O., 25; Georgia 7s, gold, 117; Louisiana 7s, consol., 56; Missouri 6s, 1888, 109: do. 6s, 1882 and 1883, 102; do. 6s, H, & St. J. issue 1886, 107¾; North Carolina consol. 4s, 88; do. S. T, 3d class, 2½; South Carolina 6s, non-fundable, 12½; Tennessee 6s, old, 69½; do. new, 69½; American Dist. Telegraph, 49; Colorado Coal and Iron, 49; Cam. Coal, 38; Maryland Coal, 23; New Central Coal, 25; Sutro Tunnel, 1½; Central Mining, 1¾; Deadwood, 6; Excelsior, 2⅛; Little Pittsburg, 2⅞; Standard, 21.

Philadelphia.—American Steamship Co. 6s, 108; Buffalo, Pittsburg and Western pref., 30; Central Transportation, 40; Chesapeake and Delaware Canal 6s, 90; Nesquehoning Valley, 57½; Philadelphia and Trenton, 186½; Pennsylvania Company 4½s, 100¼; People's Passenger 5s, 102½; Philadelphia, Germantown and Norristown, 109½; Susquehanna Coal 6s, 112 ; Shamokin, Hazleton and Wilkesbarre 5s, 99½; Texas and Pacific consol. mort. 6s, 101; West Jersey and Atlantic 1st, 107½; West Jersey 1st, 120. The latest quotations are: City 6s, 110@124; do. free of tax, 127@128½; do. 4s, new, 102@113; Pennsylvania State 6s, 3d series, 101¼@101½; do. 5s, new, loan, 117@119½ ; do. 4s, new, 110@114; Philadelphia and Reading R. R., 31½@31⅝; do. consol. mort. 7s, reg., 123@125½; do. mort. 6s, 122@125; do. gen'l mort. 6s, coupon, 96¼@96¾; do. 7s, 1893, 123@125; do. new, conv., —@69; United New Jersey R. R. and Canal, 187⅞@188⅛; Buffalo, Pittsburg and Western, 20¾@21; Pittsburg, Titusville and Buffalo 7s, 96¼@96¾; Camden and Amboy mort. 6s, 1889, 116@116½; Pennsylvania R. R., 64¾@65⅛; do. general mort. coupon, 122@127; do. reg., 125@—; do. consol. mort; 6s, reg., —@128; Little Schuylkill R. R. 56@56¼; Morris Canal pref., 160@—; Schuylkill Navigation, 6@7; do. pref., 13@14; do. 6s, 1882, 90@92¾; do. 1872, 107½@—; Elmira and Williamsport pref., 55@60; do. 6s, 110@—; do. 5s, 100@—; Lehigh Coal and Navigation, 45⅜@45⅝; do. 6s, 1884, 105½@—; do. R. R. loan, 117@118; do. Gold Loan, 112@114½; do. consol. 7s, —@119; Northern Pacific, 37⅛@37¼ ; do. pref., 77@77¼ ; North Pennsylvania, 59@60; do. 6s, 105@108½; do. 7s, 123@123⅛; do. General mort. 7s, reg., 120@124; Philadelphia and Erie, 20½@20¾; do. 7s, —@118; do. 5s, —@105¾; Minehill, —@61¾; Catawissa, 18¼@18¾ ; do. pref., 56¼@57; do. new pref., 54⅞@56; do. 7s, 1900, 118@119; Lehigh Valley 60⅜@60⅝; do. 6s, coupon, —@127; do. reg., —@125; do. 2d mort. 7s, 133¾@135; do, consol. mort. —@118 ; Fifth and Sixth streets (horse), 136@150; Second and Third, 110@115; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 45@50; Green and Coates, 90@100; Chestnut and Walnut, 94@98; Hestonville, 20@21 ; Germantown, —@80 ; Union, 110@125; Lombard and South, 24⅞@25⅛; West Philadelphia, —@110; People's —@32; Continental, 105@108.

Boston.—Atlantic and Pacific 6s, 98 do. Income 6s, 43½; Boston Land, 8½; Boston Water Power, 7¾; Burlington and Missouri River in Nebraska 6s, non-exempt, 105½; Boston, Revere Beach and Lynn, 125; Boston, Clinton, Fitchburg and New Bedford, 49; Connotton Valley, 22; do. 7s, 99; Connotten Valley and Straitsville 7s, 84½ ; Flint and Pere Marquette, 29 ; do. pref., 99; Iowa Falls and Sioux City, 84; Kansas City, Lawrence and Southern 5s, 107; Kansas City, Fort Scott and Gulf 7s, 110; Little Rock and Fort Smith, 69½ ; do. 7s, 113¾; Mexican Central Block, old Series, 91; do. new, 90; do. 7s, 88½; Massachusetts Central 6s, 98; Maine Central, 54; New England Mortgage Security 7s, Series D, 106¼; New York and New England 6s, 108¾ ; Northern Pacific 6s, 101½; New Mexico and Southern Pacific 7s, 117; Ogdensburg and Lake Champlain 6s, consol., 100½; Portsmouth, Great Falls and Conway, 30; Pullman Palace Car 7s, 106; Republican Valley deferred, 119; Rutland, 5½; do. pref., 27½; Summit Branch, 17 ; South Boston Horse, 71; Toledo, Delphos and Burlington, 10½; do. Income, Dayton div., 35; Wisconsin Central, 23; 1st series, 78; do. 2d, 45; Wisconsin Valley 7s, 114; Allouez Mining Co., 3½; Atlantic, 15; Blue Hill, 3; Brunswick Antimony, 6¾; Catalpa, 1⅛; Crescent, 1; Copper Harbor, 1¼; Douglas, 1¾; Duncan, 50c.; Franklin, 12½; Harshaw, 5; Huron, 3½; Indian Queen, 2¾; National, 2½; Napa consol. Quicksilver, 6⅞; Osceola, 29½; Pewabic, 13; Ridge, 4½; Silver Islet, 28; Sullivan, 3½.

Baltimore.—Atlantic Coal, 1.30; Baltimore and Ohio 1st pref., 125½; Baltimore City 6s, 1902, 130; do. 6s, 1890, 117; do. 6s, 1900, 130½; do. 5s, 1894, 118½; do. 5s, 1916, 126; Chesapeake and Ohio Canal, 40⅝; Columbia and Greenville 1st, 103; George's Creek Coal, 100¼; Maryland Defense 6s, 106; Norfolk Water 8s, 130¾; Richmond and Danville, 98; Virginia Peelers, 40¾; Virginia Midland 2d mort., 108¼; do. 5th mort., 93; Wilmington and Weldon, 117¾; Wilmington, Columbia and Augusta, 109.

Railroad Earnings.

The earnings of the Central Pacific Railroad company for the month of September, 1881, were $2,293,000, against $1,964,996 for the month of September, 1880, an increase of $328,004. For the first nine months of 1881 the earnings were $17,004,544, against $14,283,-195 for the corresponding period of 1880, an increase of $2,721,349.

The gross earnings of the New York and New England Railroad company for the month of August, 1881, were $280,523.78, the operating expenses $174,751.78, and the net earnings $105,772.

The earnings of the St. Paul Minneapolis and Manitoba Railroad company for the week ending September 30, 1881, were $142,887.92, against $83,043.03 for the same week in 1880, and increase of $59,844.89. For the four weeks ending September 30, 1881, $485,735.77; same period in 1880, $274,187.94; increase, $211,-547.83. From January 1 to September 30, 1881, $3,236,459.37; corresponding period of previous year, $2,216,858.14, an increase of $1,019,-601.23.

The earnings of the Denver and Rio Grande Railway company for the first week in October, 1881, were $159,127; same week last year, $106,-576; increase, $52,551.

The earnings of the Union Pacific Railway company the first week in October, 1881, were $829,113; for the same period in 1880, $584,953; increase, $244,160. From January 1 to October 7, $19,950,802; same time 1880, $17,204,655; increase, $2,746,147.

The earnings of the Milwaukee, Lake Shore and Western Railroad company for the first week in October, 1881, were $18,414; same period in 1880, $8,394; increase $10,020.

The earnings of the Houston and Texas Central Railway company for the third week in September, 1881, were $88,336.06; for the same period in 1880, $96,162.71; decrease, $7,826.65. From January 1 to September 22, 1881, $2,554,-922.55; same time 1880, $2,280,371.93; increase, $274,550.62.

Illinois Central Railroad.

During the month of September, 1881, the traffic on the lines operated by this company was, (estimated):

In Illinois	$619,669 00
In Iowa (leased lines)	193,941 00
Total	$813,610 00

The traffic for the same month in 1880, on the same mileage, was (actual):

In Illinois	$628,725 28
In Iowa (leased lines)	178,111 24
Total	$806,836 52

During September 1881, the land sales were 4,604.09 acres for $18,111.51 and the cash collected on land contracts was $18,293.31.

L. A. Catlin, *Secretary.*

Interest and Dividends.

The Baltimore and Ohio Railroad company has declared cash dividends of 5 per cent. on the stock of the main stem and of the Washington Branch, payable on the 1st of November.

The Wabash, St. Louis and Pacific Railway company has declared the regular quarterly dividend of 1½ per cent. on the preferred stock, payable November 15.

The Directors of the New Bedford and Fairhaven Street Railway company have voted a dividend of 4½ per cent. from the earnings of the past six months.

At Buffalo, N. Y., on the 8th inst., in the case of Henry Clews vs. W. L. Sessions et al., for $30,000 damages for malicious prosecution, the jury rendered a verdict for the plaintiff in the sum of $12,000.

Dividend Notices.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, September 27, 1881.

The Board of Directors of this Company have this day declared a quarterly dividend of TWO Per Cent upon its capital stock, payable on TUESDAY, the first day of November next, at this office. The transfer books will be closed at 3 o'clock, P. M., on Saturday, the first day of October next, and will be reopened on the morning of Friday, the fourth day of November next.

E. D. WORCESTER, *Treasurer.*

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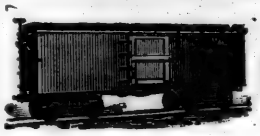
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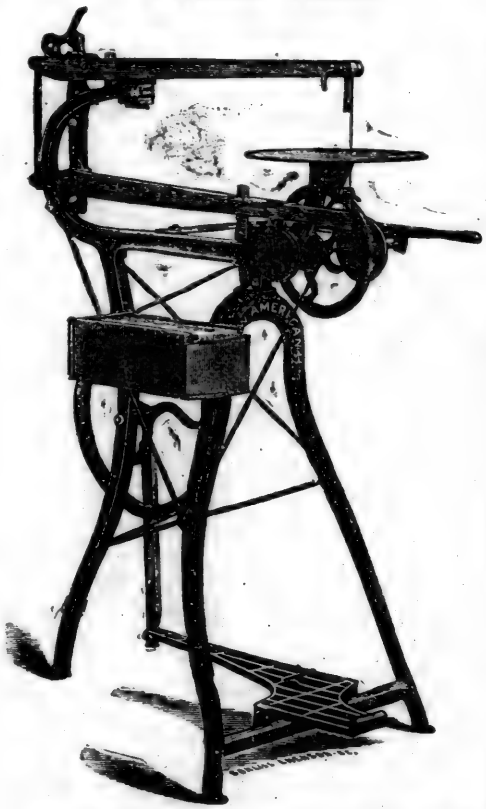
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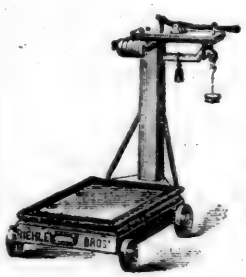
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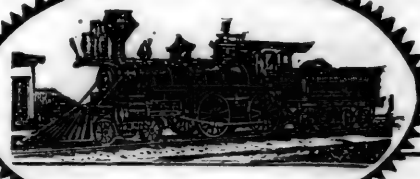
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ESTABLISHED 1831.

Steam Navigation, Commerce, Finance, Banking, Machinery, Mining, Manufactures.

SECOND QUARTO SERIES.—VOL. XXXVII., No. 43.] NEW YORK, OCTOBER 22, 1881. [WHOLE No. 2,374.—VOL. LIV.

Scientists Obstructing Progress.

Professional scientists—often those filling college chairs—are more apt than other men to suggest difficulties and throw obstacles in the path of scientific progress. Mankind in general are now quite credulous in respect of science. They are too ready to believe in the announcements of scientific pretenders. Savants themselves incline to the other extreme of doubt. They are sometimes the bitterest opponents of those original thinkers and discoverers who are continually forcing the boundaries of human conquest over the unknown. Scientific men said it would be impossible to drive railroad trains up grades of over fifteen feet to the mile. A grade of one hundred feet is considered easy for the modern locomotive. The same carping class declared that no steamship could carry coals enough to run her across the Atlantic Ocean. They ridiculed the earliest attempts to lay an Atlantic cable, because no wire could be sufficiently insulated at great sea depths nor be secured against rupture from various causes. They have demonstrated to their own satisfaction over and over again that the electric light could never economically compete with gas, and that its subdivision was an impossibility. These are a few out of many examples of the inability of some scientists to appreciate the discoveries and claims of men of genius who know no such word as fail.

Sir William Thomson, of England, is more liberal and hopeful than most of his scientific brethren in the estimate he puts on the future of electricity. But in his address before the British Association at York, he is so very anxious to avoid the terrible suspicion of being sanguine that he throws cold water on some of the most reasonable expectations of modern science. It has for some time been hoped and believed that the immense tidal force now daily wasted could be utilized as a motive power. Tide mills have been in successful operation for many years. The tide is caught on its rise, imprisoned in a basin, and used like any other reserved water to drive mills. Why could not this be done on the large scale in great estuaries and bays, and the pent-up water serve to drive electric engines, and currents of great power be conveyed by wire to distant cities, there to be used for the production of light and the movement of machinery? Sir William Thomson says it would take a dock area of forty acres to produce one hundred-horse power of tidal force, and that the cost of constructing the artificial basins puts the scheme financially out of the question. This is mere assumption. Of course it would be possible to spend so much money on the tidal reservoirs as to make the plan unprofitable. But Nature has provided places along every sea coast where the operation could be performed by the construction of a moderately expensive sea wall. Granting, however, that the tidal force is not available, can we not fall back on the wind as an ally? in this direction. Windmills with him are as expensive as tidal basins. It is true, as he says, that some of them are very costly machines. But it is surely within the resources of Yankee ingenuity to make cheap and efficient windmills for the performance of almost any work required of them. Little dependence can be placed on windmills for steadiness. Sir William Thomson offers no encouragement But M. Faure's brilliant invention for storing up electricity enables us to dispense with a regular and continuous motive power for the development of currents. It is not necessary for the tide and wind to be operative at the very time when the electricity is required for use. For the latter can now be compressed like carbonic acid gas or oxygen or hydrogen, and kept in store for days without apparent loss of power. Electricity developed by the motive power of the wind by day could be used by night, and the production of one uninterrupted week of wind could be accumulated to meet the deficiency of a succeeding lull.

The question has its admitted difficulties. But it is not extravagant to predict that the day is coming when not only the incalculable tidal energy now fruitlessly expended on every shore, and all the winds of heaven, will be pressed into the service of man. They will furnish light for him. They will drive his printing presses and his grist mills, and perhaps his railroad trains. They will not necessarily banish steam or other motive powers now in use. But they will supplement and reinforce the present working agencies of the world. They will be of use at least in places where fuel is dear and labor scarce. We are less likely to err in assuming that these things are feasible—since M. Faure's remarkable discovery—than that they are impossible for any reason now apparent which may cease to be of force after a further exercise of the inventive faculty of man.

Sir William Thomson concedes that the water power of Niagara Falls could be converted into electric energy at points as distant from the source as Montreal, Boston, New York and Philadelphia. But even Niagara Falls has its limit of converting power. And unfortunately there is only one Niagara. The Falls would do a great deal of electrical work for remote cities, but would still leave the important question unanswered for the majority of mankind. If Mr. Ericsson should ever perfect his solar engine, by which the heat of the sun can be made a motive power, a method for the production of electricity, very cheap and of general application, may then have been discovered. But the solar engine belongs to a future more remote than the improved tidemill and windmill, which, in our opinion, promise the quickest and best results to the genius who will not take "no" for an answer from any scientist, however high his reputation in Europe and America.—The New York Journal of Commerce, Sept. 15, 1881.

Tracing Lost Cars.

Travelers over any of our railroad lines are constantly passing "lost" cars, which are usually among those to be seen standing idly on side tracks. They belong to many different railroads, the initials of which they bear, and "searchers" from which are ever busy hunting them up. In speaking of the manner of tracing a lost car, the Philadelphia Press illustrates how records are kept to show just where such a car is standing, and why it is there. "For instance," says that paper, "if the car is an unwarranted length of time at Germantown Junction, the Pennsylvania Railroad receives a "searcher," either by telegraph or train service, asking why the car is not sent home. In this way a great railroad, stretching half way across the continent, and with its rolling stock scattered over every State in the Union

keeps account of its stock, numbering, in the case of the Pennsylvania Railroad, more than 30,000 freight cars of all kinds. Occasionally one of the number is lost altogether, and the complicated railway detective service is set at work. The last clue to its whereabouts is traced out, and in time the lost car is found somewhere between Texas and Montreal.

"As soon as a car is unloaded it should be started back to the road from which it came, but in New England they turn it over as the common property of the road, and it is run back and forth, carrying local freight. It is not an uncommon thing when a car is loaded and sent to an eastern point that it is not again heard from for three or four months. In the meantime there are more than a hundred clerks employed on the car accounts, and week after week searchers are sent out for the missing car. A fair idea of the magnitude of these accounts may be had from the fact that the entire movement over the Pennsylvania Railroad exceeds over 40,000 per day. Lost freight cars, which were formerly hunted by travelling agents, are now traced by "searchers," official documents which contain the number and description of the lost car, and the date at which it was last seen on the Pennsylvania road. These documents are forwarded in the wake of the car, receiving many official signatures on the way, and finally overtake an agent who has the car in charge."

The Carolina Pines.

A correspondent of the New York World thus describes the lonely pine forests of Carolina:

There is no place that seems further out of the world than the pine forests of Carolina. For half a hundred of miles in every direction from this place the wind of these pleasant September nights finds nothing to touch it into music but the harps of straw that hang a hundred feet high on millions of pines. This continuous monotone is the most lonely sound that ever reached human ears. It is as depressing as the constant sight of the melancholy, drooping moss of the live oaks along the gulf coast. Throughout three or four counties one can frequently ride a distance of ten miles without seeing a house or a living thing. Through deep sand the path winds between the large trees, as monotonous in appearance as the wind above it is in its dirge. Here and there unexpectedly (for no one could reasonably expect to meet human beings or to see a human settlement) a small house is seen by the pathside. But there is no farm. A little patch of cotton and tobacco, and a garden, where the hardest varieties of onions and cabbage grow, make an excuse for a fence of rough-split timber. A dog, if not a deer-hound always a brindle-cur, announces a traveler's appearance, and two or three cleanly women, with snuff-brushes, and without shoes, come to the door to look upon the human being that must have lost his way and come to this end of the earth. The houses are very nearly all the same architecture—wooden structures with steep roofs, containing two large rooms, a piazza for two-thirds the length of the house, leaving space for a third room that is small. The kitchen is a separate building, usually of logs, and it does service also as a dining-room in winter. Just at this season, however, one sees the turpentine gatherers at work in the forest. Near the railroad, of course, lumber wagons are seen, and the smoke of turpentine distilleries and mills rises from the pines. Occasionally, too, a lone cow tinkles her bell in one's hearing, while she seeks wire-grass among the decaying pine straw that covers the whole face of the earth. The pines monopolize the soil. In these extensive forests there is little other growth except along the streams. There juniper and poplar abound; there, too, a vigorous undergrowth of smaller trees flourishes. But on the highlands, on all the ground except the immediate banks of the streams, little undergrowth can be found. So clear are the forests of small trees that one can easily drive a vehicle for miles through the primeval regions without the trouble of making a road. At a distance from the railroads the land is held mainly by poor people. For even pine trees in inaccessible regions are not such property as can be turned into money. But on the lines of railroad a pine forest is a fortune. And here the best timbered lands have recently been bought, and are now worked by men who have capital enough to put up saw mills and distilleries.

No other tree is as variously profitable as the pine. The first money that is made out of it is made by the turpentine men. The tree is boxed, that is, a niche is cut on an old tree near the ground and the back is chipped off for a foot or two above the box. The raw turpentine oozes out in summer and drips down into the box—such quantities of it! On a large tree sometimes four of these boxes can be cut, between which of course a small strip of bark is left—enough to keep the tree alive. Early in the summer the tree workers go into the forests. The "boxers" box the trees, if the field is a virgin forest. Then every week the company of "hackers" go along and "hack" every tree a half inch higher, to keep the flow of the turpentine continuous. This "hacking" is kept up at the rate of a half inch or an inch a week all summer. This can be continued four or five summers. Then the tree is hacked five or six feet high, and, as a producer of turpentine, is valueless. Another company of the tree-workers is the "dippers," who dip the resinous deposit from the boxes and put it in barrels that are placed at convenient intervals. Then the raw rosin is carried to the distillery. Thence, of course, it goes to the market as rosin and as spirits of turpentine. The "virgin" rosin is that which comes from the trees the first summer they are boxed. Nothing can be more beautiful than the virgin rosin when, in its liquid form, it flows from the distillery and shapes itself into all the fantastic forms of the snow crystals and icicles, and of such wonderfully many tints.

After the turpentine men have made fortunes from the pines, the same trees have other fortunes for the lumber-men. There is more lumber to-day uncut in North Carolina than in all the lumber States of the Northwest. A saw-mill here by the railroad is a fortune. The yellow or "long leaf" pine attains here its best growth. The trees are branchless for 50, sometimes for 70 or 80 feet from the ground; and they are all heart. The sap is very thin. When a tree has been drained by the turpentine men for four or five years the lumber is not as good as that of an unworked tree. But no expert can tell the difference if the tree has not been worked too long.

JAMES A. GARFIELD.

OBIT SEPTEMBER 19, 1881.

THE END.

A wasp flew out upon our fairest son,
And stung him to the quick with poisoned shaft,
The while he chatted carelessly and laughed,
And knew not of the fateful mischief done.
And so this life, amid our love begun,
Envenomed by the insect's hellish craft,
Was drunk by Death in one long feverish draught,
And he was lost, our precious, priceless one!
Oh, mystery of blind, remorseless fate!
Oh, cruel end of a most causeless hate!
That life so mean should murder life so great!
What is there left to us who think and feel,
Who have no remedy, and no appeal,
But damn the wasp and crush him under heel?

J. G. HOLLAND, *in N. Y. Tribune.*

AN order was made by Judge Gilbert, in the Kings County Supreme Court, on the 17th inst., discharging Austin Corbin from the office of Receiver of the Long Island Railroad Company. The affairs of the company will be managed by its own officers hereafter.

THE Green Bay and Minnesota Railroad was taken out of the hands of the receiver on the 15th inst. and turned over to the new company, which is known as the Green Bay, Winona and St. Paul Railroad Company. The securities of the new company will shortly be ready for delivery to those who surrendered the old under the reorganization scheme.

THE Chief of the Bureau of Statistics at Washington reports that during the month of September there arrived in the customs districts of Baltimore, Boston, Detroit, Huron, Minnesota, New Orleans, New York, Passamquody, Philadelphia, and San Francisco 69,924 passengers, of whom 58,452 were immigrants, 8,380 citizens of the United States returned from abroad, and 3,092 aliens not intending to remain in the United States. Of this total number of immigrants there arrived from England and Wales 8,997, Ireland 5,633, Scotland 1,971, Austria 1,043, Germany 19,708, Norway 1,953, Sweden 3,703, Canada 8,710, China 976, all other countries 5,858. During September, 1880, the arrivals numbered 54,874.

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IS FIRE INSURANCE A FRAUD?

THE question upon many lips to-day is —is fire insurance a fraud? This question is forced upon thinking men by the action of some companies in their manner of settling claims. Take, for illustration, a single case occurring at the recent fire in the storehouse on Fourth avenue. A party, a year or more ago, stored his valuables in this storehouse for safety, until such a time as he should require them for home purposes again. To make what was considered safe doubly safe, he took out a policy of insurance for half the value of the goods stored. There was no trouble in obtaining such a policy, as agents by the score stood ready to take the business, and scores of companies were only too willing to assume the risk.

A fire takes place, and all these valuables were destroyed. The gentleman takes his policy and marks the value of the different articles, so far as he remembers them, leaving without mark of value such articles the value of which he has forgotten or is unable to determine. There were trunks containing the many articles of women's and children's apparal, the contents of which cannot be specified, and the number given simply because not known. These trunks were marked "sundries," and many articles value unknown; but enough are designated and described and valued to make the loss 25 per cent more than the face of the policy; and claim for payment is made on the agent. The agent looks at the list, and refuses to entertain the same. He demands that each article in every trunk shall be specified, and that each trunk and every article shall have a money value affixed. But the gentleman protests that he is unable to do this; that he has already affixed values to more than cover the policy; that even if he could affix values to twice the face of the policy, he could only recover the face; that the company can be satisfied that he has lost more than is covered by the policy, and he is willing to throw all he cannot place values on out, and make his claim for the amount of policy on the things he can place values on. All this does not satisfy the agent: he must have proof of the entire loss. The reason he gives is, that this is necessary to protect the company from fraud.

Here is the lame point in fire insurance contained in a nutshell—the willingness to issue a policy before a fire without protecting the company, and then trying to protect the company after the fire by harassing the policy-holder. Now, out of the hundreds of thousands of policy-holders there are very few indeed who can give a correct list of their household goods, and, because of this, must have trouble and delay in collecting the face of their policies, or, what is worse, are obliged to effect a compromise with the company in order to save a lawsuit. The time for a company to protect itself is before it issues a policy—the same as a merchant does before he sells a bill of goods. When a man applies for credit at any well-regulated store, his standing and responsibility are looked after before credit is granted. So should it be in fire insurance. When a man desires a policy, his standing and responsibility should be known before a policy is granted, and the value of the goods insured fully understood to be enough to cover the face of the policy, the same as collateral is expected to be large enough to cover the amount of a good loan. But in the unseemly competition to issue policies, risks are not carefully selected, and the result is that in case of a fire all claims are liable to be contested, in which event the innocent are generally the sufferers, while rogues and thieves are the gainers. Until there shall be a radical change in the direction of good business management, many, like the writer, will consider fire insurance a fraud.

CORNERS.

THE question of adopting stringent measures for preventing "corners" in the grain and financial markets is being agitated with unusual force just at present, and the resurrection of old and neglected laws on the subject is producing decided surprises in various quarters. In England special attention has been directed to the matter through the recent operations in the Liverpool cotton market; and the advisability of action by Parliament to prevent transactions in "futures" is being widely considered. The sale of options or kindred transactions have always been interdicted by the common law, though the means which have been taken during the past one hundred years for removing the restrictions on trade have had the effect of practically doing away with these laws, or at least have led to their having become disregarded and generally forgotten.

One of the most disastrous features of this method of gambling is that shown in the manipulations from which the grain market not infrequently suffers. The direct evils of the nefarious work of grain cornering are apparent enough, while the disturbance it makes for general business is so widespreading and varied in character as to make the indirect influence immeasurable. When it is considered from a humane standpoint, the evil is one which is fraught with most unhappy and disastrous consequences upon the people, who find the prices of their main articles of subsistence dependent upon the swindling deals of the few men play-

ing with marked cards. The recent great corner in the Chicago grain market was productive of such evil as to arouse the courts of Illinois to action, which will very likely do much toward suppressing such handlings of the market in the future, or at least toward classing them with the corners among which they belong. Judge Jameson has just presented to the Grand Jury of the Criminal Court of Chicago a fearless charge on the subject, in which he called attention to the following statute (Revised Statutes Illinois, Chapter 38, Section 130):

"Whoever contracts to have or give to himself the option to sell or buy at a future any grain or other commodity, stock of any railroad or other corporation, or gold, or forestalls the market by spreading false rumors to influence the prices of commodities therein, or corners the market, or tries to do so in relation to any of such commodities, shall be fined not less than $10 nor more than $1,000, or confined in the County Jail not exceeding one year, or both."

By this section the sale of options forstalling the market and cornering the market are denounced as three separate misdemeanors. "The thing which we know as a 'corner' in the market," says Judge Jameson, "might be briefly described as a process of driving unsuspecting dealers in grain, stock, and the like into a corral and relieving them of their purses. The essence of the offence consists in the party securing a contract for the future delivery of some commodity at his option, and then, by engrossing the stock of such commodity in the market, making it impossible for the other party to complete his contract by purchasing of his adversary at his own price, or paying in cash the difference fixed by such adversary." The comment concerning the evil of this operation in the grain market is applicable to other markets, and the tendency of corners generally is well marked out in the charge, which says that by them the course of business, instead of proceeding quietly and healthily, will become broken by fits of fever and panic; unlawful gains will be preferred to the slow profits of legitimate trade; our farmers, partaking of the prevalent spirit, will hold back their crops in expectation of corner processes, borrowing money on mortgage to carry on their operations, instead of realizing by the sales of farm products. Perhaps there will now be a scratching among dusty old New York statutes touching on this subject, to see what of the kind can be resurrected here. It would not be an untimely search; and the provision of what may be wanting in our laws in this respect cannot receive too prompt or careful attention.

Organization.

Articles of consolidation of the Toledo, Cincinnati, and St. Louis Railroad Company, of Illinois and Indiana, and the Toledo, Cincinnati, and St. Louis Railroad Company, of Illinois, were filed on the 5th inst. at both Springfield and Indianapolis. The former Company is the result of a consolidation of a company of like name with the Vermillion and State Line Railroad Company, while the latter Company is formed by a consolidation of the Tuscola, Charleston, and Vincennes and the Charleston, Niagara and St. Louis railroad companies. The name of the consolidated company is the Toledo, Cincinnati, and St. Louis Railroad Co, the capital stock is $4,000,000, and the principal office is to be at Charleston, Coles county, Ills. The first-named Company was organized for the purpose of constructing and operating a railroad from the dividing line between Ohio and Indiana in Orleans county, where the Toledo, Delphos, and Burlington road intersects the State line, to a point on the south line of Vermillion county, Ill., near the crossing of the said line by the Danville and Southwestern Railroad; and the second was organized for the purpose of constructing and operating a road from a point on the State line of Indiana and Illinois, in Vermillion county, Ill., where the Frankfort and State Line road intersects said State line, extending through the counties of Vermillion, Edgar, Douglass, Coles, Cumberland, Shelby, Fayette, Bond, Montgomery, Madison, and St. Clair, to the city of East St. Louis.

Articles of incorporation of the Chicago and Northwestern Railway Company were filed at Springfield, Ill., on the 5th inst. It is proposed to construct a railroad from the city of Chicago in a westerly direction to some point on the westernmost boundary of the county of Cook. The capital stock is $20,000, and the board of directors consists of Eckley B. Coxe, Alexander B. Coxe, Henry B. Coxe, Ezra B. Ely, and George Ely.

At a meeting of the stockholders of the Western Union Telegraph Co., held in this city on the 12th inst., the following gentlemen were elected directors: Norvin Green, Thos. T. Eckert, Edward D. Morgan, John Van Horne, Aug. Schell, Harrison Durkee, Jay Gould, Russell Sage, Alonzo B. Cornell, Sidney Dillon, Edwards S. Sandford, James S. Banker, Moses Taylor, Robert Lenox Kennedy, Hugh J. Jewett, J. Pierpont Morgan, Frederick L. Ames, Edwin D. Worcester, Wm. D. Bishop, Geo. B. Roberts, Samuel Sloan, Cyrus W. Field, Chauncey M. Depew, Zalmon G. Simmons, Erastus Wiemen, James W. Clendenin, and George J. Gould.

The directors of the North St. Louis Railroad Company, elected on the 14th inst., are: M. A. Wolff, J. A. Robertson, F. W. Mott, John H. Terry, John Lumsden, Louis Gottschalk, and C. F. Hermann. The officers are: M. A. Wolff, president; J. A. Robertson, vice-president; and F. W. Mott, secretary and treasurer.

The directors of the Profile and Franconia Notch Railroad Co., recently elected, are: Emmons Raymond, of Boston; John H. George, of Concord; Samuel N. Bell, of Manchester; Walter Aiken, of Franklin; Joseph A. Dodge, of Plymouth, John A. White, of Concord; Edward Spalding, of Nashua; and Isaac Cruft, of Boston.

Articles of incorporation have been filed in the office of the Secretary of State of Iowa, of the Shenandoah, Sydney, and Pacific Railway Company. The object is to build a road from Shenandoah, in Page county, to the Missouri River; thence to a connection with the Republican Valley branch of the Union Pacific. Capital, $2,000,000.

The Knoxville and Augusta Railway, the Rabun Gap Short Line Railway of North Crrolina and the Clayton Railroad of Georgia were consolidated on the 18th inst. under the name of the Rabun Gap Railway Company. The line extends from Knoxville to Lula on the Atlanta and Charlotte Air Line road. The road is being built by the Richmond and Danviile syndicate.

The directors of the Baltimore and Ohio Railroad Company, elected on the 13th inst., are J. L. Donaldson, of Baltimore; H. Pearson, of London; F. Jansen, of Louisville, and T. Harrison Garrett, of Baltimore. The new board organized by the election of W. T. McClintock as President, and the other officers the same as last year, except that A. Donaldson was chosen auditor and assistant secretary, instead of E. K. Punnett. The committee appointed to carry out the plan for taking the road out of the hands of the receiver decided to proceed immediately with their task. The committee is composed of W. T. McClintock, Chairman; T. H. Garrett, Treasurer, and W. W. Scarborough.

Personal.

The following is a complete list of the Commissioners appointed by the President to investigate the construction of the Pacific Railroads according to Act of Congress: Northern Pacific Railroad—About 75 miles of completed road on the eastern end: Barnabas Burns, of Mansfield, Ohio; Ezekiel Clark, of Iowa City, Iowa; David C. Shepard, of St. Paul, Minn. Northern Pacific for about two hundred completed miles on the western end: Thomas T. Minor, of Port Townsend, Washington Territory; H. H. Gerringe, of New York city: Chris. W. Slagle, of Fairfield, Iowa. Atlantic and Pacific Railroad—Simon Stevens, of New York, N. Y.; R. D. Mussey, of Ohio; Edward C. Dean, Michigan. New Orleans Pacific—Thomas Hasard, Florida.

H. H. COLLBRAN has been appointed General Freight and Ticket Agent of the Alabama Great Southern Division of the Alabama Great Southern, Vicksburg and Meridian, and Vicksburg, Shreveport and Pacific Railroads, vice L. B. Morrison, who has been appointed General Eastern Agent of the entire line.

JOHN M. Douglass, formerly President of the Illinois Central Railroad Company, has been appointed Receiver of the Ohio and Mississippi Railroad Company, vice John King, Jr., resigned.

C. E. PERKINS has been elected President of the Chicago, Burlington and Quincy Railroad Company, vice J. H. Forbes, resigned.

CHARLES P. Clark has been elected Second Vice President of the New York, New Haven and Hartford Railroad Company.

C. E. HENDERSON has been appointed General Manager of the Indiana, Bloomington and Western Railway vice Maj. Henning resigned.

P. P. WRIGHT, of Jersey City, late Master of Transportation of the New York, Lake Erie and Western Railroad, has received and accepted the appointment of General Superintendent of the Lake Shore and Michigan Southern Railway.

JOHN H. Witman has been appointed General Passenger Agent in Chicago, for the West and Northwest, of the Grand Trunk and the Chicago and Grand Trunk Railways.

THE new Board of Directors of the Western Union Telegraph Company organized on the 13th inst. by the election of the following officers: Norvin Green, President, Thomas T. Eckert, Vice-president and General Manager; John Van Horne, Augustus Schell and Harrison Durkee Vice-presidents; A. R. Brewer, Secretary; and R. H. Rochester, Treasurer. The Executive Committee consists of Norvin Green, Thomas T. Eckert, Edwin D, Morgan, John Van Horne, Augustus Schell, Harrison Durkee, Jay Gould, Russell Sage, Alonzo B. Cornell, Sidney Dillon and Cyrus W. Field.

New York, Lake Erie and Western Railroad.

The gross earnings, working expenses and net earnings of the New, York, Lake Erie and Western Railroad Company for the month of August, 1880 and 1881, were as follows:

	1880.	1881.
Gross earnings	$1,606,873 68	$1,772,895 26
Working expenses	957,685 85	1,095,523 47
Net earnings	$649,187 83	$677,371 79

—showing an increase for the month in gross earnings of $166,021.58, in working expenses of $137,837.62, and in net earnings of $28,183.96.

From October 1, 1880, to August 31, 1881, the gross earnings, working expenses and net earnings were:

	1879-'80.	1880-'81.
Gross earnings	$16,906,691 54	$18,981,406 35
Working expenses	10,615,626 50	12,103,713 34
Net earnings	$6,291,065 04	$6,877,693 01

—showing an increase for the eleven months in gross earnings of $2,074,714.81, with an increase in working expenses of $1,488,086.84, making an increase in net earnings of $586,627.97.

Western Union Telegraph Co.

AT the annual meeting of the stockholders of the Western Union Telegraph Co., held on the 12th inst., the President submitted his annual report. The following are its principal parts:

The capital stock of the Company is $80,000,000, it having been increased during the year from $41,073,410, by the issue of $38,926,590.

Of the capital stock there is owned by and in the treasury of the Company $20,017.50.

The bonded debt at the close of the year was as follows:

Bonds due March 1, 1900, 6 per cent	$951,102 00
Bonds due May 1, 1900, 7 per cent	3,920,000 00
Bonds due May 1, 1902, 7 per cent	1,373,000 00
Total	$6,244,102 00
Less balance of sinking funds appropriations, not yet used for redemption of bonds, held by the Union Trust Company, trustees	190,855 18
Total	$6,053,246 82

BUSINESS OF THE YEAR.

Surplus July 1, 1880		$403,255 14
The revenues of the year ending June 30, 1881 were	$14,060,806 01	
Expenses (including leased line rentals and taxes)	8,420,165 79	
Net profits		5,640,640 22
		$6,043,895 36
From which there was applied:—		
For dividends	$3,732,633 25	
For interest on bonds	427,455 61	
For sinking fund appropriations	40,005 35	
		4,200,094 21
Surplus of net revenue for the year, over dividends, interest, and sinking fund appropriations	$1,440,546 01	
For new property there was appropriated:—		
For construction of new lines and erection of additional wires	$1,041,657 51	
For telegraph stocks and other properties	674,384 88	
		$1,716,542 39
Surplus July 1, 1881		127,258 76
		$6,043,895 36

During more than half of the year for which this statement is made the Company's expenses were largely increased and revennes somewhat diminished by a sharp and litigious competition, and by maintaining the separate organization of the Atlantic and Pacific Telegraph Co. under the then existing agreements; and during the latter half much of the duplicate expenditures for rents, etc., besides extraordinary legal expenditures, had to be borne.

A statement of the revenues and disbursements of the Company from July 1, 1866, is then given, from which it appears that of the $51,250,000 of net profits accruing to the Company during the last fifteen years, more than $26,750,000 have been paid to stockholders in cash dividends, more than $17,250,000 in stock dividends, $6,000,000 for interest and sinking fund on bonded debt, leaving a present surplus unappropriated of $1,090,000.

President Green gives an account of the consolidation with the Western Union Co. of the lines and properties of the American Union Telegraph Co. and the Atlantic and Pacific Telegraph Co. He says:

"In the general statement now presented the item of the Atlantic and Pacific Telegraph Co. stock is taken out of the list of assets and charged with the funds appropriated out of net profits. The remainder of assets, now aggregating over sixteen and a half millions, is credited by the fifteen and a half millions which has been capitalized by the stock dividend. These assets have an actual value much greater than the cost value at which they were stated.

"The business of the year ending June 30 has been exceedingly gratifying, considering it has been a year of continued warfare and legal controversies, involving considerable expenditures affecting the net results.

"For the quarter which has expired since the end of the fiscal year for which this report is made, a large increase of net profits is shown, indicating very much better results for the ensuing year.

"It will be seen that there was invested in new and additional properties $1,716,542.39. These large additions to the plant and acquisitions of telegraph stocks and properties are in pursuance of the long-established policy which has built up and expanded the Company to its present dimensions and strength; and the moneys invested therein are believed to be worth more to the stockholders than if paid to them in cash dividends.

"GOLD AND STOCK TELEGRAPH CO.

"The capital stock of the Gold and Stock Telegraph Co. is $5,000,000, of which the Western Union Telegraph Co. owns $1,890,500, and Company itself owns $105,600 Its bonded debt, maturing May 1, 1885, is $500,000, of which $65,300 is owned by the Company.

"Its net profits for the year ending June 30, 1881, were $412,422.19. During the year were paid for quarterly dividends, $200,000; for interest on bonded debt, $35,000; for construction of lines and purchase of patents, $70,000. The surplus for the year, of $10,500, has been invested in telephone stocks.

"The earnings of the Company for the year were up ward of 7½ per cent on its present capital stock above its interest account.

"INTERNATIONAL OCEAN TELEGRAPH CO.

"The capital stock of the International Ocean Telegraph Co. is $3,000,000, of which the Western Union Telegraph Co. owns $1,517,000, and the Company itself owns $194,600. It has no debt.

"Its net profits for the year ending June 30, 1881, were $229,252.66. During the year there was paid for quarterly dividends $196,378, and for construction and other new property $5,873.94, leaving the cash surplus at the close of the year $152,744.04, or $27,000.72 greater than it was at the close of the previous year.

"The Company is now earning and paying at the rate of 8 per cent per annum on its present capital.

"ESTIMATE FOR ENSUING YEAR.

"The gross earnings of the Western Union Telegraph Co. for the ensuing year cannot be less than fifteen millions, and the net profits can scarcely fall below six and half millions. The earnings are now, and have been for the first quarter just closed, at a rate considerably above the figures named."

Cincinnati Iron Market.

OFFICE OF E. L. HARPER & Co.
Cincinnati, Oct. 18, 1881.

The market is almost bare of Iron in the South and West and a further advance has been developed. Offerings are light and prices are very firm at the quotations below, and at the close have a strong upward tendency. The expectations are that Hanging Rock charcoal Hot Blast Iron will command $30 within the next thirty days. We quote as follows:

	No.	Mos.
FOUNDRY.		
Hanging Rock Charcoal	1 27 00@28 50	4
Strong Neutral Coke	1 24 00@25 50	4
American Scotch	1 23 50@24 50	4
GREY FORGE.		
Neutral Coke	22 00@22 50	4
Cold Short	21 00@22 00	4
CAR WHEEL AND MALLEABLE.		
Hanging Rock Cold Blast	36 00@38 00	4
" Warm Blast	30 00@32 00	4
Lake Superior 1 and 2	32 00@33 00	4
Lake Superior 3 to 6	34 00@36 00	4
Southern Car Wheel	34 00@35 00	4

THE General Manager of the Chesapeake and Ohio Railway, being unable to complete his road to Yorktown in season to be of service to visitors to the Centennial, is said to exclaimed: "Oh, if Cornwallis had only held on a week longer, I would have been all right."

THE survey of the Tay Canal, which is to be united to the Rideau Canal, has been completed.

Statement of the Public Debt of the United States, October 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent loan, 1861-'81, continued at 3½ per ct.	$127,597,200 00	$1,116,475 50
6 per cent loan 1863-'81 continued at 3½ per ct	50,457,950 00	441,507 06
5 per cent funded loan of 1881	400,869,950 00	1,937,545 02
5 per cent funded loan of 1881	10,829,350 00	.....
4½ per cent funded loan of 1891	250,000,000 00	937,500 00
4 per cent funded loan of 1907	738,710,850 00	7,387,108 50
4 per cent refunding certificates	636,950 00	6,369 50
3 per cent navy pension fund	14,000,000 00	105,000 00
Aggregate of debt bearing interest	$1,593,102,250 00	$11,931,505 58
Interest due and unpaid		2,143,883 42

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due & unpaid.
4 to 6 per cent. old debt, 1837.	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent. bonds, of 1858	8,000 00	....
5 per cent. bonds, of 1860	10,000 00	600 00
6 per cent. 5-20 bonds, 1862, called	371,800 00	538 00
6 per cent. 5-20 bonds, June, 1864, called	58,750 00	172 69
6 per cent. 5-20 bonds, 1865, called	77,050 00	18,915 52
5 per cent. 10-40 bonds, 1864, called	550,550 00	113,289 57
6 per cent. Consol. bonds, 1865, called	438,350 00	8,045 52
6 per cent. Consol. bonds, 1867, called	1,245,000 00	209,512 16
6 per cent. Consol. bonds, 1868, called	390,150 00	27,660 57
6 per cent. loan, Feb. 8, 1861, matured Dec. 31, 1880	191,000 00	834 00
5 per cent. funded loan, 1881, called	3,272,750 00	215,563 00
Oregon War Debt, March 2, 1881, matured July 1, 1881.	149,950 00	5,607 43
6 per cent loan of July 17 and Aug. 5, 1861, matured June 30, 1881	1,908,600 00	4,829 96
6 per cent. loan of March 3, 1863, matured June 30, 1881.	712,700 00	30,684 55
1-10 to 6 per cent. Treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. Treasury notes, 1846	6,000 00	206 00
6 per ct. Treasury notes, 1847.	950 00	57 00
3 to 6 per cent. Treasury notes, 1857	1,700 00	99 00
6 per ct. Treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' Treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863	43,675 00	2,195 85
5 per cent. 2 year notes, 1863.	35,260 00	1,784 80
6 per ct. compound interest notes, 1863-64	228,690 00	46,633 49
7 3-10 per cent. 3 years' Treasury notes, 1864-65	141,600 00	4,891 61
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates, called.	5,000 00	394 31
Aggregated of debt on which interest has ceased since maturity	$10,039,595 26	$764,590 30

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,040 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of Deposit	8,315,000 00	
Coin certificates, 1863	5,248,920 00	
Silver certificates, 1878	64,149,910 00	
Unclaimed interest		7,256 51
Fractional currency, 1862, 1863 and 1864 $15,474,440 02		
Less amount estimated as lost or destroyed, act of June, 21, 1879 8,375,934 00		
	7,098,506 02	
Aggregate of debt bearing no interest	$431,553,392 02	$7,256 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent., continued at 3½ per cent.	$178,055,150 00	
Bonds at 5 per cent, continued at 3½ per cent.	400,869,950 00	
Bonds at 5 per cent	10,829,350 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent.	738,710,850 00	
Refunding certificates	636,950 00	
Navy pension fund, 3 p.c	14,000,000 00	
	$1,593,102,250 00	$14,075,389 00
Debt on which interest has ceased since maturity.	10,039,595 26	764,590 30
Debt bearing no int., viz:		
Old demand and legal-tender notes	$346,741,056 00	
Certificates of deposit	8,315,000 00	
Coin & silver certificates.	69,398,830 00	
Fractional currency	7,098,506 02	
	$431,553,392 02	
Unclaimed interest		7,256 51
	$2,034,695,237 28	$14,847,235 81
Total debt, principal and interest to date, including interest due and unpaid	$2,049,542,473 09	

AMOUNT IN TREASURY.

Interest due and unpaid		$2,143,883 42
Debt on which interest has ceased		10,039,595 26
Interest thereon		764,590 30
Gold and silver certificates		69,398,830 00
U. S. notes held for redemption of certificates of deposit		8,315,000 00
Cash balance available October 1, 1881		160,024,648 34
		$250,686,547 32
Debt, less am't in Treas'y Oct. 1, 1881		$1,798,855,925 77
Debt, less am't in Treasury Sept. 1, 1881.		1,816,339,567 43
Decrease of debt during the month		$17,483,641 66
Decrease of debt since June 30, 1881		$41,742,886 21

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64	27,236,512 00	408,547 68
Cent. Branch Union Pacific bonds, 1862-64	1,600,000 00	24,000 00
West'n Pacific Bonds, 1862-64	1,970,560 00	29,558 40
Sioux City & Pacific bonds, 1862-64	1,628,320 00	24,424 80
Totals	$64,623,512 00	$969,352 68

Interest paid by the United States, $51,467,272 02; interest repaid by transportation of mails, &c., $14,486,-125 84; interest repaid by cash payments: 5 per cent. net earnings, $655,198 87; balance of interest paid by United States, $36,325,947 31.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, September 30, 1881.

H. F. FRENCH,
Acting Secretary of the Treasury.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending October 8, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad	188,735	6,641,493	5,790,005
Schuylkill Canal	18,915	464,310	375,143
Lehigh Valley	144,866	4,770,648	3,729,288
Delaware, Lackawanna and Western	94,208	3,213,073	2,580,079
Shamokin	22,804	829,206	661,488
Central R. R. of New Jersey	96,505	3,305,128	2,731,146
United R. R. of New Jersey	30,626	1,178,138	842,480
Pennsylvania Coal	30,906	1,031,881	827,074
Delaware and Hudson Canal	72,467	2,712,231	2,214,266
Huntingdon and Broad Top Mountain	11,265	405,855	340,018
Penn. and New York	39,108	1,252,490	919,858
Clearfield, Pa	42,872	1,819,888	1,277,416

The total tonnage of anthracite coal from all the regions for the week ending Oct. 8, as reported by the several carrying companies, amounted to 671,278 tons, against 340,983 tons in the corresponding week last year, an increase of 330,295 tons. The total amount of anthracite mined for the year is 21,199,527 tons, against 17,160,905 tons for the same period last year, an increase of 4,038,622 tons. The quantity of bituminous coal sent to market for the week amounted to 97,716 tons, against 98,040 tons in the corresponding week of last year, a decrease of 324 tons. The total amount of bituminous mined for the year is 3,810,150 tons, against 3,333,194 tons for the corresponding period last year, an increase of 477,041 tons. The total tonnage of all kinds of coal for the week is 768,994 tons, against 439,023 tons in corresponding week last year, an increase of 329,971 tons, and the total tonnage for the coal year is 25,009,692 tons, against 20,494,029 tons to same date last year, an increase of 4,515,663 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending October 8 was 184,243 tons, of which 138,725 tons were coal and 45,518 tons coke. The total tonnage for the year thus far has been 6,892,844 tons, of which 5,049,799 tons were coal and 1,843,045 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended October 8 were 56,039 tons, and for the year to that date 1,599,651 tons, a decrease of 50,366 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 26,970 tons; year, 1,028,989 tons; increase compared with 1880, 39,808 tons; Chesapeake and Ohio Canal—week, 21,988 tons; year, 354,261 tons; decrease compared with 1880, 130,354 tons. Pennsylvania Railroad—week, 6,912 tons; year, 215,961 tons; increase compared with 1880, 37,834 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 43,734 tons; year, 1,418,-724 tons. George's Creek and Cumberland Railroad—week, 10,364 tons; year, 123,788 tons; Baltimore and Ohio Railroad—week, 1,760 tons; year, 52,430 tons, The Reading Railroad shipment for last week, ending October 15, was 182,500 tons, of which 48,700 tons were sent to and 61,000 tons shipped from Port Richmond, and 10,800 tons sent to and 12,500 tons shipped from Elizabethport.—*Phil. Ledger, Oct.* 17.

IN the United States Court, Milwaukee, Wis., on the 11th inst., Judge Dyer decided the case known as Barnes vs. the Chicago, Milwaukee and St. Paul Railroad Company, concerning the redemption of $2,000,000 worth of old Milwaukee and La Crosse bonds, practically in favor of the defendants.

THE Court of Appeals of New York, in the suit of Henry A. Heiser against Hatch & Foote, has ordered the entry of absolute judgment for $4,357.40, the value of Government securities purchased by Heiser from Hatch & Co., which proved to be counterfeit.

IN the case of the South Carolina Railroad Company, Judge Bond, in the United States Circuit Court, at Charleston, on the 7th inst., overruled the exceptions and confirmed the sale of the road to Barnes, Stout, Higginson, Sloan and Bradley. Notice of appeal to the United States Supreme Court was given on behalf of Cockraft, who excepted to the confirmation of the sale.

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Oct. 18.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Adams Express	.....	.....	.....	152	150	150
Albany and Susq	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
American Express	91⅝	91¾	.....	93	94	94½
Atlantic & Pac. Tel.	.....	.....	.....	.....	.....	.....
Burl., C. R. & Nor.	.....	.....	.....	78	78¾	.....
1st mortgage 5s	.....	.....	100½	99½	.....	.....
Canada Southern	58¾	58¾	60	60¼	58	57⅞
1st mortgage guar	.....	98	98¾	98¾	98¾	99
Central of N. Jersey	93⅝	93⅞	93⅞	94⅛	93¼	93⅜
1st mort. 1890	.....	118½	.....	.....	.....	.....
7s, consol. ass	113¼	113¼	113½	.....	.....	.....
7s, convertible ass	.....	.....	.....	.....	.....	.....
7s, Income	.....	.....	101	.....	.....	100¼
Adjustment	.....	.....	103	.....	.....	108½
Central Pacific	94¼	94¾	94⅞	94½	93¼	93¾
6s, gold	114¾	115⅛	.....	115¼	.....	.....
1st M. (San Joaq)	.....	.....	.....	.....	.....	.....
1st M. (Cal. & Or.)	.....	.....	.....	.....	.....	.....
Land grant 6s	.....	.....	.....	.....	.....	.....
Chesapeake & Ohio	28¾	.....	28½	28¾	28½	27½
Chicago and Alton	129	129⅛	.....	128½	129¼	127¼
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	127	.....	.....	.....	.....	.....
Sinking Fund	.....	.....	.....	.....	.....	.....
Chi., Bur. & Quincy	154¾	156⅜	155½	155	153	152¾
7s, Consol. 1903	.....	.....	.....	.....	.....	.....
Chi., Mil. & St. Paul	108⅞	108½	109	108	107½	107⅝
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage, 8s	.....	133	.....	.....	.....	.....
2d mort., 7 3-10s	.....	.....	.....	.....	.....	.....
7s, gold	.....	.....	.....	120	.....	.....
1st M. (La. C. div)	.....	.....	.....	.....	.....	.....
1st M. I. & M. div.)	.....	.....	.....	.....	.....	.....
1st. M. (I. & D. ext.)	.....	.....	.....	.....	.....	.....
1st M. (H.&D. div.)	.....	.....	.....	.....	.....	.....
1st M.(C. & M.div.)	.....	.....	.....	.....	.....	.....
Consolidated S. F.	.....	120	.....	.....	120	120
Chi. & Northwestern	123½	124	124¼	123¾	122¼	123
Preferred	134¾	134⅜	134⅜	135	131½	132½
1st mortgage	.....	.....	.....	108½	.....	.....
Sinking Fund 6s	.....	106½	.....	.....	106½	.....
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. Gold bo'ds	124½	.....	.....	.....	.....	.....
Do. reg	124	.....	.....	.....	.....	.....
Chi., R. Isl. & Pac.	133¾	134	134	134½	135	133½
6s, 1917, c	.....	.....	.....	.....	.....	.....
Clev.,Col.,Cin.&Ind.	92½	92⅞	94	96	94	94
1st mortgage	.....	.....	.....	.....	.....	.....
Clev. & Pittsburg gr.	.....	.....	138	.....	.....	.....
7s, Consolidated	.....	.....	.....	.....	.....	.....
4th mortgage	.....	.....	.....	.....	.....	.....
Col.,Chi.,& Ind. Cent.	20½	20⅞	22	22	20¾	20½
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Del. & Hud Canal.	107¼	107¾	108	108¼	107¾	107¾
Reg. 7s, 1891	.....	.....	.....	117	.....	.....
Reg. 7s, 1884	.....	.....	.....	.....	107¾	.....
7s, 1894	.....	.....	.....	.....	.....	.....
Del.,Lack.& Western	122⅞	122¾	124¾	124⅜	123⅜	124
2d mortgage 7s	.....	.....	.....	.....	.....	.....
7s, Consol. 1907	126	.....	.....	.....	.....	.....
Erie Railway	.....	.....	.....	.....	.....	.....
1s mortgage	.....	.....	.....	.....	.....	.....
2d mort. 6s, ext	.....	.....	.....	.....	.....	.....
3d mortgage	105	.....	.....	.....	.....	.....
4th mort. 5s, ext	.....	.....	.....	107	.....	.....
5th mortgage	.....	.....	.....	.....	.....	.....
7s, Consol. gold	127½	.....	.....	.....	127	127
Great West. 1st mort	.....	.....	.....	.....	.....	.....
2d mortgage	111	.....	.....	.....	.....	.....
Hannibal & St. Jo	97¼	97	98	97⅛	96⅞	96¾
Preferred	114¾	114¼	114½	114⅜	114¼	113
8s, Convertible	.....	108	108	.....	.....	106¾
Houston & Tex. Cen	92	.....	93	.....	.....	.....
1st mortgage	.....	.....	109½	.....	110	.....
Illinois Central	130¼	131	130¼	131	129⅛	129
LakeShore&MichSo	119¼	119¼	119⅝	119⅛	117¾	118⅛
Consol. 7s	.....	.....	.....	.....	.....	.....
Consol. 7s, reg	.....	.....	.....	128½	.....	.....
2d Consolidated	.....	.....	125⅞	.....	.....	.....
Leh. & W. B. 7s, Con	.....	.....	.....	.....	.....	.....
Long Dock bonds	.....	.....	.....	.....	.....	.....
Louisville & Nash	93¼	93	94¾	94½	92⅝	93
7s, Consolidated	.....	.....	.....	.....	.....	.....
Manhattan	45	42	42¼	38¾	41¾	42¼
Met. Elevated	87½	86⅜	85⅜	87⅝	87½	87⅛
1st mortgage	99	99	99⅜	100⅛	99⅞	99⅛
Michigan Central	88⅛	88⅞	89¼	89⅝	88¼	88
7s, 1902	.....	.....	124½	.....	.....	.....
M. S. & N. I. 1st, S. F	.....	.....	.....	112	.....	.....
Morris & Essex	124	.....	124¼	124	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	118	.....	.....	.....	.....	.....
7s of 1871	.....	.....	.....	.....	.....	.....
7s, Convertible	.....	.....	.....	.....	.....	.....
7s, Consolidated	.....	.....	124¼	124½	124⅛	124
N.Y. Cen. & Hud. R.	138⅝	138½	138⅞	138¼	135⅞	136¼
6s, S. F., 1883	.....	.....	.....	.....	.....	107
6s, S. F., 1887	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg.	.....	.....	.....	.....	.....	.....
N. Y. Elevated	110¾	110¾	111½	112	110¾	.....
1st mortgage	114¼	116	117	.....	.....	.....
N. Y. & Harlem	215	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg	.....	.....	.....	.....	.....	.....
N. Y., Lake Erie & W	44⅞	44⅞	45	44¾	43⅞	43½
Preferred	87⅝	88¼	88½	88⅜	.....	.....
2d Consolidated	102⅝	103	103	103	102½	102½
New 2d 5s fund	.....	.....	.....	.....	.....	.....
N.Y.,N.Hav'n&Hart	.....	.....	.....	.....	.....	178
North Mo. 1st mort	.....	.....	.....	123	.....	123
Northern Pacific	37½	37⅞	38½	38½	38	37⅝
Preferred	77⅞	78¼	78¾	79⅛	78¼	77⅜
Ohio & Mississippi	43¼	43	43¼	41¾	39	40⅞
Prefer ed	110	107	119	119⅝	.....	110
2d mortgage	.....	.....	.....	.....	.....	.....
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. S. Fund	.....	.....	119½	.....	118	.....
Pacific Mail S. S. Co	49¼	49⅛	50⅝	49⅞	49⅛	49¼
Pacific R. R. of Mo	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	106¾
2d mortgage	.....	.....	.....	.....	.....	.....
Panama	.....	.....	.....	.....	.....	.....
Phila. & Reading	67⅛	67½	64⅜	67⅝	66⅛	66⅝
Pitts,Ft.W.&Chi.gtd	.....	.....	.....	.....	.....	138
1st mortgage	130	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
3d mortgage	.....	.....	.....	.....	.....	.....
Pullman Palace Car	.....	128	.....	127½	.....	.....
Quicksil'r Min'g Co	.....	.....	.....	.....	.....	.....
Preferred	58½	57	.....	58	.....	.....
St. Louis & San Fran	42½	43½	44½	45¾	43	43
Preferred	71¼	71⅝	70¾	71	70	.....
1st Preferred	.....	.....	.....	107½	106	.....
St. L., Alt'n & T. H.	52	52½	53	53	51	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mort. pref	.....	.....	110	.....	.....	.....
Income bonds	.....	.....	.....	.....	.....	.....
St. L., Iron Mt. & S	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	115½	.....	.....	.....
2d mortgage	.....	111½	.....	.....	112	.....
Toledo and Wabash	.....	.....	.....	.....	.....	.....
1st mortgage	.....	111	.....	.....	.....	.....
2d mortgage	.....	.....	.....	110½	112	.....
7s, Consolidated	.....	.....	.....	.....	.....	.....
St. Louis Division	.....	.....	.....	.....	.....	107⅞
Union Pacific	118¾	118¾	119⅛	119½	118⅛	118½
1st mortgage	116½	116½	116	116¼	116⅝	116½
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	.....	.....	.....	.....	.....	.....
United States Ex	.....	.....	71	71	.....	72
Wabash, St. L. & Pac	48¾	48½	49½	49⅝	48½	48¼
Preferred	89	89½	90⅜	90⅛	88¾	88¾
New mort. 7s	.....	.....	.....	.....	.....	.....
Wells-Fargo Ex	.....	.....	.....	133	135½	135
Western Pacific b'ds	.....	.....	.....	.....	.....	.....
Western Union Tel.	86½	86½	86⅜	86½	85⅛	85⅛
7s, S.F. conv., 1900	.....	.....	.....	.....	.....	.....
FEDERAL STOCKS :—						
U. S. 4s, 1907, reg	115¾	.....	.....	116	.....	.....
U. S. 4s, 1907, coup	115½	.....	116	.....	.....	.....
U. S. 4½s, 1891, reg	.....	.....	.....	113⅛	.....	.....
U. S. 4½s, 1891, coup	.....	.....	.....	.....	.....	.....
U. S. 5s, 1881, reg	99¾	.....	.....	100	100¼	100¼
U. S. 5s, cont'd at 3½	.....	.....	.....	.....	.....	.....
U. S. 6s cont'd at 3½	.....	.....	.....	.....	.....	.....
Dt. of Col. 3-65s, reg	.....	.....	.....	.....	.....	.....
Dt. of Col. 3-65s, coup	.....	.....	.....	.....	.....	.....

Boston Stock Exchange.

Prices for the Week Ending Oct. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Atch.,Top.&San.Fe.	145	147	148	147¼	146	144
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Boston & Albany	166	165½	.....	166½	166	166
7s reg	.....	.....	.....	.....	.....	.....
Boston and Lowell	.....	.....	.....	110	.....	.....
Boston & Maine	.....	154	.....	154	.....	154
Boston& Providence	.....	.....	.....	.....	.....	.....
Bos'n,Hart.& Erie7s	65¾	67⅞	69¼	70⅜	69½	62½
Burl.& Mo.R.L.G.7s	.....	.....	.....	.....	.....	.....
Burl.& Mo.R.in Neb	.....	.....	.....	.....	.....	.....
6s, exempt	.....	.....	.....	.....	.....	.....
4s	.....	.....	.....	.....	.....	.....
Chi.,Burl. & Quincy	154½	155⅜	154⅞	155¼	153½	153⅜
7s	.....	.....	.....	.....	.....	.....
Cin.,Sand&Clev($50)	24	25⅛	25⅛	26½	25½	23⅜
Concord ($50)	.....	.....	.....	.....	.....	.....
Connecticut River	.....	.....	.....	.....	.....	.....
Eastern	45	49½	48½	47	46	45½
New 4½ Bonds	.....	.....	.....	.....	.....	.....
Fitchburg	.....	.....	.....	150	.....	.....
Kan.C., Top. & West	.....	.....	.....	.....	.....	.....
Michigan Central	.....	.....	.....	.....	.....	.....
N.Y. & New England	65	67½	69	70	69	66½
7s	.....	.....	.....	.....	.....	.....
Northern N. H.	.....	.....	.....	113	113	116¾
Norwich&Worcester	.....	.....	.....	.....	.....	.....
Ogden & Lake Cham	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Old Colony	129	129	129	129	.....	.....
Ph.,Wil.&Balt.($40)	.....	66	.....	.....	.....	.....
Portl'd,Saco & Ports	.....	.....	.....	.....	.....	.....
Pueblo & Ark Val	.....	.....	.....	.....	.....	.....
7s	119	.....	.....	.....	119	.....
Pullman Palace Car	.....	128	128	.....	127	127
Union Pacific	119	119	119½	119⅝	119½	118⅜
6s	.....	.....	.....	.....	.....	114½
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	121	.....	.....	.....	.....	122⅛
Vermont & Canada	.....	.....	.....	.....	.....	.....
Vermont & Mass	.....	.....	.....	.....	.....	.....
Worcester & Nashua	.....	65	66	66	62½	.....
Cambridge (Horse)	.....	.....	.....	.....	.....	.....
Metropolitan(Horse)	.....	.....	.....	.....	.....	.....
Middlesex (Horse)	.....	.....	.....	.....	.....	.....
Cal.&Hecla Min'gCo	225	224	225	.....	215	.....
Quincy	.....	40	.....	40	.....	.....

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Oct. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Th.18.
Allegh'y Val. 7 3-10s	.....	.....	123½	.....	.....	.....
7s, Income	53¾	52½	.....	53½	53¾	.....
Camd'n & Am. 6s, '83	.....	.....	.....	.....	.....	103½
6s, 1889	.....	.....	.....	.....	.....	.....
Mort. 6s, 1889	.....	116	.....	.....	.....	.....
Camden & Atlantic	.....	.....	.....	.....	.....	.....
Preferred	27	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Catawissa	.....	.....	.....	.....	18	.....
Preferred	56¼	56½	.....	.....	55¼	.....
7s, new	.....	.....	.....	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	.....	124
Elmira&Williamsp't	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Hunt. & B. Top Mt.	14¼	.....	14	15	14¼	14¼
Preferred	27¾	27½	28⅛	29⅛	29¾	29
2d mortgage	.....	.....	.....	.....	.....	.....
Lehigh Navigation	45⅝	45⅞	45¼	45½	45⅝	45¼
6s, 1884	101	.....	.....	.....	105⅛	106
Gold Loan	.....	.....	.....	.....	.....	.....
Railroad Loan	118	.....	.....	.....	.....	.....
Conv. Gold Loan	.....	.....	.....	.....	.....	.....
Consol. Mort, 7s	.....	117	.....	117	117	.....
Lehigh Valley	60¼	60½	60½	60¾	60⅞	60⅝
1st mort. 6s, coup	.....	.....	121	.....	.....	.....
1st mort. 6s, reg	.....	.....	.....	.....	.....	.....
2d mort. 7s	.....	.....	130	.....	.....	.....
Consol mort. 6s	.....	.....	118	118	118	118
Consol.mtg.6s,reg	117	.....	.....	.....	.....	.....
Little Schuylkill	.....	.....	.....	.....	56	.....
Minehill&Sch.Hav'n	61¾	.....	61½	61½	61½	61⅛
North Pennsylvania	60	.....	60	.....	.....	.....
1st mortgage 6s	.....	.....	.....	.....	.....	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Genl. mtg.7s,coup	.....	.....	.....	.....	.....	123
Genl. mtg. 7s, reg	.....	.....	.....	.....	.....	.....
Northern Central	50	49½	49⅝	.....	51⅜	51¼
5s	.....	.....	.....	100	.....	99¾
Northern Pacific	37⅛	37⅛	37¾	38½	38¾	38¼
Preferred	77	77⅞	78¼	78¾	79¼	78⅛
Pennsylvania R. R.	64⅝	65	65⅛	65¾	65⅝	65¼
1st mortgage	.....	.....	.....	.....	.....	.....
Gen'l mort	.....	.....	.....	.....	.....	.....
Gen'l mort reg	123	.....	.....	.....	.....	.....
Consol. mort. 6s	.....	.....	.....	.....	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Pa.State 6s 2d series	.....	.....	.....	.....	.....	.....
do 3d series	.....	.....	.....	.....	.....	.....
do 5s, new	.....	118	.....	.....	118	118
do 3s	.....	.....	.....	.....	.....	.....
Phila. & Reading	32⅛	33⅞	33¾	34⅛	33¾	33¼
1st mortgage 6s	.....	.....	.....	.....	.....	.....
7s of 1893	.....	.....	.....	.....	119	.....
7s, new convert	.....	.....	.....	.....	.....	.....
Consol. mort. 7s	.....	.....	.....	.....	123½	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Gen'l mort. 6s	96¾	96½	97⅜	97¾	97⅛	95⅝
Philadelphia & Erie	.....	20	21¼	21⅜	21½	21¼
1st mortgage 5s	.....	.....	.....	.....	105	105
2d mortgage 7s	.....	118	.....	.....	.....	.....
Pittsb.,Cin.&St.L.7s	.....	.....	119½	119½	119½	.....
Pitts.,Titusv.&Buff.	20¾	20¾	21⅜	21⅝	21⅜	21⅛
7s	.....	.....	.....	.....	.....	.....
Schuylkill Navi't'n	.....	.....	.....	.....	.....	.....
Preferred	.....	13	.....	.....	.....	.....
6s, 1872	.....	.....	.....	.....	.....	.....
6s, 1882	.....	.....	92	92⅝	.....	.....
United Co. of N. J.	.....	184	183	185¼	.....	.....
Hestonville, (Horse)	.....	.....	.....	.....	.....	20⅛
Chestnut&Wal.(do)	.....	.....	.....	.....	.....	.....
Green & Coates (do)	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the Week Ending Oct. 18.

	W. 12.	Th. 13	F. 14.	Sat. 15.	M. 17.	Tu. 18.
Baltimore & Ohio..	.....	.....	195	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	106½	.....	.....	.....	107
Central Ohio ($50)..	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....	.....	.....
Marietta & Cincin'ti	.....	.....	.....	.....	.....	.....
1st mortgage, 7s..	.....	122	124	.....	.....	124
2d mortgage, 7s..	.....	89	89⅛	89⅛	89	90
3d mortgage, 8s..	.....	47	47⅛	47⅛	49	48⅛
Northern Cen. ($50)	49⅛	.....	49¾	.....	51	.....
2d mort., 6s 1885..	.....	.....	.....	.....	.....	.....
3d mort., 6s, 1900.	.....	.....	.....	.....	.....	.....
6s, 1900, gold.....	.....	114½	.....	.....	.....	.....
6s, 1904, gold.....	.....	112	112	.....	.....	.....
Orange & Alex. 1st.	.....	.....	.....	.....	.....	.....
2d mortgage, 6s...	.....	.....	.....	.....	.....	.....
3d mortgage, 8s...	.....	.....	.....	.....	.....	.....
4th mortgage, 8s..	.....	.....	.....	.....	.....	.....
O.,Alex.&Manas's 7s	.....	.....	.....	.....	.....	.....
Pitts.& Connellsv.7s	.....	.....	.....	.....	122	.....
Virginia 6s, Consol.	81⅛	.....	81	81	80¾	.....
Consol. coupons..	92	92⅛	92¼	92⅜	92⅜	92⅜
10-40 bonds.....	52¼	52⅝	.....	52½	52½	52½
Def'd Certificates.	16	.....	.....	.....	.....	.....
Western Maryland..	.....	.....	.....	.....	.....	.....
1st M.,end.by Balt	.....	.....	.....	.....	.....	.....
2d M., do	.....	.....	.....	.....	.....	.....
3d M., do	.....	.....	.....	.....	.....	.....
1st M.,unendors'd	.....	.....	.....	.....	110½	.....
2d M.,end.WashCo	.....	.....	.....	.....	.....	.....
2d M., preferred..	.....	.....	.....	.....	.....	.....
City Passenger R R.	.....	.....	.....	.....	.....	.....

London Stock Exchange.

	Closing Prices Sept. 30.		Oct. 7.	
Baltimore & Ohio (sterling).....	113	115	113	115
Cairo & Viencennes com. stock	50	52	50	52
Do. preferred 5 per cent.....	93	95	92	94
Central of N. J. $100 share.....	93	94	96	100
Do. Cons. Mortgage.....	116	118	116	118
Do. Adjustment Bonds.....	105	110	107	112
Do. Income Bonds.....	102	106	102	106
Det.,G'd Haven & Mil. Equip bds	114	116	114	116
Do.Con.M.5p.c.,till'83aft'r6p.c	109	110	109	111
Illinois Central $100 shares.....	135	137	133	135
Lehigh Valley Cons. mortgage..	118	122	118	122
Louisville & Nashville mort 6s.	110	112	110	112
Do. Sink. Fund bds (S.&N.Ala)	105	107	105	107
Do. capital stock $100 shares.	100	102	96	98
N. Y. Cent. & Hud. R. mt. bds..	137	140	137	140
Do. $100 shares.....	147⅛	148½	143	144
Do mort. bonds (stg.).....	122	124	122	124
N.Y.,Lake Erie & West.,$100 shs	46¾	47⅛	44¾	45¼
Do. 6 p. c. pref. $100 shares..	92	94	89	91
Do. 1st Con. Mort. bds (Erie)	130	132	130	132
Do. do. Funded Coupon bds.	125	128	125	128
Do. 2d Consol Mort. bonds...	106	108	105	107
Do. do. Funded Coupon bds..	103	105	103	105
Do. Gold Income bonds.....	93	98	90	95
N.Y.,Pa.& Ohio 1st mort. bonds.	55½	56½	54	55
Do. Prior Lien bds (sterling)..	105	110	105	110
Pennsylvania, $50 shares.....	67½	68½	66½	67½
Do. Con. Sink Fund Mort....	121	123	121	123
Philadelphia & Reading $50 shs	35½	36	34½	35½
General Consol Mortgage.....	116	118	116	118
Do. Improvement Mortgage..	107	108	104	106
Do.Gen.Mtg.'74,ex-def'd coup.	98	100	99	101
Do. Scrip for the 6 def. ½ coup.	94	98	94	98
Pittsb., Ft. W. & Chi. Eq. bds....	105	109	105	109
St. L. Bridge 1st mort. gold b'd.	126	128	126	128
Do. 1st pref. stock.....	103	106	103	106
Union Pa. Land Grant 1st. mtg.	115	119	115	119

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Oct. 20, 1881.

In the morning the money market was easy at 4 to 6 per cent. Time loans were 6 per cent. to that rate and a commission. Prime mercantile paper was 6@7 per cent. In the afternoon and at the close the quotations were 4@5 per cent. The extreme rates to-day were 6 and 3 per cent.

The posted rates of the leading drawers of sterling were 4.80½ and 4.84½. The actual rates were 4.79¼@¾ and 4.83¼@4.84. with cables 4.84¼@⅝, and prime commercial bills 4.77¾@4.78½. The actual rates for Continental exchange are as follows: francs, 5.28⅛ and 5.24⅜; marks, 93⅜ and 94½; and guilders, 39½ and 39⅝.

The Governors of the New York Stock Exchange have admitted to dealings at the board the following securities:

Richmond and Danville Railroad Company—40,000 shares—$4,000,000 capital stock and $6,000,000 consolidated mortgage 6 per cent gold bonds due January 1, 1915. The length of the company's own road is 152⅜ miles. By ownership it operates the Piedmont Railroad, 48⅝ miles, upon which the annual fixed charges are $40,000; the Northwestern North Carolina Railroad, 25½ miles; annual charges, $780: by ownership of a majority of the stock of the Richmond and West Point Terminal Railway and Warehouse Company it indirectly controls and operates the following lines: Charlotte, Columbia and Augusta Railroad, 191 miles; Columbia and Greenville Railroad and branches, 229 miles; Spartanburg, Union and Columbia Railroad, 68 miles; Northeastern Railroad of Georgia, 40 miles; Western North Carolina Railroad, 186 miles; Asheville and Spartanburg Railroad, 67 miles; and Virginia Midland Railroad, 400.50 miles. By lease, the Richmond, York River and Charlotte Railroad, 38½ miles; annual rental, $87,500; North Carolina Railroad, 223⅛ miles; annual rent, $260,000; and Atlanta and Charlotte Air Line Railroad 339 miles, annual rental, $462,500, and contingent additional charge of $170,000. The total of lines owned, leased and operated being 2,006½, besides the steamer lines between Baltimore, Md., and West Point and Richmond, Va. The annual fixed charges on this 2,006½ miles of road is $996 per mile, or the equivalent of six per cent on $16,600 per mile.

Texas and Pacific Railway Company (Rio Grande Division)—Additional issue of $1,500,000 first mortgage bonds covering 60 miles additional of road constructed, from the 360th to to the 420th mile post. Bonds numbered from 9,001 to 10,500, being at the rate of $25,000 per mile. The total amount now listed is $10,500,000.

New Orleans Pacific Railway Company—An additional $2,640,000 first mortgage bonds upon 200 miles of completed road, being at the rate of $20,000 per mile. In April bonds Nos. 1 to 1,360 on 68 miles were listed; since then 132 miles of additional road have been completed; bonds Nos. 1,361 to 4,000 each for $1,000, are added to those now on the list, making the total amount now listed $4,000,000.

Houston and Texas Central Railroad Company.—An additional $1,000,000 general mortgage 6 per cent gold bonds, numbered 3,001 to 4,000 inclusive, making the amount now listed $4,000,000.

International and Great Northern Railroad Company.—An additional $300,000 first mortgage 6 per cent gold bonds, making the total listed issue $7,434,000, and $300,000 6 per cent coupon bonds, making total listed issues $6,534,000.

Louisville, New Albany and Chicago.—Consolidation of the Louisville, New Albany and Chicago Railway Company with the Chicago and Indianapolis Air Line Railway Company, under the name of the Louisville, New Albany and Chicago Railway Company—$5,000,000 stock issued in exchange for $3,450,000, of the old stock of the Louisville, New Albany and Chicago Railroad, and $1,550,000 for the stock of the Chicago and Indianapolis Air Line Railroad, in accordance with the agreement for consolidation of the two companies.

Boston and New York Air Line Railroad Company.—10,000 shares common stock, $100 each, authorized by charter. Amount actually issued, $818,000.

Chicago and Northwestern Railway Company.—An additional $3,030,000 Sinking Fund bonds of 1879, issued on 202 miles of completed road. The interest on this issue is 5 per cent., instead of 6 per cent., the rate on former issues. These bonds are a portion of the $15,000,000 authorized for the construction of new railroads, and are like the former issues, excepting in the rate of interest.

Texas and St. Louis Railway Company.—An additional issue of $608,000 first mortgage 6 per cent. bonds, numbered from 1,521 to 2,128, making the total issue $2,128,000, maturing June 1, 1910; also, an additional issue of $608,000 Land Grant Income bonds, numbering from 1,521 to 2,128, making the total issue $2,128,000. The capital stock of the company has also been increased $608,000, and there are now outstanding 21,280 shares of $100 each, making a total of $2,128,000, the authorized capital having been increased to $12,000,000. The whole is on 266 miles of completed road.

The amount of extended 6s offered at the Treasury Department for redemption, with interest, on the 17th inst., under the Secretary's order of the 10th inst., was $5,608,000, all of which was accepted and checks mailed to the various owners of the bonds presented.

The Allegheny Valley Railroad Company, not being able to pay the interest due October 1 on the income bonds, the cash fund applicable will be distributed pro rata, allowing $12 on each $35 coupon. The deficit will be paid in orders upon the trustees for bonds of the same issue and scrip convertible into those bonds for sums less than $100.

On the 18th inst. the Philadelphia and Reading Railroad Company commenced the payment of the unpaid half of the coupons of the general mortgage bonds of the company due on the 1st of January last.

The offerings of bonds for sale to the Government on the 17th inst. amounted to $11,090,750. The usual weekly purchase of $2,000,000 was awarded.

The master's report shows that the balance on hand in the Treasury of the Philadelphia and Reading Railroad Company on the 1st of August was $150,367.24. The receipts during the month were $3,180,100.83 and the payments $2,965,673.02, leaving the balance on hand August 31 $364,795.05. The balance on hand in the treasury of the coal and iron company on August 1 was $15,988.69. The receipts for the month were $1,565,565.05 and the payments $1,571,261.63, leaving the balance on hand August 31 $10,292.11.

The amount of United States bonds redeemed, or which have ceased to bear interest since March 4, 1881, is as follows: Six per cents, issues of 1861 and 1863, $24,211,400; 5 per cents, issues of 1870 and 1871, $67,817,350; continued at 3½ per cent., $13,608,000; total, $105,636,750. Reduction in annual interest charge: On 6s redeemed and continued, $5,-

904,062.75; on 5s redeemed and continued, $9,413,417; on 3½ per cents redeemed, $476,280; total, $15,793,759.75. Of the $105,636,750 of bonds which have been redeemed or ceased to bear interest, there are still outstanding $6,487,150 of the 5 per cents embraced in the 104th call. The money for the redemption of these bonds, however, is available, and the bonds will be paid upon presentation.

The closing quotations on Thursday were: Adams Express, 145@149; American Express, 93@94; American District Telegraph, 50@52; Chicago, Burlington and Quincy, 136⅜@137; Canada Southern, 59@59½; Chicago and Northwestern, 123½@123⅝; do. pref., 132½@133½; Chicago and Alton, 128½@129; Central of New Jersey, 93¾@94; Chicago and Rock Island, 132¾@134½; Central Pacific, 93⅞@94½; Chicago, Milwaukee and St. Paul, 108¼@108¾; do. pref., —@121; Chicago, St. Louis and New Orleans, 77@79; Cleveland, Columbus, Cincinnati and Indianapolis, 92½@93½; Columbus, Chicago and Indiana Central, 20¾@21; Delaware and Hudson Canal, 108⅜@108½; Delaware, Lackawanna and Western, 125⅝@125¾; Hannibal and St. Joseph, 96½@96¾; do. pref., 112½@113; Illinois Central, 129¾@130; Lake Erie and Western, 45@45¼; Lake Shore and Michigan Southern, 118⅝@118¾; Metropolitan Elevated, 87¾@88; Manhattan Elevated, 44@44¼; Michigan Central, 88¾@89; New York Elevated, 110@110½; New York, Lake Erie and Western, 43¾@42¾; do. pref., —@—; New York Central and Hudson River, 136⅝@136¾; Ohio and Mississippi, 41¼@41½; do. pref., 110½@115; Ohio Central, 27¼@27½; Texas and Pacific, 51⅞@52; Union Pacific, 119⅛@119¼; United States Express, 72@73; Wells-Fargo Express, 133½@134½; Western Union Telegraph, 85⅝@85¾; Wabash, St. Louis and Pacific, 48@48½; do. pref., 88@88⅛.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atlantic and Pacific 1st, 99¾; do. income, 44; Boston and New York Air Line, 27¾; do, pref., 62; Columbus, Chicago and Indiana Central 1st, Trust Co. certif., ass. sup., 115; do. Income, 75½; Cedar Falls and Minnesota, 25; do. 1st, 114; Chesapeake and Ohio 1st pref., 40; do. 2d pref., 31; do. 1st, series A, 99; do. series B, 85; do. cur. int., 56½; Chicago, St. Paul, Minneapolis and Omaha, 40⅜; do. pref., 102; do. consol., 103½; Chicago, St. Louis and New Orleans, 78½; Cairo and Fulton 1st, 111; Chicago, Milwaukee and St. Paul, Southern Minnesota div. 1st, 105; do. La C. and Dav. div., 95; Central Iowa 1st, 114½; Chicago and Alton Inc., 102; Denver and Rio Grande, 82½; do. 1st, 117; do. 1st consols, 108; Delaware and Hudson 1st, Penn. div., 126; East Tennessee, Virginia and Georgia, 14⅜; do. pref., 26½; do. inc., 50½; do. 1st, 103½; Galveston, Harrisburg and San Antonio 1st, 106; Houston and Texas Central Gen'l mort., 101; Iowa Midland 1st, 130; International and Gt. Northern 1st, 110½; Indiana, Bloomington and Western, 41; do. 2d, 79; Indianapolis, Decatur and Springfield, 1st, 103; Jackson, Lansing and Saginaw 1st, 109; Kansas Pacific 1st consol., 107⅜; do. 6s, Denver div. ass., 111¾ Louisiana and Missouri River, 19; do. 1st, 114; Long Island, 52; Lake Erie and Western, 45⅛; do. 1st, 108; do. Sandusky div., 100; Louisville, New Albany and Chicago, 65; do. 1st, 104; Louisville and Nashville, N. O. & M. div., 103; do. gen'l mort. 6s, 105; do. E. H. & Nash. 1st, 102; Lehigh and Wilkesbarre Inc., 97; Manhattan Beach, 20½; Marietta and Cincinnati 1st pref., 19; do. 2d pref., 11½; Mobile and Ohio, 37; do. 1st deben., 98; 2d deben., 72½; do. 3d deben, 62; Missouri, Kansas and Texas, 39⅝; do. consol., 7s, 105; do. guar. 6s, 86½; Missouri Pacific, 104; do. 1st consol., 106¾; Memphis and Charleston, 72; Milwaukee, Lake Shore and Western, 49¼; Metropolitan Elevated 2d. 89½; Milwaukee and Northern 1st, 100; Norfolk and Western Gen'l mort., 107½; Nashville, Chattanooga and St. Louis, 83; do. 1st, 118; New York, Ontario and Western, 32½; New Orleans Pacific 1st, 94; New York Central 6s, subscription, 105; New Jersey Southern 6s, guar., 101¾; Ohio Central, 26½; do. 1st, 99; Ohio Southern, 21; do. inc., 40¼; do. 1st, 95; Oregon Railway and Nav., 159; Peoria, Decatur and Evansville, 39¼; do. inc., Evansville div., 81. Richmoud and Danville, 100; do. 1st, 101; Richmond and Alleghany, 41; do. 1st, 104; Rome, Watertown and Ogdensburg, 33; do. 1st consol., 90; Rochester and Pittsburg, 28½; do. 1st, 102½; St. Paul and Sioux City 1st, 109½; St. Louis and Iron Mountain, Arkansas Branch, 1st, 112 do. pref. inc., 96; do. 5s, 87½; St. Paul and Duluth pref., 79½; St. Paul, Minneapolis and Manitoba 1st, 112; St. Louis and San Francisco 2d, class B, 92; do. A, 105; St. Louis, Kansas City and Northern, Omaha div., 114; do. R. E. 7s, 1895, 112; Southern Pacific of California 1st, 106; Texas and Pacific, 51⅛; do. inc. L. G., 71½; do. Rio Grande div. 1st, 89; Toledo, Delphos and Burlington, 23½; Wabash, St. Louis and Pacific Gen'l mort. 6s, 99½; do. Chicago div., 93; Arkansas 7s, L. R., P. B. & N. O., 29; do. L. R. & Ft, Smith, 29½; do. C. R. R., 18½; do. M. O. & R. R., 27½; do. 6s, Funding, 27; Alabama, Class B, 98; Louisiana 7s, consol., 68; North Carolina S. T, 3d class, 8⅝; do. Chatham R, R., 7⅞; South Carolina 6s, non-fund, 12⅝; Consolidation Coal, 33; Cam. Coal, 34½; Maryland Coal, 24; New Central Coal, 25; Pennsylvania Coal, 240; Spring Mt. Coal, 47; Central Mining, 1⅝; Deadwood, 6¼; Mariposa, 3; Starmont, 2⅜; Standard, 22.

Philadelphia.—Central Transportation, 40; Huntingdon and Broad Top Mountain consol. mort. 5s, 89½; Nesquehoning Valley, 57; Philadelphia and Reading R. R. scrip, 65; Philadelphia, Germantown and Norristown, 109½; Pennsylvania and New York Canal and Railroad 7s, 122; Pennsylvania Canal 6s, 99; Philadelphia, Wilmington and Baltimore 4s, 97; Sunbury, Hazleton and Wilkesbarre 5s, 99; St. Paul and Duluth, 30; Texas and Pacific, 51; do. consol. mort. 6s, 101¼; do. 1st mort. 6s, Rio Grande div., 90; Western Pennsylvania, 6s, 110; Warren and Franklin 7s, 113. The latest quotations are: City 6s, 110@124; do. free of tax, 127@128½; do. 4s, new, 102@113; Pennsylvania State 6s, 3d series, 101¼@101½; do. 5s, new loan, 117@119½; do. 4s, new, 110@114; Philadelphia and Reading R. R., 33⅛@33¼; do. consol. mort. 7s, reg., 123@125½; do. mort. 6s, 122@125; do. gen'l mort. 6s, coupon, 94¾@95; do. 7s, 1893, 123@125; do. new, conv., —@69; United New Jersey R. R. and Canal, 184½@185½; Buffalo, Pittsburg and Western, 21@21½; Pittsburg, Titusville and Buffalo 7s, 96½@96¾; Camden and Amboy mort. 6s, 1889, 116@116½; Pennsylvania R. R., 65@65⅛; do. general mort. coupon, 122@127; do. reg., 123@125; do. consol. mort; 6s, reg., —@128; Little Schuylkill R. R. 56@56¼; Morris Canal pref., 160@—; Schuylkill Navigation, 6@7; do. pref., 12½@13½; do. 6s, 1882, 90@92¾; do. 1872, 107½@—; Elmira and Williamsport pref., 55@60; do. 6s, 110@—; do. 5s, 100@—; Lehigh Coal and Navigation, 45¼@45⅝; do. 6s, 1884, 105¾@106; do. R. R. loan, 117@118; do. Gold Loan, 112@115; do. consol. 7s, 117@117½; Northern Pacific, 38@38¼; do. pref., 78⅛@78½; North Pennsylvania, —@—; do. 6s, 105@108½; do. 7s, 120@123⅛; do. General mort. 7s, reg., 120@124; Philadelphia and Erie, 21½@—; do. 7s, —@118; do. 5s, 104¾@105½; Minehill, 61½@61¾; Catawissa, 18½@18¾; do. pref., 56½@57; do. new pref., 54⅞@56; do. 7s, 1900, 118@119; Lehigh Valley 60½@60½; do. 6s, coupon, —@127; do. reg., —@125; do. 2d mort. 7s, 133¾@135; do, consol. mort. 117¾@118½; Fifth and Sixth streets (horse), 136@150; Second and Third, 11[illegible]@115; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 45@50; Green and Coates, 90@105; Chestnut and Walnut, 94@95; Hestonville, —@20½; Germantown, —@80; Union, 110@125; Lombard and South, 24@25; West Philadelphia, 100@110; People's 28@30; Continental, 105@108.

Baltimore.—Atlanta and Charlotte, 72½; Atlantic Coal, 1.30; Baltimore City 6s, 1890, 116½; do. 1900, 130; do. 5s, 1916, 123½; do. 4s, 1920, 114; Columbia and Greenville 1st, 91; Chesapeake and Ohio Canal, 40; Maryland Defense 6s, 106; Richmond and Allegany, 43½; Richmond and Danville, 100; Union Railroad bonds endorsed by Canton Company, 115; Virginia Midland 4th mort., 53; Virginia Peelers, 41½; Wilmington, Columbia and Augusta, 108½. The latest quotations are: Atlanta and Charlotte, 72@72½; do. 1st, 108@109; Baltimore and Ohio, 195@—; do. 6s, 1885, —@107¼; Baltimore City 6s, 1884, 106@—; do. 6s, 1886, 110½@111; do. 6s, 1890, 116½@—; do. 6s, 1900, —@130; do. 5s, 1885, 102@106; do. 5s, 1894, —@118; do. 5s, 1916, —@124; do. 4s, 1920, 114@114½; Columbia and Greenville 1st, 102½@103; Central Ohio 1st, 108½@—; Marietta and Cincinnati 1st, 123½@124½; do. 2d, 89½@90; do, 3d, 48@48¼; Northern Central, 50⅝@51½; do. 6s, 1900, gold, —@114½; do. 6s, 1904, gold, 111@113; do. 5s, 1926, 99@100; Norfolk and Western pref., 55@—; Ohio and Mississippi, Springfield div., 118@120; Pittsburg and Connellsville 7s, 122@123; Richmond and Danville, 99½@100⅜; Richmond and Allegany, 40@43; Virginia Midland 5th mort., 93@94; Virginia consols., 80@81; do. consol. coupons, 92@92⅝; do. 10-40s, 52@52½; Virginia 6s, def., 15½@18, Western Maryland 1st unindorsed 110½@112.

Boston.—Atlantic and Pacific 6s, 98½; do. Income 6s, 44½; Atchison, Topeka and Santa Fe 5s, 101; do. 4½s, 92¾; Boston Water Power, 7¾; Boston Land, 8½; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 105½; Connotton Valley, 23; do. 7s, 98½; do. Straitsville div. 7s, 85; Central of Iowa, 36; Chicago and West Michigan, 85; do. 7s, 96½; Cheshire R. R., 61½; De-

troit, Lansing and Northern, 114; Flint and Pere Marquette, 28; do. pref., 97; Iowa Falls and Sioux City, 84½; Kansas City, Lawrence and Southern 5s, 105; Kansas City, St. Joseph and Council Bluffs 7s, 117; Kansas City, Fort Scott and Gulf branch 7s, 110; Little Rock and Fort Smith, 71¼; do. 7s, 113½; Louisiana and Missouri River, 19; Massachusetts Central 6s, 98½; Mexican Central 7s, 89; do. Blocks, old, 110; do. new, 92; Marquette, Houghton and Ontonagon pref., 115; New York and New England 6s, 108½; Nashua and Rochester, 60; Old Colony 7s, 125; Rutland, 5; do. 6s, 104; Summit Branch, 17¾; Sonora 1st, 94; Toledo, Delphos and Burlington, 10⅞; Wisconsin Central, 23; do. 2d series, 45; Allouez Mining Co., 3½; Atlantic, 15; Brunswick Antimony, 6½; Catalpa, 1½; Crescent, 1; Copper Falls, 4½; Douglas, 1⅝; Duncan, ½; Harshaw, 5; Huron, 3¾; National, 2½; Napa consol. Quicksilver, 6½; Osceola, 28½; Pewabic, 13; Silver Islet, 34; Sullivan, 3¾.

Railroad Paralleling as a Political Development.

The Chicago newspapers, ever on the alert for railroad news—that being pre-eminently a railroad city—have startled the average reader by stories of a colossal conflict said to be impending in railroad building and operation both east and west of that city. We gather from all that is printed that not only are we to have the new road paralleling the Lake Shore and Michigan Southern from Chicago to Buffalo, and thence to New York and Boston, but also duplicate lines from Chicago to the Pacific coast at San Francisco, along the Salt Lake route: that is to say, (1) the Chicago, Burlington and Quincy system is to be extended to Denver, where it will connect with the Denver and Rio Grande system, which again is to be extended to Ogden, where it meets the Central Pacific, and thus completes the line all the way across the continent. (2) The Union Pacific Managers, possessed by an ambition to have a line of their own through to San Francisco, as well as a branch line to Portland, Oregon, are threatening to extend a road across Nevada to California so as to parallel the Central Pacific. (3) In self defense the Central Pacific, it is asserted, with equal determination is resolved upon carrying a line from Ogden east to the Missouri River so as to gather business from at least five of the Chicago lines, thus "sandwiching" the Union Pacific on the north and on the south. All these are independent of the Northern Pacific and, of course, of the Southern Pacific and the Atlantic and Pacific. The Northern and the Atlantic and Pacific lines are still some distance from completion, but will probably not be stopped, even if a financial flurry should overtake us; but the Southern Pacific has a three fold eastern connection via the Atchison, Topeka and Santa Fe, and via the Texas Pacific (now on the eve of junction) and via San Antonio to New Orleans. It would seem, therefore, that with four stem lines from the Atlantic through to the Pacific, as we may hope to have within three years, it would be an act of folly for either of these to so prolong their respective halves as to create a fifth line.

In the country east of the Mississippi the situation differs somewhat. It has been asserted that the Lake Shore and Michigan Southern Railway will be able to starve the new Lake Shore or "Seney" road into bankruptcy. This may be doubtful; but if true, what then? A bankrupt road is, for some purposes, a more troublesome competitor than a solvent one. But so long as the New York, Lake Erie and Western Railroad Company remains independent, and the new line up the Hudson, and the Delaware, Lackawanna and Western Extension are in the field at Buffalo, it is by no means certain that the new "Seney" road will be bankrupted, as its capital and debt are about one-third that of the older neighbor. Then, again, there is the Lehigh Valley Railroad, which can as easily be extended to Buffalo as the Philadelphia and Reading Railroad can be extended to a favorable point on the New York Central and Hudson River Railroad. It seems reasonably certain that the Chicago Extension of the New York, Lake Erie and Western from the vicinity of Galion, Ohio, will be carried through, which will tend to emancipate it from the Canada roads on the one hand, and from the Lake Shore contract on the other.

The construction of parallel roads is in full operation; and is adding to the complexity of our railroad affairs. On every hand each attempt of any of the trunk lines is met by a counter-move of its neighbors or rivals. What can be the result? Without noticing at present the effect upon the public mind, and political bodies, it is safe to predict that these duplicate lines will eventually be worked in harmony, if not owned in common. The users of railroad facilities will in the end have to pay for the cost of building two sets of roads where one might have sufficed. It is more reasonable to suppose that Mr. Vanderbilt, for instance, will find it advisable either to purchase the new rival, as he did the Canada Southern, or the two will be united on same traffic basis. So also of the lines east of Buffalo. It will be found they cannot live and perpetually contend for the through business. As Stephenson long ago put it; "Competition is impossible where combination is possible." There is a prospect that both the stockholders of the old and the new roads may lose a part of their investment, but the community at large will gain.

Should the threatened multiplication of lines to the Pacific coast be carried out, the same results must follow. The parties to them will find out in the words of the Quaker that "there never was a good war nor a bad peace." They will come together, on some terms, after having exhausted their resources and credit. Why then cannot some equitable terms be found for combinations before the struggle instead of after?

France has been partitioned out into districts, and the extent and location of the several railroad lines prescribed by law. The same is true of Russia and some other countries. In the United States we have very generally "free railroad laws." The genius of our institutions frowns upon anything like exclusive privilege or rights. This is our great popular safeguard against monopoly. We are now confronted with one of the excesses of freedom. Like the ballot, it has its penalties, and these railroad wars are of them.

Lehigh and Hudson Railroad.

The Lehigh and Hudson Railroad, which is designed to connect the Pennsylvania Railroad and the coal roads crossing the Delaware with the New York and New England Railroad at Fishkill, on the Hudson River, is pushing along rapidly. The track is already laid six miles from Belvidere, N. J., and will be completed to Andover by December 1. From Andover the Sussex Railroad will be used the present winter as far as Franklin Furnace. There the Lehigh and Hudson again runs on its own line (late the Warwick Valley) to Greycourt, where connection exists with the Newburg branch of the New York, Lake Erie and Western Railroad. At Newburg the cars will be ferried across to Fishkill. Thus an all-rail direct route will soon be in operation from Philadelphia to Boston, passing through the finest farming country in New Jersey and New York, and avoiding the inconvenience of transfer at New York City. Mr. Grinnel Burt, President of the Lehigh and Hudson, is authority for the statement that the Pennsylvania Railroad Company will ship a large proportion of its heavy Eastern freight over the new route. With the additional freights of other roads from the Pennsylvania coal regions, it is expected that the Lehigh and Hudson will have a large carrying traffic from the start. The new route will afford many attractions in the summer season for pleasure travelers.

THE new Detroit, Mackinac, and Marquette Railroad will probably be completed by the 1st of November.

IT is stated that the Canada Pacific syndicate have decided to purchase the portion of the Quebec, Montreal, and Ottoway Railway between Ottawa and Montreal, build a bridge at Lachine, and continue the road on the opposite side of the river.

THE Philadelphia, Medford, and Marlton Railroad, which was formally opened on the 15th inst., extends about 11¼ miles from Haddonfield, N. J., and connects with the Camden and Atlantic Railroad to Medford, where connection is made with the track of the Medford Branch of the Camden and Amboy Division of the Pennsylvania Railroad.

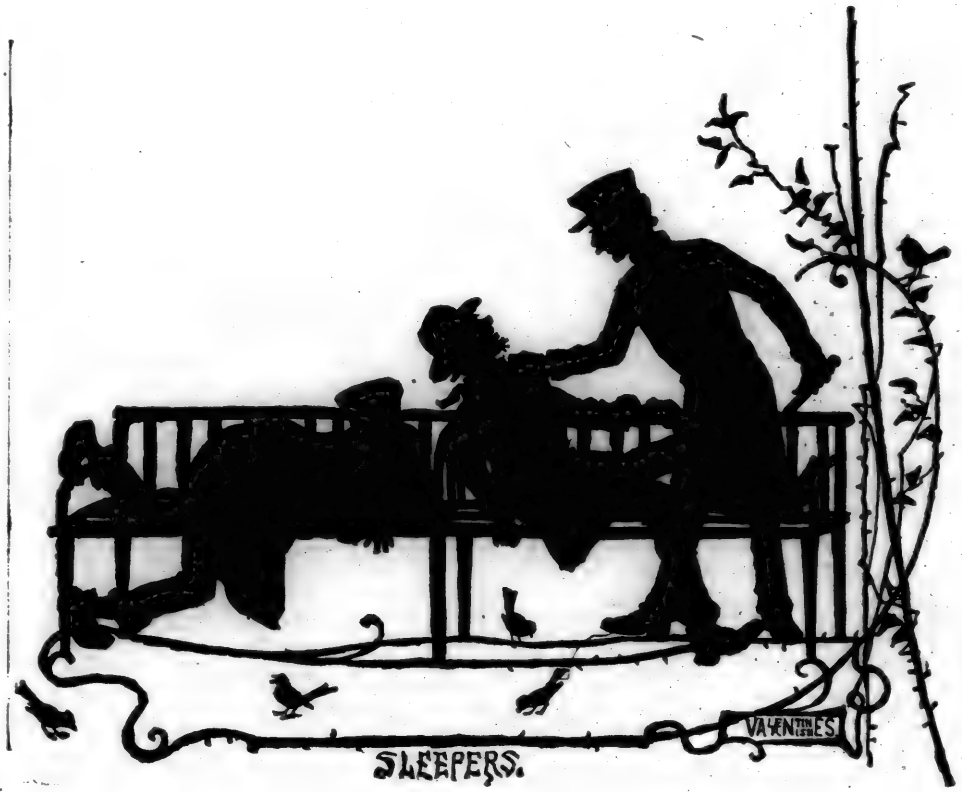
THE Receivers of the Brooklyn Elevated Railroad filed their first report in the Kings County Supreme Court, on the 18th inst. The liabilities are $4,880,482 and the assets $979,503. The receivers say that the road can be completed and put in full running order between Fulton Ferry and East New York for $2,500,000, and they think the money can be raised on the receivers' certificates.

Dividend Notices.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, September 27, 1881.

The Board of Directors of this Company have this day declared a quarterly dividend of TWO Per Cent upon its capital stock, payable on TUESDAY, the first day of November next, at this office. The transfer books will be closed at 3 o'clock, P. M., on Saturday, the first day of October next, and will be reopened on the morning of Friday, the fourth day of November next.

E. D. WORCESTER, *Treasurer.*



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The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. It is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by "Chambers' Encyclopædia" and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

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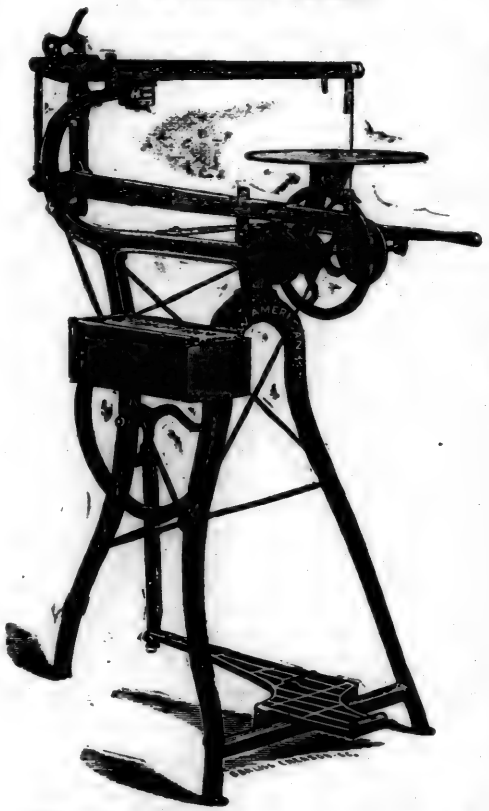
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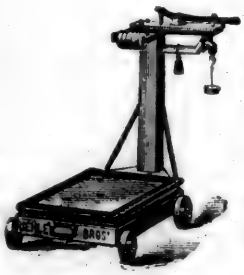
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

Steam Navigation, Commerce, Finance, Banking, Machinery, Mining, Manufactures.

SECOND QUARTO SERIES.—VOL. XXXVII., No. 44.] NEW YORK, OCTOBER 29, 1881. [WHOLE No. 2,375.—VOL. LIV.

Comparative Service of Iron and Steel in Shipbuilding.

A DECISION announced by the Consett Iron Company must be regarded as significant at the present time. That Company has been one of the most fortunate of all those engaged in northern metallurgy. It bought the immense iron works and collieries in the northwest of Durham at a very low price, and by judicious expenditure and good management it has paid wonderful dividends for many years. Over a series of years it paid 14 per cent per annum to its fortunate shareholders, and in the last two years it has returned 25 per cent per annum, and given a bonus in addition. These large results, contributed to by the coke manufacture, have been chiefly attained by the iron trade, and notably by the iron-plate trade. For the year just closed the Consett Iron Company had a profit £204,906, and out of this £160,236 was the profit on iron plates and pig iron. The Company is, indeed, the largest iron-plate producing concern in the world; and hence it is a fact of very great significance to find that it has decided to erect a Siemens-Martin plant for the production of steel plates.

Hitherto the ships built on northern rivers have been iron since the cessation of the building of wooden vessels, with a very few exceptions. Exceptional steel vessels have been built in the North of England—on the Tyne and the Tees, and at West Hartlepool; but all the steel for some of these, and much of it for others, has been taken into the district from Scotland and Wales—districts that have earlier commenced the production of steel plates for shipbuilding. The northeastern district down to a few years ago was almost exclusively an iron-making district. Steel making commenced on a large scale some three years ago only, but the immense steel-rail mills erected near Middlesbrough produced 69,000 tons of steel rails in 1879, about 90,000 tons last year, and this year will enlarge that quantity. These were made at first exclusively from foreign iron ores, to the loss of the consumption of local ores; but the dephosphorization process enables the latter now to be used, and hence there is a growing production of steel in the form of rails in the North. Practically, the production of what was one of the staple manufactures of the district—iron rails—is now extinguished in behalf of those of the more enduring metal. For long there has been a controversy whether iron thus supplanted would also have steel substituted for it for shipbuilding uses.

The Consett Company takes the lead in the production of iron for ships, and hence the significance of the step it has now announced, if even that step be taken on a scale comparatively small. Locally and nationally the question of the comparative service of iron and steel in shipbuilding is being discussed, and is also undergoing the test of experience. In the most recent of these discussions it was stated on the side of iron that a given vessel would cost 4¾ per cent more per ton of dead-weight carrying capacity if of steel than it would be if of iron; while on the other hand it was claimed that even with steel much above iron in price, as at present, it would, by carrying more, cost slightly less per ton of carrying capacity. An example was given of the cost of steel and iron vessels—the former of a certain size costing £18,350, and an iron one the same size costing £17,000, but carrying eighty tons less freight. Hence it was contended that for the additional cost there was a very large interest. When the matter is narrowed to these dimensions, it can scarcely be said that it is too soon to speak of the ultimate substitution of steel for iron in shipbuilding.—*Pall Mall Gazette.*

Locking Railway Car Doors in England.

The locking of the doors of railway carriages is one of the mysteries of railway management. No passenger has ever been able to divine why such infinite pains are taken to lock him in. The only result of the process is that if there is an accident he is a prisoner, with a chance of being killed. If, on the contrary, his train arrive safely at his destination, he is still a prisoner, who has to wait till he is liberated, making, meanwhile, spasmodic signals to attract some friendly porter for the purpose, unless having grown wise by experience, he carries a key himself, and is able triumphantly to emerge. Some people imagine that a regulation of the Board of Trade obliges this extraordinary precaution. No such regulation, however, exists. On the contrary, the greatest diversity of practice prevails on the subject. One company locks its carriage doors on the main line only, another on the branch and main lines both, a third on single lines only, a fourth does not lock its doors at all. And the extraordinary thing is, that the companies that entirely neglect the custom find no disadvantage whatever in doing so. On the contrary, their porters are able to attend to other matters during the time when they would have been locking and unlocking doors.

The following are the railway companies who do not lock their doors on either side of their trains: In Scotland—the Glasgow and Southwestern, Great Northern of Scotland, Highland and North British. In England—Great Eastern, London, Chatham and Dover and Northeastern. It is hard to see why in these days of falling dividends other companies do not follow their example.—Pall Mall Gazette.

Tunnel Under the Severn River.

The tunnel under the Severn River, joining the two paths of communication from the English and Welsh sides, is said to have been practically completed. After seven years of labor the workmen have met in the middle of the channel; so that, unless some most unlikely interruption or disaster should now occur, there remains nothing but to enlarge the passage, wall it in, and lay the rails. Referring to the above, the London Globe says: "Should everything now go well, a design worthy of the old days of railway engineering will have been realized, in spite of most disheartening obstacles. It will be remembered that only a year or two ago some consternation was caused by the news that water from the river had broken into the borings. Such an accident might well cause alarm and inspire a fear that no part of the river bed would be found sufficiently free from fissures or irregularities of geological formation to allow a railway to pass beneath it safely. The contractors, however, worked on with only the greater determination, and their labors have now, it may be confidently hoped, achieved a real success. The new line under the Severn will almost revolutionize the communication between the west of England and the principality by bringing close to one another towns and districts which have always been neighbors geographically speaking, but, for all practical purposes, were very distant from one another. Take, as an instance, the two important towns of Bristol and Newport, which, as the crow flies, are less than 20 miles apart, but, for the purposes of land communication, were separated by nearly 80 miles

of railroad. The new line will cut off three-fourths of this distance, and enable railway passengers and merchandise to go in a quarter of the time. A similar change will be effected in the facilities for communication between Bath, Exeter, and, in fine, in all the towns in Somerset, Devon, and Cornwall, and the whole of South Wales. Glamorganshire and Monmouthshire will no longer look across the Bristol Channel at a shore which can only be reached by means of an uncomfortable sea passage, or by a detour of 80 miles or more, and the citizens of Bristol and Bridgewater will begin to find it almost as easy to take their holidays on the Welsh sea beaches as at the rather muddy watering places of the Somersetshire coast."

A Contrivance for Railway Passengers.

A new device has been lately patented which is likely to be of great service to railway travelers. The article is a small, thin card-case made of neatly plated metal and fastened by screws to the side of a valise or a trunk. The case is furnished with a cover like a box, and is fitted with a lock and key, to permit of its being securely fastened after a card containing the name and address of the owner of the baggage has been inserted on the inside. When this is done the owner has practically a duplicate check on the regular baggage check he receives from the express or railroad baggage-master, and can thereafter travel with more contented comfort, feeling that he has his property doubly secured against loss. In case he should lose his check tag he can secure his property, with comparatively little of the now unavoidable delay and vexation necessary to complete identification, by simply producing the key, unlocking the card case and exhibiting his card to the baggage-master. Further than this, there could be no longer experienced any inability to discover the owner of the baggage. For in case the latter failed to come forward voluntarily, the card case could be broken open and the necessary information as to its ownership obtained.

The German Railway Regiment.

In common with every other fraction of the German army, the German Railway Regiment holds annually its autumn manœuvres. These exercises have been carried out this year at Klausdorf, and comprised the construction, within forty-eight hours, of a field railway 1½ kilometres in length, and a viaduct 80 metres long and from six to sixty feet high—the center arch of the viaduct having a span of over thirty feet. The task was completed well within the specified time, relays of men being employed to carry on the work night and day; and immediately the whole of the line was laid a locomotive was run over it to test the solidity and exactness of its construction. The railway regiment is a comparatively new formation in the German army, its first battalion having been organized only in May, 1871; and the perfection it has attained in the accomplishment of its special duties is largely owing to the interest taken in it by Count von Moltke himself. The corps has thus been the subject of much patient consideration and prevision, and affords another evidence of the fact that the organization and training of the more purely fighting element of their army is not deemed by the German military authorities to be all the preparation that is necessary to insure success in war.

A Railway in the Tree Tops.

It may not be known outside of the neighborhood where it is situated, but it is nevertheless a fact, that in Sonoma county (Cal.) we have an original and successful piece of railroad engineering and building that is not to be found in the books. In the upper part of this county, near the coast, may be seen an actual roadbed in the tree tops. Between the Clipper mills and Stewart's Point, where the road crosses a deep ravine, the trees are sawed off on a level and the timber and ties laid on the stumps. In the center of the ravine mentioned, two huge redwood trees, standing side by side, form a substantial support, and they are cut off seventy-five feet above the ground, and cars loaded with heavy saw logs pass over them with as much security as if it were framed in the most scientific manner. "All roads lead to Rome," except this one. The builders never contemplated a terminus at San Francisco, Petaluma or Chicago, but merely to convey heavy timber from the woods to their mill. There are many places in our redwood forests where this example might be followed profitably, as it would be cheaper to grade through with a cross-cut saw and lay the ties on the stumps than to remove the trees. We can boast of a broad gauge, a narrow gauge and a road in the tree tops—yet we are not all happy.—Petaluma (Cal.) Argus.

Joint Stock Companies in England.

The joint stock enterprises of England present some very remarkable features. Your pounds or dollars against my brains is the ordinarily accepted method of exchange. Just at present the gigantic hotel enterprises being looked at with indifference, there is a good bit of money being put into Indian gold-fields, with results which will probably be more advantageous to sellers than to buyers. From 1862 to 1880 there have been not less than 15,807 limited joint stock companies registered in the United Kingdom. Nominal capital represented by a line of figures is not worth much, but English companies printed its total as not less than 1,737,619,466 pounds. Scotland as 77,334,544 pounds, and Ireland 30,114,288 pounds sterling. To show, however, how really little money there was in some of these concerns, one company wrote itself down as having a nominal capital of 200,000,000 pounds, when all it had in the world was a beggarly 200 pounds. Nothing can be more amusing than to read how much some of these companies asked for and what they really got. One venture called for 15,000 pounds and received 35 pounds, and a Paris Hansom company soliciting for only 100,000 pounds, actually had paid to it 119 pounds, and never did get a farthing more. When the study of the dead and departed companies is undertaken, one's grief at the amount of money supposed to have been lost may be suppressed, as pounds hardly represent farthings.—London (Ont.) "Free Press."

Legal Notes.

SUPREME COURT OF MICHIGAN.

Chicago and Northwestern R'y Co. v. Smith.

An eight year old boy, trespassing upon the premises of a railroad company, got on the step of the engine and was ordered off by the fireman, and as he jumped off, he fell. The locomotive was started at that moment and the tender passed over his arm. He was a boy of more than average intelligence, and had been warned against going on the premises or riding on the engine. Held, that the railway company could not be held liable for the injury without showing that the engineer, or other servants of the company in charge of the locomotive, knew that the child was in the way, or that they had been negligent in the management of the engine, or could have anticipated the injury.

Chicago and Northeastern R'y Co. v. Miller.

An old man, who was somewhat deaf, while driving a span of colts towards a railway track, down a narrow road, from which the track was concealed on one side by a high embankment, stopped to listen, but hearing nothing, drove on, and when near the track a train appeared within a few rods. Thinking that he could not control his horses where they were, he whipped them up and tried to cross the track, and the rear of the buggy was struck by the locomotive. Held, that in an action for the injury the question whether plaintiff was guilty of contributory negligence was for the jury.

In a declaration for a railway injury, an averment that defendant negligently and carelessly drove a certain locomotive upon the railroad up to, upon and across a certain public highway at the crossing of the same and the said railroad, without giving the necessary statutory signals, viz.: ringing a bell or sounding a whistle, was a sufficiently specific averment of defendant's negligence, when taken in connection with the averment of consequential injury, and entitled the plaintiff to support it by evidence under the defendant's plea to the general issue.

The negligence of a railroad company to ring a bell, as required by statute, when approaching a crossing, will make it liable for any injury resulting from such neglect.

The extension of the branch of the Michigan Central Railroad north of Saginaw was completed to Cheboygan on the 16th inst., so far as laying the rails is concerned, and the work of ballasting the new road will now be prosecuted vigorously. The remaining gap, 12 miles, between Cheboygan and Mackinaw City, will be speedily covered, and it will be but a short time before the new continuous line will be open from Detroit to Marquette.

The new iron steam propeller Gaston, 1,000 tons burden, built by the Harlan & Hollingsworth Company, of Wilmington, Del., for the Bay Line, arrived at Baltimore on the 18th inst.

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SCHEDULE TIME.

THERE is a crying evil in this country, in the management of railroads, that sooner or later must culminate in vexatious lawsuits and much loss of money, and that is, the failure of trains to make schedule time. The traveling public have been very lenient in this respect, but there is a limit to all patience, and the time now seems near when forbearance should cease to be a virtue. There are certain conditions in railroad travel—such as unavoidable accidents or where it is dangerous to run at a high rate of speed—when railroads are excusable if they fail in making time. But these conditions rarely prevail, and when they do they will be readily appreciated by those inconvenienced. The fact of not making time to-day is attributable to the false economy of railroad management, which prefers to take care of its rolling-stock by not running over a certain number of miles an hour, whether the train is on or behind time. This is the true inwardness of the case, and not, as is many times falsely stated, the safety of the passenger. It is an established fact that a train running forty to sixty miles an hour, provided the road-bed and rolling-stock are all they should be, can carry the passenger just as safely and far more comfortably than when running at twenty miles an hour. An accident to a train running at twenty miles an hour proves just as disastrous as though the train were running at sixty miles an hour. In fact, judging from published reports, we would believe that all the accidents occurred to slow-running trains, as very few have been set down to fast running. That the fast-running train is far more comfortable was proven (if not proven before) by the way the train was run that conveyed our late President from Washington. Now in regard to the care so many railroad managers seem to have for the rolling-stock, the traveling public is not interested. Travelers know that they pay money enough for the privilege of traveling to enable the companies to erect magnificent depots, pay large dividends to stockholders, and at times to enter into what seems ruinous competition with one another by cutting rates. There is no need of such magnificent depots, nor of declaring such large dividends, nor of entering into such cut-throat competition: the money thus expended can be better employed in keeping the rolling-stock in good order and in making the traveler more comfortable.

Passengers by most any line of railroad who travel much could write of numberless instances of failing to make connections, of arriving at their destination hours behind time, for which failures they would be unable to find a reasonable excuse exhonerating the company.

The time has come when the traveling public must assert their rights. They must demand that schedule time be made or they will look to the company for damages.

There is no reasonable doubt that if one such case should get into court, that damages would be awarded the plaintiff; and a few such cases would make the railroads more careful. A man who pays his money to arrive at a depot at a certain hour, has the same right to be landed there at that hour that he has to a seat in the car. It is to be hoped that some one will make a move in this direction, that we may have a legal decision in this country the same as in other lands. It is time that railroads were made to realize that passengers have rights which are to be respected, and that it is just as imperative to land a passenger on time as it is to expect him to be at the depot to start on time.

PROPOSALS FOR RAILROAD SUPPLIES.

A CONSIDERATION of the responsibility resting upon railroad purchasing agents has given rise to the suggestion that they should invite proposals in a systematic way from all dealers in good standing, for the important articles to be purchased, or for those bought in sufficient quantities to warrant such proposals. There is no doubt that railroad managers generally employ as purchasing agents reliable and able men; probably no more competent class of buyers, as a rule, could be found in any department of business. The duties of a buyer for a railroad company, however, are peculiarly trying, and the qualities required for their successful performance are of a nature considerably different from those demanded of a purchaser for general business houses, where, in large concerns, each department has its buyer, who may be an expert in his particular line and a novice in almost any other.

Upon a railroad purchasing agent devolves the buying of an almost endless variety of supplies, from waste to rub off the wheels of the locomotives to the rails upon which they run. A long experience in some cases doubtless enables him to judge intelligently of the merits of the various articles proffered him by dealers, but the years which have given him this experience have also formed for him connections with certain dealers or brands of goods which may have so prejudiced his mind as to cause him to neglect to give to other new articles of merit the attention they deserve; an attention which, if given might prove of great value to the company which the agent represents. An agent is the constant recipient of hospitalities and attentions from dealers of his acquaintance, and not infrequently such

relations are formed as make peculiarly strong the temptation to bestow patronage from friendly, though perhaps in other respects disinterested, motives, rather than from solid business principles. Meanwhile other less favored dealers are not encouraged to present their wares or terms, and the result is detrimental to the general trade and discouraging to the introduction of new and improved articles.

The admission is an unpleasant one to make, but it is well known to be warranted, however, that the way to railroad patronage for the dealers is too often through a system of gift making on the one side and favoritism or prejudice on the other. Complaints of this kind are heard often enough by inventors and manufacturers endeavoring to place their devices and goods upon the railroads. That some of these complaints are justly made is unquestionable, but at the same time it should be borne in mind that disappointed men, and especially those who have imagined that their inventions could demand a ready adoption, are prone to attribute to the injustice of others what they are loth to recognize as resulting from the imperfection of their own ideas and works.

The system of advertising for proposals for government supplies is a necessity, and its desirable features are easily recognized. Its workings may be defective, but its principle is sound, just, and business like. Our gigantic railroad organizations are consumers of such vast quantities of manufactured supplies that the system would seem to be more needed there even than in some of our public departments. The strong objections to the system in buying government supplies is, that taints of political influence are sometimes attributed to it, and that the manipulations of fraudulent contractors are too readily condoned or neglected. Neither of these conditions would be likely to obtain in a well managed railroad company. Even if the system is not considered an imperative need, owing to the confidence railroad purchasing agents generally merit and receive, yet a trial of it would do much toward securing for the railroads the best prices and goods, and for deserving dealers equitable and encouraging treatment.

Organization.

THE stockholders of the Utah and Northern Railway in Montana elected the following directors on the 18th inst: Sidney Dillon, S. H. H. Clark, Thomas L. Kimball, J. W. Garrett, A. J. Poppleton, Samuel Ward, and George W. Irwin.

AN organization of the Evansville, Jackson, and New Orleans Railroad Co. was effected in Henderson, Ind., on the 19th inst. R. G. Hervey, of the Evansville and Indianapolis Air Line, was elected president, and J. J. Morton secretary and treasurer.

AT a meeting of the stockholders of the Old Orchard and Ferry Beach Railroad on the 21st inst., the following directors were chosen: James T. Furber, of Lawrence; Dr. J. R. Nichols, of Haverhill; Amos Paul, of South Newmarket; M. G. Palmer and S. E. Spring, of Portland; George F. Calef and W. S. Dennett, of Saco.

AT the annual meeting of the stockholders of the Wolfboro' Railroad Co., held on the 11th inst., the following board of directors was chosen: William B. Bacon and Elijah B. Phillips, of Boston; Willard P. Phillips, of Salem, Mass.; Frank Jones, of Portsmouth, N. H.; John W. Sanborn, of Wakefield; John M. Brackett and Joseph L. Avery, of Wolfboro', N. H.

A CERTIFICATE of incorporation was filed in the office of the Secretary of State of Ohio on the 11th inst., of the Lima and Columbus Railway Co. Capital, $2,500,000. The incorporators are: Samuel Thomas, of Columbus; Calvin S. Brice, Charles M. Hayden, George H. Meily, and James B. Townsend, of Lima. The road is to pass through the counties of Allen, Auglaize, Hardin, Logan, Champaign, Union, Madison, and Franklin.

THE directors of the Cincinnati, Indianapolis, St. Louis, and Chicago Railroad Co., elected at Indianapolis, Ind., on the 25th inst., are: Geo. Bliss and C. P. Huntington, of New York; J. H. Devereux, Cleveland; R. R. Cable, Rock Island; Thomas A. Morris and Thomas H. Sharpe, Indianapolis; George Wilshire, Benj. Evans, L. Anderson, Charles W. West, George Hoadley, Samuel J. Broadwell, and M. E. Ingalls, Cincinnati. The directors elected M. E. Ingalls president, and continued all the other officers.

THE first meeting of the stockholders of the Portland and Rochester Railroad Co. was held at Portland, Maine, on the 18th inst., and the following board of directors was elected: Samuel E. Spring, Nathan Webb, William L. Putnam, Geo. P. Westcott, and Richard O. Conant, of Portland; E. B. Phillips, and Geo. C. Lord, of Boston; Stephen J. Young, of Brunswick; John A. Waterman, of Gorham. The board organized with the choice of Geo. P. Westcott as president; Wm. H. Conant, treasurer and clerk. The capital stock is $600,000. The necessary votes were passed accepting acts of the legislatures of Maine and New Hampshire.

THE Directors of the Cincinnati, New Orleans and Texas Pacific Railway Company (organized to operate the Cincinnati Southern Railroad under the lease to the Erlanger syndicate in connection with the Erlanger system of railroads in the South) are as follows: Frederick Wolffe, of Montgomery, Ala.; Charles A. Page, of New York city; John Scott, of Chattanooga, Tenn.; Theodore Cook, Alexander McDonald, William A. Goodman and Edgar M. Johnson, of Cincinnati, Ohio. The officers are: President, Theodore Cook; Vice-President and General Manager, John Scott; Secretary, George F. Doughty; Treasurer, H. H. Tatem; General Counsel, Edgar M. Johnson. The capital stock is $3,000,000, of which Frederick Wolffe subscribed for the syndicate $1,510,000.

THE Anderson, Lebanon and St. Louis Railroad Company and the Paris, Rockville and Northwestern Railroad Company filed articles of consolidation with the Secretary of State of Illinois on the 12th inst. The former company exists under the laws of Indiana, and has in process of construction a railroad from Anderson, Madison County, Ind., to the Illinois State line, in the direction of Paris, Ill. The latter company is organized under the Illinois law, and proposes to construct a road from Paris, Ill., to a point on the Indiana State line, in the direction of Montezuma, Ind. The name of the consolidated company is to be the Anderson, Lebanon and St. Louis Railroad Company, and its capital stock is $2,500,000. The principal office of the company is to be at Anderson, Indiana.

AT a meeting of the stockholders of the Ohio Railway Co. (a corporation formed by the consolidation of the Cleveland, Columbus, Cincinnati, and Indianapolis and the Cincinnati, Hamilton, and Dayton railroad companies), held in Cleveland on the 20th inst., the following board of directors was elected: W. H. Vanderbilt, C. Vanderbilt, Augustus Schell, James H. Rutter, A. G. Dulman, W. L. Scott, J. H. Devereux, Stephenson Burke, T. P. Handy, Amos Townsend, John Newell, M. E. Ingalls, John Carlisle. After the polls closed the directors of the Ohio Railrway Co. met and chose officers as follows: President, J. H. Devereux; secretary and treasurer, Geo. H. Russell; assistant secretary and treasurer, Geo. S. Russell; auditor, P. A. Hewitt; general manager, E. B. Thomas; traffic manager, O. B. Skinner; general freight agent, Lucien Hill. The only change is in the auditor, Hewitt succeeding A. Ely. Vice-president Stephenson Burke, assistant to President F. H. Short, with headquarters in Cincinnati; general passenger agent, A. J. Smith; paymaster, E. C. Sheldon; purchasing agent, J. L. Yale; executive committee, S. Burke, Amos Townsend, T. P. Handy, John Newell, J. H. Devereux. The terms of the directors are as follows: Amos Townsend, T. P. Handy, John Newell, M. E. Ingalls, one year; W. L. Scott, A. G. Dulman, S. Burke, John Carlisle, two years; W. H. Vanderbilt, C. Vanderbilt, J. H. Devereux, John A. Rutter, Augustus Schell, three years.

Personal.

R. G. Fleming has been appointed Superintendent of the Savannah, Florida and Western Railroad.

Jay Gould has been elected President of the St. Louis, Iron Mountain and Southern Railroad Company, vice H. G. Marquand resigned.

Col. L. N. Trammell, of Dalton, has been appointed a member of the Georgia Railroad Commission, in the place of Mr. Barrett, whose term of office has expired.

D. Tisdale of Simcoe, has been re-elected President and S. S. Fuller of Stratford Vice President of the Grand Trunk, Georgian Bay and Lake Erie Railway Company.

W. D. Washburn has been elected President, H. T. Wells Vice President, A. H. Bodey Treasurer, and M. P. Hawkins Secretary of the Minneapolis and St. Louis Railroad Company.

Francis C. Yarnell has been elected Vice President of the Lehigh Coal and Navigation Company. He is the oldest member of the board, has acted several times as president pro tem of the company, and cannot fail to be acceptable to the shareholders.

E. A. Touzalin, General Manager of the Burlington and Missouri River Railroad in Nebraska, has been elected first Vice President of the Chicago, Burlington and Quincy Railroad Company, with headquarters at Boston. James E. Peasley, Treasurer of the Chicago, Burlington and Quincy, was elected second Vice President, with headquarters at Chicago, and will continue to act as treasurer. L. J. Potter, present General Manager of the Chicago, Burlington and Quincy, east of the Missouri River, has been elected third Vice President and General Manager of all the Burlington lines east and west of the Missouri, including the new valley road.

At the session in Baltimore on the 22d inst. of the Convention of International Brotherhood of Locomotive Engineers, the following officers were elected: Mr. T. S. Ingraham, Cleveland, Ohio, (re-elected,) first grand Engineer for three years; Robert Thomas of St. Thomas, Province of Ontario, Canada, second grand Engineer; E. A. Stevens, of Boston, Mass., second grand Assistant Engineer, D. C. Hawton, of Tolara, California, third grand assistant Engineer; T. Tate, of Jackson, Tenn., grand Guide; G. W. Tyre, Indianapolis, Ind., grand Chaplain. The term of office of Mr. P. M. Arthur, grand Chief Engineer, who was elected in 1880, will not expire until 1883.

Interest and Dividends.

The Concord Railroad Corporation has declared a dividend of 5 per cent.

The Boston Equipment Company will pay a semi-annual dividend of 5 per cent.

The Lynn and Boston Railroad Company has declared a dividend of $4 per share.

The Manchester and Lawrence Railroad has declared a dividend of 5 per cent payable in November.

The Boston and Providence Railroad Corporation have declared a dividend of $4 per share, payable November 1.

The Oregon Railway and Navigation Company have declared a quarterly dividend of two per cent, payable November 1.

The Sunbury and Lewistown Railroad have declared a dividend of three per cent, payable October 25, at the Manufacturer's Bank, Philadelphia.

The Richmond and Danville Railroad Company has declared a dividend of 2 per cent on its stock, payable November 15, and announces it as a quarterly dividend.

The St. Louis, Jacksonville and Chicago Railroad Company have declared a semi-annual dividend of $3.50 on the common capital stock, payable November 1 to stockholders of record October 22.

Underground Railway.

At a meeting of the Commissioners appointed by the General Term of the Supreme Court to investigate and inquire as to the feasibility of the Underground Railway, held in the Special Term room of the Supreme Court on the 24th inst., Walter A. Morris, a civil engineer of the road, testified that he thought the plan feasible, and that it could be easily perfected without damage to the property along the line. The building of the road would cost one and two-third millions per mile. He had formed a knowledge of the route by examining, for the last six years, the excavations for the foundation of every new building erected. He remembers the erection of the buildings at Franklin street and Broadway, but did not remember one-half of the street caving in. He relied solely on his own investigations in regard to the nature of the soil. The water pipes will be supported by chains attached to beams running from curb to curb, the beams themselves to be supported by others. The gas pipes could be similarly supported. The paving-stones, when taken up, could be placed on the side streets.

The Commissioners then adjourned until the 29th inst., at half past ten.

Grand Trunk Railway of Canada.

The gross receipts of the Grand Trunk Railway of Canada for the month of August, 1881, were £178,841, the working expenses £136,843, and the net profit £41,998; for the month of August, 1880, the gross receipts were £185,065, the working expenses £127,139, and the net profit £57,926—showing a decrease in gross receipts of £6,224, with an increase in working expenses of £9,704, making a decrease in the net profit of £15,928. For the two months ending August 31, 1881, the gross receipts were £350,649, the working expenses £266,362, and the net profit £84,287; for the corresponding period of 1880 the gross receipts were £363,384, the working expenses £249,542, and the net profit £113,842—showing a decrease in gross receipts of £12,735, with an increase in working expenses of £16,820, making a decrease in the net profit of £29,555.

Great Western Railway of Canada.—The gross receipts of the Great Western Railway of Canada for the month of August, 1881, (excluding leased lines) were £75,329, the working expenses, including transfers to reserve funds, £57,740, and the net earnings, £17,589. For the month of August, 1881, the gross receipts were £81,801, the working expenses, etc., £53,528, and the net earnings £28,273—showing a decrease in earnings of £6,472, with an increase in expenses, etc., of £4,212, making the decrease in net earnings £10,684. The above is subject to interest on bonds.

New York, Chicago and St. Louis Railroad.

The New York, Chicago and St. Louis Railroad is rapidly being completed. Between Cleveland and Chicago they have 110 miles of track laid, and 100 miles graded which is ready for the iron; between Cleveland and Brocton 10 miles of the road has been ironed, and they have 100 miles graded and ready for iron. At the west end of the road track is being laid down at the rate of four miles per day. All along the line the bridge building is being pushed as rapidly as possible. From Brockton to Buffalo they have combined with the Buffalo, Pittsburg and Western, and this line will soon be ready for iron. It is expected that the entire road from Buffalo to Chicago will be in first-class running order by September, 1882, and the portion between Cleveland and Chicago, which is 20 miles shorter than the Lake Shore road, before that time, possibly by the first of next January. As to the branch from Chicago to St. Louis, nothing has been done aside from the securing of a portion of the right of way as far as the free bridge at East St. Louis, which is open to all railroads. No definite arrangements have yet been made in regard to an eastern connection at Buffalo, but as the company have exceedingly favorable propositions from several roads, they will have no trouble in this regard. This road has been a wonderful piece of railroad enterprise. It was first talked of in December, 1880, and in less than a year the entire right of way has been secured, and a large portion of the road graded and ironed. It is backed by ample capital, and is destined to be one of the most important lines in the country.—*Pittsburg Chronicle.*

Pennsylvania Railroad.

The statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for September, 1881, as compared with the same month in 1880, shows

An increase in gross earnings of	$87,463
An increase in expenses of	99,196
A decrease in net earnings of	$11,733

The nine months of 1881, as compared with the same period in 1880, show

An increase in gross earnings of	$2,624,629
An increase in expenses of	1,655,125
An increase in net earnings of	$969,504

All lines west of Pittsburg and Erie for the nine months of 1881 show a surplus over liabilities of $2,405,424, being a gain, as compared with the same period in 1880, of $398 859.

The Philadelphia and Baltimore Central and the West Chester and Philadelphia companies will be consolidated on the 31st inst. for convenience in keeping accounts.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending October 15, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad	185,603	6,827,096	5,995,896
Schuylkill Canal	11,155	474,465	398,497
Lehigh Valley	148,547	4,919,016	3,860,742
Delaware, Lackawanna and Western	90,417	3,303,490	2,684,486
Shamokin	.....	829,206	661,488
Central R. R. of New Jersey	95,492	3,400,621	2,848,794
United R. R. of New Jersey	34,990	1,213,128	873,805
Pennsylvania Coal	37,558	1,079,440	861,400
Delaware and Hudson Canal	70,807	2,783,039	2,292,877
Huntingdon and Broad Top Mountain	10,383	416,239	346,628
Penn. and New York	36,181	1,288,671	949,590
Clearfield, Pa	41,528	1,861,410	1,312,236

The total tonnage of anthracite coal from all the regions for the week ending Oct. 15, as reported by the several carrying companies, amounted to 652,084 tons, against 699,018 tons in the corresponding week last year, a decrease of 46,934 tons. The total amount of anthracite mined for the year is 21,851,611 tons, against 17,859,923 tons for the same period last year, an increase of 3,991,688 tons. The quantity of bituminous coal sent to market for the week amounted to 99,376 tons, against 80,200 tons in the corresponding week of last year, an increase of 19,176 tons. The total amount of bituminous mined for the year is 3,909,541 tons, against 3,413,394 tons for the corresponding period last year, an increase of 496,147 tons. The total tonnage of all kinds of coal for the week is 751,460 tons, against 779,218 tons in corresponding week last year, a decrease of 27,758 tons, and the total tonnage for the coal year is 25,761,152 tons, against 21,273,317 tons to same date last year, an increase of 4,487,835 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending October 15 was 182,233 tons, of which 139,759 tons were coal and 42,474 tons coke. The total tonnage for the year thus far has been 7,075,077 tons, of which 5,189,558 tons were coal and 1,885,519 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended October 15 were 55,188 tons, and for the year to that date 1,654,839 tons, a decrease of 31,169 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 34,207 tons; year, 1,061,195 tons; increase compared with 1880, 42,520 tons; Chesapeake and Ohio Canal—week, 15,415 tons; year, 360,675 tons; decrease compared with 1880, 136,203 tons. Pennsylvania Railroad—week, 5,403 tons; year, 221,364 tons; increase compared with 1880, 40,908 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 44,812 tons; year, 1,463,536 tons. George's Creek and Cumberland Railroad—week, 8,334 tons; year, 132,132 tons; Baltimore and Ohio Railroad—week, 1,760 tons; year, 52,430 tons. The Reading Railroad shipment for last week, ending October 22, was [illegible]00 tons, of which 41,000 tons were sent to and 42,500 tons shipped from Port Richmond, and 15,000 tons sent to and 17,500 tons shipped from Elizabethport.—*Phil. Ledger, Oct.* 24.

Commerce of New York.

The foreign imports at New York for the month of September were:

	1879.	1880.	1881.
Ent. for cons	$16,309,325	$17,495,330	$20,943,426
Do. for warehouseing	4,815,222	7,143,519	5,155,426
Free goods	9,139,245	10,162,197	10,625,657
Specie and bullion	27,482,179	18,850,020	10,274,030
Total ent. at port	$57,745,971	$53,651,066	$46,998,539
Withdrawn from warehouse	7,699,112	10,648,846	10,254,985

The foreign imports at New York for nine months from January 1 were:

	1879.	1880.	1881.
Ent. for cons	$117,239,777	$182,299,102	$169,506,853
Do. warehouse	53,699,602	93,292,898	66,828,705
Free goods	66,862,351	92,917,533	92,162,192
Specie and bullion	40,199,989	33,510,382	45,946,589
Total ent. at port	$278,001,719	$402,020,220	$374,444,339
Withdrawn from warehouse	50,287,507	68,428,532	74,859,701

The following is a classification of imports for nine months ending September 30:

	1879.	1880.	1881.
Dry goods	$72,146,732	$100,800,769	$87,840,285
General mdse	165,654,998	267,709,069	240,657,465
Specie	40,199,989	[33,510,382	45,946,589
Total	$278,001,719	$402,020,220	$374,444,339

The duties received at New York for the nine months ending with September were:

	1879.	1880.	1881.
Six months	$48,176,921 66	$71,038,523 16	$68,641,439 07
July	9,329,895 17	13,360,394 37	12,079,573 95
August	10,562,138 82	14,492,361 87	15,204,469 58
September	11,790,902 26	12,856,636 10	14,104,647 51
Total	$79,859,857 91	$111,747,915 50	$110,030,130 11

The exports from New York to foreign ports in the month of September were:

	1879.	1880.	1881.
Dom. produce	$35,774,116	$36,785,577	$32,637,408
For. free goods	73,729	172,919	522,244
Do. dutiable	349,125	518,595	389,057
Specie and bullion	515,261	244,765	973,492
Total exports	$36,712,231	$37,721,856	$34,522,201
Do. exclusive of specie	36,196,970	37,477,091	33,548,709

The exports from New York to foreign ports for nine months from January 1 were:

	1879.	1880.	1881.
Dom. produce	$249,824,861	$302,587,820	$275,727,505
For. free goods	1,634,381	1,947,027	6,342,504
Do. dutiable	3,421,789	3,555,295	4,417,674
Specie and bullion	12,991,579	5,824,776	9,341,480
Total exports	$267,872,610	$313,914,918	$295,829,163
Do. exclusive of specie	254,881,031	308,090,142	286,487,683

Railway Travel in Great Britain.

The development of travel by third class passengers in England, at one penny per mile, since its introduction by the Midland Railway Company in 1872, (since which time it has been adopted by all the othes companies in the kingdom) is exhibited by the fact that in the year above named, with a total of 372,450,023 passengers, 32,015,513 traveled first class, 64,963,939 second class, and 275,470,771 traveled third class. In 1876, of first class passengers there were pretty nearly 37,000,000, but of third class 380,191,868. In 1880, with a total of 540,669,175 passengers, the distribution was as follows: first class, 32,097,645, second class, 57,894,129; third class, 450,677,401. As to receipts from passengers, in 1872 it was £16,783,113; in 1876, £19,623,028, and last year, £20,341,096; the first class paying £3,250,190, and the third class £12,750,035. Comparing the miles of railroad with receipts per mile, whereas in 1872 it was £1,547 per mile, in 1880 it was £1,622. While, then, there has been moderate growth in the first and second passenger classes, the increase in the third class has been almost unparalleled. There is no reason to suppose that, with the additional increase of business, third class accommodations in England will not be made more comfortable. In fact, as has been remarked, "a traveler abroad must be either a fool or an American if he pays for a place in a first class car."

A New Spark Arrester.

A spark arrester recently placed in several locomotives of the Old Colony Railroad Company, is described by the Springfield (Mass.) Republican as follows: It is placed in the smoke-stack. A reservoir of the same diameter as the boiler is bolted securely on the boiler's head, and a partition separates it from the boiler flues. As the sparks and cinders come out of the flues from the fire-box they are immediately whirled into and up the smoke-stack by the draught. At the top of the stack is a wire netting and just below a cast-iron cone with sweeping base, whose peculiar shape diverts the sparks when they strike it, as they must do, into two large pipes that leads to the reservoir, in which they are deposited. All the sparks must go this way, and it is not possible for any of them to escape from the stack. At the bottom of the reservoir is a small chamber into which enters a blow-pipe and a water-jet, by which the sparks are blown out, through an adjustable pipe about three inches in diameter, into any receptacle provided.

Municipal Bonds.

An opinion was rendered at Indianapolis on the 12th inst. in the case of Thomas Hopper vs. the town of Covington, which involves the authority of municipalities to issue bonds and other commercial paper. The question was presented by a demurrer to the complaint in a suit to recover the value of certain interest coupons detached from certain bonds that were issued by the town of Covington. The coupons are in the ordinary form, and contain no recitals as to the circumstances under which the bonds were issued. The court held, that municipal corporations are created for local, governmental and administrative purposes, and not for business purposes; that they cannot issue bonds or other commercial securities without Legislative authority, either expressed or clearly implied, and then only in the manner and for the purposes provided by law. Municipal bonds not issued in pursuance of express Legislative authority and in the manner and for the purposes prescribed by such authority, possess none of the qualities of commercial paper. Municipal bonds which contain no recitals are not unimpeachable of bona fide holders for value, that is, they are not commercial paper. The holder of municipal bonds (which do not contain recitals as to the law and circumstances under which they were issued) is bound to know that they were issued under express Legislative authority and for certain purposes. He is also bound to inquire whether the conditions existed that authorized them to

be issued. Power to issue commercial paper is the exception and not the rule, and in the absence of such recitals as might preclude the municipality from impeaching the bonds in the hands of a bona fide holder, the plaintiff has no right of action unless he avers in his complaint that the bonds were issued in substantial compliance with the Legislative enactment and for a proper purpose.

Work on the De Lesseps Canal.

According to the New York *Times*, the officers of the De Lesseps Panama Canal have made considerable progress during the past season, contrary to common belief in this country. A satisfactory arrangement was not made with the Panama Railroad Company to carry the immense amount of material necessary to be taken into the interior, until last June, and therefore the time in which actual work could be done has been limited. The preliminary step was to clear out the undergrowth on the line of the canal. This has been successfully accomplished, and a path for the canal from 20 to 30 metres wide has been cut clear across the Isthmus. Steamsounding apparatus has been put up and the formation and nature of the soil ascertained, generally to the satisfaction of the officers. Work on the canal itself has begun. The company now has 200 cars, 12 locomotives, 2 pontoons, 2 steam cranes, 13 flat-boats, 2 dredges with change pieces, ribbon saws, rails, etc., a part of which is already at Colon and the remainder is on the way. The storehouses at Colon cover an area of 1,400 metres and are full. Five barges and two steamboats are plying upon the the Chagres River. Another steamboat at Panama is used for hydrographic surveys of the bay. The fears that the company would be unable to obtain a sufficient number of laborers are not likely to be realized. The adjoining provinces will furnish more men than can be employed.

A Canal-Boat Propelled by Air.

A CANAL-BOAT is now on exhibition in Boston, which the *Journal*, of that city, says is calculated to attract considerable attention.

It is called a pneumatic canal-boat, and was was built at Wiscasset, Maine, as devised by the owner, Mr. R. H. Tucker, of Boston, who claims to hold patents for its design in England and the United States. The specimen shown on Charles River, which is designed to be used on canals without injuring the banks, is a simple structure measuring 62 feet in length and 12 in width. It is 3 feet in depth and draws 17 inches of water. It is driven entirely by air, Root's blower No. 4 being used, the latter being operated by an eight-horse power engine. The air is forced down a central shaft to the bottom, where it is deflected, and, being confined between keels, passes backward and upward, escaping at the stern through an orifice 19 feet wide, so as to form a sort of an air wedge between the boat and the surface of the water. The force with which the air strikes the water is what propels it. The boat has a speed of 4 miles an hour, but requires a thirty-five-horse power engine to develop its full capabilities. The patentee claims a great advantage in doing away with the heavy machinery of screws and side-wheels, and believes that the contrivance gives full results in proportion to the power employed. It is also contrived for backing and steering by air propulsion. Owing to the slight disturbance which it causes to the water, it is thought to be very well adapted for work on canals, without injury to the sides.

Anthracite Coal Tonnage.

J. H Jones, accountant for all the anthracite coal carrying companies, makes the following statement of anthracite coal tonnage for the month of September, 1881, compared with the same period last year:

	Sept. 1881.	Sept. 1880.
Philadelphia and Reading Co.'s	665,066.06	769,551.16
Lehigh Valley Railroad	504,739.04	497,865.07
Central Railroad of New Jersey	360,608.07	457,632.05
Delaware, Lackawanna & Western Railroad	380,013.07	411,672,12
Delaware and Hudson Canal	292,378.14	306,498.13
Pennsylvania Railroad	196,698.04	208,061,01
Pennsylvania Coal Co	144,627.00	157,362.08
New York, Lake Erie and Western Railroad	43,293.01	33,833.18
Total	2,588,219.03	2,842,478.00

—showing a decrease for the month of 254,258 17. The stock of coal on hand at tide water shipping points, September 30, 1881, was 613,-958 tons, against 652,943 tons at the same time last month.

THE stockholders of the Tehuantepec Inter-Ocean Railroad, of which Edward Learned is president, met at Pittsfield, Mass., on the 20th inst., and listened to a favorable report of the progress of the work. Forty miles of road will be completed from the northern terminus at Coatzacoalcos by December, and several miles are graded from the southwestern harbor at Chipequa, on the Pacific coast. The money provided amounts to $1,870,000, $1,539,282 being paid in. The prospects for completing the entire line and harbors within two years are excellent.

THE probabilities are that a through line will be built from the Adirondack Railroad at Luzerne, by the way of Lake George, to the Vermont Central Railroad at Addison Junction. A company has already been chartered to construct a road from the latter point to Lake George.

THE Kansas City and Southern and the Iron Mountain and Helena railroad companies have consolidated, and will at once proceed to build a line from Kansas City to Helena, Ark., sixty miles below Memphis, Tenn.

THE Green Bay and Minnesota Railroad has recently passed into the hands of the Green Bay, Winona, and St. Paul Railroad Co., and will hereafter be known by that name.

THE track of the Missouri Pacific Railroad is laid four miles south of Hillsboro, and is expected to reach Waco, Texas, by the 15th of November.

THE gauge of the Toronto, Grey, and Bruce Railway will be changed on the 12th of November.

ENGINEER POLKE and his party are within 12 miles of Shreveport, La., locating the line of the Vicksburg, Shreveport, and Pacific Railway.

The Inman Steamer City of Rome.

The Inman Line steamer City of Rome reached her wharf in this city on Tuesday last at 11 A. M., after her first trip across the ocean, having been detained below on account of the fog since 9 o'clock on Monday night. The passage was made under very unfavorable circumstances, being subjected to frequent stoppages owing to the breaking of a turning wheel of one of the engines, the heating of one of the pistons, and also of the bearings, and the breaking of the steering gear; while throughout almost the entire voyage she encountered severe gales.

The trip seems to have fully tested her seaworthiness. The passage from Queenstown to this port was made in 8 days and 22 hours, notwithstanding the fact that her machinery was not in perfect working order, and the additional fact that she was only put to three-quarters speed in consequence of the gales. She is the largest vessel at present engaged in the transatlantic trade. She is 546 feet in length. Her displacement, at 26 feet mean draught, is 13,500 tons, so that she has a dead weight carrying power of 5,500 tons. The cubical contents of her hold give her a measurement capacity of 7,720 tons at 50 cubic feet to the ton. Her stern frame, or post, is the largest single forging ever made for such a purpose, the finishing weight being estimated at not less than thirty-three tons. She brought 256 cabin, 1,176 steerage passengers. Her officers and men number nearly two hundred. She is commanded by Commodore James Kennedy, who has been in the employ of the Company since 1853, during which time he has made 494 trips across the ocean, in the accomplishment of which he has traveled not less than 1,482,000 miles. The City of Rome leaves again on her return trip to Liverpool to-day.

THE Groove Track Pavement Company have petitioned the Board of Aldermen for permission to revolutionize travel and traffic on Broadway. They propose to lay down on that street five sets of grooved tracks gauged to any size of vehicle, and guarantee to keep the street free from ice and snow in Winter and dirt and dust in Summer, and in return they ask the privilege of transporting passengers in their own vehicles for a five cent fare, or of making a pro rata arrangement with omnibus or car lines. The scheme looks very specious on its surface, but it has the appearance of placing our great thoroughfare under the control of a single corporation and of imposing a tax upon cartage and the movement of freight through the city. No private company should be permitted to control Broadway from curb to curb. The city itself can do all that is necessary toward securing the orderly passage of vehicles.

BROWNSVILLE, Baltimore, Boston, New York, New Orleans and Philadelphia have been designated as ports from which imported merchandise may be shipped in bond in transit through the United States to Mexico by routes prescribed from time to time by the Treasury Department.

THE Flushing and Northside Railroad sold at Hunter's Point, L. I., under a foreclosure, on the 22d inst. It was bought in by John W. Lawrence for $50,000.

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Oct. 26.

	Th.20.	F.21.	Sat.22.	M..24	Tu.25.	W.25.
Adams Express	.....	145	145	.....	146	146½
Albany and Susq.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
American Express	93	95	95	.....	96	97½
Atlantic & Pac. Tel.	.....	.....	.....	.....	.....	.....
Burl., C. R. & Nor.	.....	79	78	.....	.....	.....
1st mortgage 5s	100½	.....	101	.....	100	100½
Canada Southern	59	58⅞	59¼	50	59	60¼
1st mortgage guar	99	99	.....	99	99	99
Central of N. Jersey	93⅞	93¾	94⅞	96½	95½	96
1st mort. 1890	.....	.....	.....	.....	.....	.....
7s, consol. ass	114	.....	114	114¼	.....	114¼
7s, convertible ass.	.....	.....	.....	.....	.....	.....
7s, Income	.....	.....	.....	.....	.....	.....
Adjustment	.....	109	.....	.....	.....	.....
Central Pacific	94	.....	94½	94⅜	93½	95
6s, gold	115	.....	.....	115¼	116	.....
1st M. (San Joaq)	.....	.....	.....	107	.....	.....
1st M. (Cal. & Or.)	.....	.....	.....	.....	.....	.....
Land grant 6s	.....	.....	.....	.....	105	.....
Chesapeake & Ohio.	27¾	.....	28¼	28	28¾	.....
Chicago and Alton.	128⅜	129	.....	129¼	129	129¼
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund	.....	.....	.....	.....	.....	113½
Chi., Bur. & Quincy	136⅛	136½	137	136¾	136	136⅞
7s, Consol. 1903	130	.....	.....	131	131	131
Chi., Mil. & St. Paul	108⅜	108	108¾	108¾	107¾	108¾
Preferred	.....	121¼	121	.....	.....	120
1st mortgage, 8s	.....	.....	.....	.....	.....	.....
2d mort., 7 3-10s	.....	.....	.....	.....	.....	.....
7s, gold	120	.....	.....	.....	.....	.....
1st M. (La. C. div)	.....	.....	.....	.....	.....	.....
1st M. I. & M. div.)	.....	.....	.....	.....	.....	.....
1st M. (I. & D. ext.)	120	.....	.....	.....	.....	.....
1st M. (H.&D. div.)	.....	.....	.....	.....	.....	.....
1st M. (C. & M. div.)	.....	.....	.....	.....	.....	.....
Consolidated 8. F.	120	.....	.....	.....	.....	.....
Chi. & Northwestern	123½	123¼	124	124¼	123⅛	124¾
Preferred	132½	132	.....	134	135	134¾
1st mortgage	.....	.....	107	.....	.....	.....
Sinking Fund 6s	.....	.....	.....	.....	107	.....
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. Gold bo'ds	.....	.....	.....	.....	124	.....
Do. reg	.....	.....	.....	.....	.....	.....
Chi., R. Isl. & Pac.	.....	134¼	.....	135	134⅛	.....
6s, 1917, c	.....	124⅛	125	125	.....	125⅛
Clev., Col., Cin. & Ind.	92½	93¾	93½	94¾	94	94
1st mortgage	.....	125	.....	.....	.....	.....
Clev. & Pittsburg gr.	.....	.....	.....	138	.....	137¾ 137¾
7s, Consolidated	.....	.....	.....	.....	129	.....
4th mortgage	.....	.....	.....	.....	.....	.....
Col., Chi. & Ind. Cent.	20¾	21	.....	21¼	21	21⅝
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Del. & Hud Canal.	108½	108⅜	109⅝	110	109½	109⅞
Reg. 7s, 1891	.....	.....	.....	.....	117½	.....
Reg. 7s, 1884	.....	107¾	.....	.....	.....	.....
7s, 1894	.....	.....	.....	.....	.....	.....
Del., Lack. & Western	125⅝	126½	128	127⅝	127¼	127⅜
2d mortgage 7s	.....	.....	.....	.....	.....	.....
7s, Consol. 1907	.....	126	.....	.....	.....	.....
Erie Railway	.....	.....	.....	.....	.....	.....
1s mortgage	.....	.....	.....	.....	.....	.....
2d mort. 5s, ext.	.....	.....	.....	.....	.....	105½
3d mortgage	.....	.....	.....	105½	.....	.....
4th mort. 5s, ext.	.....	.....	.....	106½	.....	.....
5th mortgage	.....	.....	.....	.....	.....	.....
7s, Consol. gold	.....	128	127	.....	.....	127¼
Great West. 1st mort	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	112	112¼
Hannibal & St. Jo.	96½	96½	96½	96½	95¾	96
Preferred	111⅞	112⅜	113⅛	113	113¼	113
8s, Convertible	108	.....	107	.....	.....	.....
Houston & Tex. Cen	90½	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	110
Illinois Central	130	130	129¼	130½	.....	130
LakeShore & MichSo	118⅝	118⅝	119¼	119⅛	119⅜	121⅝
Consol. 7s	.....	127	.....	.....	.....	.....
Consol. 7s, reg	.....	.....	.....	.....	.....	.....
2d Consolidated	.....	.....	.....	.....	.....	.....
Leh. & W. B. 7s, Con	.....	118½	.....	.....	.....	.....
Long Dock bonds	.....	.....	.....	.....	.....	.....
Louisville & Nash.	93¼	93	94	94½	94	95
7s, Consolidated	.....	.....	.....	.....	.....	.....
Manhattan	44⅛	49	52½	54⅛	53¼	53⅝
Met. Elevated	87¾	86	83⅝	90¼	88¾	92
1st mortgage	99⅞	100⅛	.....	100⅜	100¾	101
Mic gan Central	89	88½	89¼	89¾	89⅜	91⅝
7s, 1902	124½	124⅛	124⅛	.....	.....	.....
M. S. & N. I. 1st, S. F	.....	.....	111½	.....	.....	112
Morris & Essex	122½	.....	125	125	125	126
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	115	.....	.....	.....	118	.....
7s of 1871	.....	.....	.....	.....	.....	.....
7s, Convertible	.....	.....	.....	.....	.....	.....
7s, Consolidated	.....	.....	124½	124½	.....	.....
N.Y. Cen. & Hud. R.	136¾	136¼	137⅛	137⅜	137⅛	139¾
6s, S. F., 1883	.....	.....	.....	.....	.....	.....
6s, S. F., 1887	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg.	.....	.....	.....	.....	.....	.....
N. Y. Elevated	110	109	109¼	110¾	110	108⅝
1st mortgage	117	.....	117	116½	.....	117
N. Y. & Harlem	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg	.....	.....	.....	.....	.....	.....
N. Y., Lake Erie & W	43⅞	43⅝	44¼	43⅞	43⅛	44¾
Preferred	.....	.....	88	88½	88	87¾
2d Consolidated	102½	102⅜	103	102¾	102¼	102⅝
New 2d 5s fund	.....	.....	.....	.....	.....	.....
N.Y.,N.Hav'n&Hart	.....	.....	.....	.....	.....	.....
North Mo. 1st mort	.....	.....	.....	.....	122	.....
Northern Pacific	37½	38⅛	38⅛	38⅛	38	38
Preferred	78	78⅜	78⅛	78⅝	78¼	78⅞
Ohio & Mississippi.	41¼	41⅜	41⅜	40⅛	41⅛	42¼
Preferred	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	124	.....	.....	.....
Consolidated 7s	.....	118	.....	.....	118	.....
Consol. S. Fund	.....	.....	.....	.....	118	118
Pacific Mail S. S. Co	50	49⅞	50⅛	49⅛	49⅛	49⅛
Pacific R. R. of Mo.	.....	.....	.....	.....	.....	.....
1st mortgage	106¾	107½	106¾	.....	107	106¾
2d mortgage	.....	.....	114	.....	.....	.....
Panama	.....	.....	.....	.....	.....	.....
Phila. & Reading	67¼	66¼	67¼	67⅛	66¾	67¼
Pitts, Ft. W. & Chi. gtd	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
3d mortgage	.....	.....	.....	.....	.....	.....
Pullman Palace Car	.....	128	.....	.....	.....	132
Quicksil'r Min'g Co	.....	.....	.....	13½	13⅛	13⅛
Preferred	.....	.....	58	.....	59	60
St. Louis & San Fran	.....	.....	43¼	43¼	43¾	44⅞
Preferred	68¾	69⅞	69	.....	67½	69
1st Preferred	.....	106	105¼	106	105½	.....
St. L., Alt'n & T. H.	53	60	59	56	55	57
Preferred	.....	97	.....	93	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mort. pref	.....	.....	110	.....	.....	.....
Income bonds	.....	.....	.....	.....	.....	.....
St. L., Iron Mt. & S	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	117
2d mortgage	.....	.....	111½	112	.....	113
Toledo and Wabash	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	109	.....	110	.....
2d mortgage	.....	.....	111¾	.....	.....	.....
7s, Consolidated	109	.....	.....	.....	.....	.....
St. Louis Division	.....	107½	.....	.....	.....	.....
Union Pacific	119⅛	118⅞	119½	119¼	119½	120⅝
1st mortgage	116½	116½	116½	116½	.....	116½
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	.....	.....	121	.....	.....	122
United States Ex	72	72	72	.....	74¾	75¼
Wabash, St. L. & Pac	48¼	48¼	48⅞	48⅜	48¼	49⅝
Preferred	88x	87¾	88⅜	87½	87⅝	88⅝
New mort. 7s	.....	.....	.....	.....	.....	.....
Wells-Fargo Ex	134	.....	.....	134	135	.....
Western Pacific b'ds	.....	111	.....	.....	110	.....
Western Union Tel.	85¾	86	86¼	86⅜	86⅛	87½
7s, S.F. conv., 1900	.....	.....	.....	119½	.....	.....
FEDERAL STOCKS :—						
U. S. 4s, 1907, reg	.....	.....	.....	116	116	.....
U. S. 4s, 1907, coup	115⅜	116	116	116¼	.....	.....
U. S. 4½s, 1891, reg	.....	.....	.....	.....	113⅜	113
U. S. 4½s, 1891, coup	.....	113	.....	.....	.....	.....
U. S. 5s, 1881, reg	100¾	101¼	101⅛	101⅜	101¼	101⅛
U. S. 5s, cont'd at 3½	.....	.....	.....	.....	.....	.....
U. S. 6s cont'd at 3½	.....	.....	100⅜	101	101⅛	.....
Dt. of Col. 3-65s, reg	.....	.....	.....	.....	.....	.....
Dt. of Col. 3-65s, coup	.....	.....	.....	.....	.....	.....

Boston Stock Exchange.

Prices for the Week Ending Oct. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26.
Atch., Top. & San. Fe.	145	146	145	140xr	139¾	139½
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Boston & Albany	166	166	.....	166	166	.....
7s reg	.....	116½	.....	.....	.....	.....
Boston and Lowell.	112	.....	.....	.....	.....	110
Boston & Maine	.....	.....	154	.....	155	155
Boston & Providence	.....	162x	.....	.....	.....	.....
Bos'n, Hart. & Erie 7s	68½	69⅞	68¾	69½	67¾	68½
Burl. & Mo. R. L. G. 7s	.....	.....	.....	.....	.....	.....
Burl. & Mo. R. in Neb	.....	.....	.....	.....	.....	.....
6s, exempt	.....	.....	.....	.....	.....	.....
4s	.....	.....	.....	.....	.....	.....
Chi., Burl. & Quincy	155¾	137xr	136½	136	136	136¾
7s	.....	.....	.....	.....	.....	.....
Cin., Sand. & Clev ($50)	25¼	26	25¾	25	24¼	23½
Concord ($50)	.....	.....	.....	.....	.....	.....
Connecticut River	.....	.....	.....	.....	.....	.....
Eastern	.....	.....	45¾	45½	45	.....
New 4½ Bonds	.....	.....	111	.....	.....	.....
Fitchburg	150	.....	.....	.....	.....	.....
Kan. C., Top. & West	.....	.....	.....	.....	.....	.....
Michigan Central	.....	.....	.....	.....	.....	.....
N.Y. & New England	67	.....	67¼	.....	67¼	68
7s	.....	.....	116¾	116⅝	116½	116½
Northern N. H.	.....	.....	.....	.....	.....	.....
Norwich & Worcester	.....	.....	.....	.....	.....	.....
Ogden & Lake Cham	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Old Colony	129½	.....	129½	129½	130	.....
Ph., Wil. & Balt. ($40)	.....	.....	.....	.....	.....	.....
Portl'd, Saco & Ports	.....	.....	.....	.....	.....	.....
Pueblo & Ark Val	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	118¾	.....	118
Pullman Palace Car	.....	.....	.....	.....	128	130
Union Pacific	.....	.....	120	.....	.....	.....
6s	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	.....	.....	.....	.....	.....	122
Vermont & Canada	.....	.....	.....	.....	.....	.....
Vermont & Mass	.....	.....	.....	.....	.....	.....
Worcester & Nashua	66	63	62	63	.....	.....
Cambridge (Horse)	.....	.....	.....	125	.....	.....
Metropolitan (Horse)	.....	.....	.....	.....	.....	.....
Middlesex (Horse)	.....	.....	.....	.....	.....	.....
Cal. & Hecla Min'g Co	217	217½	216	216	217½	218
Quincy	.....	39½	39½	39½	39	39½

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Oct. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Th.25.
Allegh'y Val. 7 3-10s	.....	.....	.....	.....	.....	.....
7s, Income	53½	53½	53¼	.....	53½	53½
Camd'n & Am. 6s, '83	.....	.....	.....	.....	103½	.....
6s, 1889	.....	.....	.....	.....	.....	.....
Mort. 6s, 1889	115¾	.....	.....	.....	.....	.....
Camden & Atlantic	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Catawissa	.....	.....	.....	18	.....	.....
Preferred	.....	.....	55¼	.....	.....	.....
7s, new	.....	.....	120	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	.....	.....
Elmira & Williamsp't	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Hunt. & B. Top Mt.	14¾	.....	15	15	.....	14½
Preferred	29¼	29⅛	29⅛	29⅛	29⅜	29
2d mortgage	.....	.....	.....	.....	.....	.....
Lehigh Navigation	45¾	46⅜	46⅛	47⅛	46⅞	46⅞
6s, 1884	106	.....	.....	.....	.....	106
Gold Loan	.....	.....	110¾	111	.....	.....
Railroad Loan	.....	117	.....	.....	.....	.....
Conv. Gold Loan	.....	.....	.....	.....	.....	.....
Consol. Mort, 7s	.....	.....	118	118	.....	.....
Lehigh Valley	60½	60½	60½	60½	60½	60¼
1st mort. 6s, coup	.....	.....	.....	.....	.....	.....
1st mort. 6s, reg	.....	.....	.....	.....	.....	.....
2d mort. 7s	.....	.....	.....	.....	.....	.....
Consol mort. 6s	.....	.....	.....	.....	.....	.....
Consol. mtg. 6s, reg	.....	.....	.....	.....	.....	.....
Little Schuylkill	.....	.....	56½	.....	.....	56
Minehill & Sch. Hav'n	.....	.....	.....	.....	.....	.....
North Pennsylvania	.....	.....	.....	60	.....	59¾
1st mortgage 6s	.....	.....	.....	106	.....	.....
2d mortgage 7s	120	.....	.....	.....	.....	.....
Genl. mtg. 7s, coup	.....	.....	.....	.....	.....	.....
Genl. mtg. 7s, reg	.....	.....	.....	.....	.....	.....
Northern Central	.....	51¼	.....	51	.....	.....
5s	.....	99⅛	99¾	.....	.....	.....
Northern Pacific	37¾	38	38	38⅛	38⅛	37⅞
Preferred	77⅜	78⅜	78¼	78⅜	78⅜	78⅝
Pennsylvania R. R.	64¾	65¼	65	65⅜	65¼	65¼
1st mortgage	.....	.....	.....	.....	.....	.....
Gen'l mort	.....	.....	.....	.....	121	121½
Gen'l mort reg.	.....	.....	.....	.....	.....	.....
Consol. mort. 6s	.....	.....	.....	.....	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Pa. State 6s 2d series	.....	.....	.....	.....	.....	.....
do 3d series	.....	.....	101½	.....	.....	.....
do 5s, new	.....	.....	.....	118	.....	118
do 3s	.....	.....	.....	.....	.....	.....
Phila. & Reading	33¼	33½	33⅛	33⅛	33¾	.....
1st mortgage 6s	.....	.....	.....	.....	.....	.....
7s of 1893	.....	.....	.....	.....	.....	.....
7s, new convert	.....	.....	.....	.....	.....	.....
Consol. mort. 7s	.....	123¼	.....	.....	123½	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Gen'l mort. 6s	94¾	94	94¼	.....	94½	94½
Philadelphia & Erie	.....	.....	.....	.....	.....	.....
1st mortgage 5s	.....	.....	.....	.....	.....	105½
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Pittsb., Cin. & St. L. 7s	119½	.....	.....	.....	119½	.....
Pitts., Titusv. & Buff.	20⅞	20⅞	21	21¼	21¼	21½
7s	.....	119½	.....	.....	.....	96½
Schuylkill Navi't'n	.....	.....	.....	.....	.....	.....
Preferred	13	13	13	13¼	13¼	13¼
6s, 1872	.....	.....	107	.....	.....	.....
6s, 1882	.....	.....	.....	.....	.....	.....
United Co. of N. J.	185	185	185	.....	185	.....
Hestonville, (Horse)	.....	.....	.....	.....	.....	20⅛
Chestnut & Wal. (do)	.....	.....	.....	.....	.....	.....
Green & Coates (do)	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the Week Ending Oct. 25.

	W. 19.	Th. 20	F. 21.	Sat. 22.	M. 24.	Tu. 25.
Baltimore & Ohio..	195	.....	190x	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	.....	.....	.....	.....	.....
Central Ohio ($50)..	.....	.....	.....	.....	.....	.....
1st mortgage.....	108¼	.....	.....	108¼	.....	108
Marietta & Cincin'ti	.....	.....	.....	.....	.....	.....
1st mortgage, 7s..	124	.....	124	.....	.....	124
2d mortgage, 7s..	.....	90¾	96	95½	94½	93⅝
3d mortgage, 8s..	48¼	49⅛	51¼	49¾	49¼	49
Northern Cen. ($50)	50	.....	.....	.....	.....	.....
2d mort., 6s 1885..	.....	108	.....	.....	.....	.....
3d mort., 6s, 1900.	.....	.....	.....	.....	.....	.....
6s, 1900, gold.....	.....	114	.....	114	.....	.....
6s, 1904, gold.....	.....	112	.....	.....	.....	.....
Orange & Alex. 1st.	.....	.....	.....	.....	.....	.....
2d mortgage, 6s...	.....	.....	.....	.....	.....	.....
3d mortgage, 8s...	.....	.....	.....	.....	.....	.....
4th mortgage, 8s..	.....	.....	.....	.....	.....	.....
O., Alex. & Manas's 7s	.....	.....	.....	.....	.....	.....
Pitts. & Connellsv. 7s	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.	.....	80⅛	.....	.....	.....	80⅛
Consol. coupons..	92¾	92¾	92¾	93	93¼	93¼
10-40 bonds.....	52	.....	.....	.....	.....	52
Def'd Certificates.	.....	.....	.....	.....	.....	.....
Western Maryland..	.....	15¼	.....	.....	.....	.....
1st M., end. by Balt	.....	.....	.....	.....	.....	.....
2d M., do .	.....	.....	.....	.....	.....	.....
3d M., do .	.....	.....	.....	.....	.....	.....
1st M., unendors'd	.....	110	.....	.....	110½	.....
2d M., end. WashCo	.....	.....	.....	.....	.....	.....
2d M., preferred..	.....	.....	.....	.....	.....	.....
City Passenger R R.	.....	.....	.....	.....	.....	.....

London Stock Exchange.

	Closing Prices Oct. 14.		Oct. 7.	
Baltimore & Ohio (sterling).....	113	115	113	115
Cairo & Viencennes com. stock	50	52	50	52
Do. preferred 5 per cent.....	91	93	92	94
Central of N. J. $100 share.....	93	98	96	100
Do. Cons. Mortgage.....	116	118	116	118
Do. Adjustment Bonds.....	104	109	107	112
Do. Income Bonds.....	103	107	102	106
Det., G'd Haven & Mil. Equip bds	114	116	114	116
Do. Con. M. 5p.c., till '83 aft'r 6p.c	109	111	109	111
Illinois Central $100 shares.....	135	137	133	135
Lehigh Valley Cons. mortgage..	118	122	118	122
Louisville & Nashville mort 6s.	110	112	110	112
Do. Sink. Fund bds (S. & N. Ala)	105	107	105	107
Do. capital stock $100 shares.	96	98	96	98
N. Y. Cent. & Hud. R. mt. bds..	137	140	137	140
Do. $100 shares.....	143	145	143	144
Do mort. bonds (stg.).....	123	125	122	124
N. Y., Lake Erie & West., $100 shs	46½	47	44¾	45¼
Do. 6 p. c. pref. $100 shares ..	91	93	89	91
Do. 1st Con. Mort. bds (Erie) .	130	132	130	132
Do. do. Funded Coupon bds.	123	125	125	128
Do. 2d Consol Mort. bonds...	106	108	105	107
Do. do. Funded Coupon bds..	103	105	103	105
Do. Gold Incomc bonds.....	90	95	90	95
N. Y., Pa. & Ohio 1st mort. bonds.	54½	55	54	55
Do. Prior Lien bds (sterling)..	103	108	105	110
Pennsylvania, $50 shares.....	67	68	66½	67½
Do. Con. Sink Fund Mort....	120	122	121	123
Philadelphia & Reading $50 shs	34½	35	34½	35½
General Consol Mortgage.....	116	118	116	118
Do. Improvement Mortgage..	104	106	104	106
Do. Gen. Mtg. '74, ex-def'd coup.	99	101	99	101
Do. Scrip for the 6 def. ½ coup.	94	98	94	98
Pittsb., Ft. W. & Chi. Eq. bds....	105	109	105	109
St. L. Bridge 1st mort. gold b'd.	126	128	126	128
Do. 1st pref. stock.....	103	106	103	106
Union Pa. Land Grant 1st. mtg.	115	119	115	119

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Oct. 27, 1881.

In the morning call loans were 4 to 6 per cent; in the afternoon, 5 per cent and at the close, 4 per cent. The money market was easy throughout the day. The Bank of Belgium has raised its rate of discount to 5½ per cent. The posted discount rates of the Bank of England remains at 5 per cent.

The actual rates for sterling exchange were 4.80½@4.81 and 4.84½@4.85, with cables 4.85½@4.86 and prime commercial 4.79@¼. The actual rates for Continental exchange are as follows: francs, 5.26⅞@5.26¼ and 5.21⅞@5.21¼, marks, 94@⅛ and 94⅛@95, and guilders, 39⅝@¾ and 40.

The Secretary of the Treasury issued on the 20th inst. a circular to the effect that until further notice the remainder of the $20,000,000 of the 3½ per cent bonds embraced in the 105th call would be paid upon presentation of the same to the Department at Washington, with interest accrued thereon to date of presentation. The amount of these bonds outstanding at the date of the above notice was about $13,000,000. The bonds should be assigned to the "Secretary of the Treasury for redemption," and should be addressed to the "Secretary of the Treasury, Loan Division, Washington, D. C."

Under the order issued by the Secretary of the Treasury on the 1st inst., $2,000,000 of bonds were purchased by the Government on Monday last. The amount offered was $3,417,200.

The Commissioners of the Sinking Fund on the 21st inst. passed the required resolution authorizing the Controller to pay off $2,497,000 of the City debt, which falls due on the 1st of November.

A statement has been prepared at the Treasury Department, Washington, showing that the total amount of the five per cent (continued) bonds of the funded loan of 1881 is $401,490,000, of which $22,022,550 are held abroad, $182,355,750 by national banks, and $197,111,700 by other persons in the United States. The interest from August 12 on these bonds will fall due November 1, and will amount to about $3,100,000. Checks for the payment of the interest will be mailed by Treasurer Gilfillan on the last day of October.

According to a statement just completed at the Census Bureau at Washington of the State, county and municipal debts of Missouri, it appears that the State bonded debt was $16,258,000: county debt, $11,760,493; floating county debt, $274,410; gross county debt, $12,035,903; sinking-fund, $112,901; net county debt, $11,923,312; school district debt, $718,784; debt of cities of 7,500 inhabitants and over, $26,146,449; floating, $1,483,418: gross debt of these cities, $27,629,867; sinking-fund, $534,309; net debt of these cities, $27,095,558; debt of cities and towns of less than 7,500 inhabitants, $1,280,059; floating, $189,767; gross, $1,469,826; sinking-fund, $35,158; net debt of these cities and towns, $1,434,668; total bonded debt, $55,446,000; floating, $2,666,880; gross debt, $58,112,880, sinking-funds, $681,558; net debt, $57,431,322.

The report of the Director of the Mint of the production of gold and silver in the United States for the year 1880, shows that the estimated production of $36,000,000 in gold has been sustained, and that the value of the silver produced during 1880, namely, $39,260,000, exceeds the estimate of the Director by $1,500,000. The silver bullion purchased during the fiscal year for coinage amounted to 24,262,571 standard ounces, worth at its coining value $28,232,810; and the deposit of silver coin and bullion not of domestic production was $2,507,766, of which probably $2,000,000 was purchased and used.

The Committee on Securities of the Philadelphia Stock Exchange has decided not to list hereafter the stocks of any mining companies which do not have at least $10,000 in the treasury.

The Supreme Court of New Jersey has restrained the Central Railroad Company of New Jersey from paying interest on its Income bonds on the 1st of November, on the ground that the floating debt is yet unprovided for.

A mortgage was executed on the 19th inst. by the Erlanger syndicate to the Trustees of the Cincinnati Southern Railroad, to secure them in their rental. All the rolling stock, valued at $2,000,000, is mortgaged.

On the 1st of March, 1869, the interest charge on the public debt of the United States was $126,389,550, and on the 1st of March, 1873, $101,569,527, an average monthly reduction of $501,700. On the 1st of March, 1877, the interest charge was $94,403,645, an average monthly reduction of $149,289. On the 1st of March, 1881, the interest charge was $76,845,937, an average monthly reduction of $365,785. October 18, 1881, the interest charge was $61,052,177, the average monthly reduction of $1,974,219.

The closing quotations on Thursday were: Adams Express, 146@148; American Express, 97@98; American District Telegraph, 50@58; Chicago, Burlington and Quincy, 136½@136¾; Canada Southern, 66¾@67; Chicago and Northwestern, 124@124½; do. pref., 135@136; Chicago and Alton, 129½@130; Central of New Jersey, 95¾@95⅞; Chicago and Rock Island, 134@135; Central Pacific, 94½@94⅝; Chicago, Milwaukee and St. Paul, 108⅛@108⅜; do. pref., 120½@122; Chicago, St. Louis and New Orleans, 77@79; Cleveland, Columbus, Cincinnati and Indianapolis, 93½@94; Columbus, Chicago and Indiana Central, 21@21½; Delaware and Hudson Canal, 109@109¼; Delaware, Lackawanna and Western, 126½@126⅝; Hannibal and St. Joseph, 95½@96½; do. pref., 112¾@113¼; Illinois Central, 130@130½; Lake Erie and Western, 47½@47⅝; Lake Shore and Michigan Southern, 121⅜@121½; Metropolitan Elevated, 91@91½; Manhattan Elevated, 53½@53¾; Michigan Central, 92½@92⅝; New York Elevated, 109@109½; New York, Lake Erie and Western, 44⅛@44½; do. pref., 87@88; New York Central and Hudson River, 139⅛@139⅜; Ohio and Mississippi, 41¾@41⅞; Ohio Southern, 21@22; Ohio Central, 27½@27⅝; Pacific Mail, 48¾@48⅞; Union Pacific, 120⅛@129⅜; United States Express, 75@76; Wells-Fargo Express, 134@136; Western Union Telegraph, 87½@87¾; Wabash, St. Louis and Pacific, 48¼@48½; do. pref., 88½@88⅝.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Colorado and Pacific 1st, 101; American Dock and Improvement bonds, 135; Boston and New York Air Line, 27; Buffalo, New York and Erie 1st, 1916, 126; Buffalo and Erie 7s, new, 126; Columbus, Chicago and Indiana Central Income, 73½; Chesapeake and Ohio 1st pref., 40½; do. 2d pref., 30⅝; do. 1st, series B, 85¼; do. cur. int., 56; Chicago, St. Paul, Minneapolis and Omaha, 41¾; do. pref., 102½; do. consol., 103½; Cedar Falls and Minnesota, 24½; Chicago, Milwaukee and St. Paul 1st, Southern Minnesota div., 106¾; do. Chicago and Pacific div., 109; do. La C. and Dav. div., 96; do. Southwestern div., 103¾; Central Iowa 1st, 115; Cairo and Fulton

1st, 110⅞; Cleveland, Columbus, Cincinnati and Indianapolis 1st consol., 72½; Dubuque and Sioux City, 83; Denver and Rio Grande, 83⅜; do. 1st, 116½; do. 1st consol., 107½; Denver, South Park and Pacific 1st, 106¾; Delaware and Hudson Canal 1st, Penn. div., 126½; East Tennessee, Virginia and Georgia, 14⅛; do. pref., 26½; do. inc., 55⅛; Galena and Chicago 1st, 102; Georgia R. R. and Bank, 165; Galveston, Houston and Henderson 1st, 85; Houston and Texas Central Gen'l mort., 101; do. 2d M. L., 128; International and Gt. Northern 1st, 110½; Indiana, Bloomington and Western, 43½; Indianapolis, Decatur and Springfield, 1st, 103½; do. 2d, 63; do. 2d inc. Trust Co. certif., 60; Kansas Pacific 1st consol., 108; do. 6s, Denver div. ass., 113; Long Island, 54; Lehigh and Wilkesbarre Inc., 93½; Lake Erie and Western, 47¼; do. inc., 71; do. 1st, Sandusky div., 100; Louisville and Nashville gen'l mort. 6s, 104¾; Manhattan Beach, 19; Michigan Central 5s, 105; Mobile and Ohio, 38¼; do. 1st deben., 99; do. 2d deben., 72½; do. new mort., 113; Missouri, Kansas and Texas, 40⅝; do. consol., 7s, 105½; do. 2d, 77¾; Missouri Pacific, 106⅛; do. 1st consol., 107; Milwaukee, Lake Shore and Western, 50⅞; Marietta and Cincinnati 1st pref., 18⅞; do. 2d pref., 11; Memphis and Charleston, 73; Metropolitan Elevated 2d, 92; Nashville, Chattanooga and St. Louis, 83; do. 1st, 117½; New York, Ontario and Western, 32⅜; New Orleans Pacific 1st, 93½; New Jersey Midland 1st, 92½; Northern Pacific 1st, 103½; N. York City and Northern Gen'l mort., 88; New York, Pennsylvania and Ohio, Prior Lien bonds, 100; New Jersey Southern 6s, guar., 102; Ohio Central, 27⅝; do. inc., 50½; do. 1st, 99¼; Ohio Southern, 20½; do. 1st, 94; do. inc., 45; Oregon Railway and Nav., 164; do. 1st, 109⅞; Ohio and Mississippi 1st, Springfield div., 121; Peoria, Decatur and Evansville, 41⅛; do. inc., 81; do. 1st, 108½; Richmoud and Danville, 103; do. 1st 6s, 100¾; Rochester and Pittsburg, 29; do. inc,, 39½; do. 1st, 102½; Richmond and Allegany, 40; Rome, Watertown and Ogdensburg 1st consol., 93; South Pacific of Mo. 1st, 63½; Southern Pacific of California 1st, 103½; St. Paul and Sioux City 1st, 109½; St. Paul, Minneapolis and Manitoba 1st, 105; do. 1st, 111; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 111; do. Omaha div., 114; St. Louis and Iron Mountain, 5s, 86½; do. Arkansas Branch, 1st, 112; do. Cairo, Ark. and Texas 1st, 111; St. Louis and San Francisco 2d, class B, 93; do. C, 92½; St. Louis, Alton and Terre Haute div. bonds, 67; Texas and Pacific, 52½; do. inc. L. G., 73; do. Rio Grande div. 1st, 89⅞; Toledo, Delphos and Burlington, 23; do. 1st, 95; Wabash, St. Louis and Pacific Gen'l mort. 6s, 99; do. Chicago div., 91; Arkansas 7s, L. R., P. B. and N. O., 32; do. C. R. R., 19; do. M. O. & R. R., 32½; do. L.R. & Ft. S., 33¼; do. 6s, Fund, 39¾; Louisiana 7s, consol., 68; Missouri 6s, 1887, 108½; do. 1888, 109½; do, H. and St. J. issue 1887, 108; North Carolina 6s, S. T, 3d class, 9; do. Fund Act, 1866, 15; Tennessee 6s, old, 68; Colorado Coal and Iron, 50; do, 6s, 92; Cam. Coal, 33⅜; Consolidation Coal, 35; Maryland Coal, 23; New Central Coal, 25½; Sutro Tunnel, 1⅜; Central Mining, 1⅜; Homestake, 17½; Ontario, 36; Starmont, 2½; Standard, 22¾.

Philadelphia.—Central Transportation, 40; Catawissa new pref., 53; Delaware Division Canal, 46; Erie and Western Transp., 60; Northern Pacific 6s, Pend d'Oreille, div., 101½; do. Mo. div., 104; Pennsylvania and New York Canal and Railroad 7s, Series A, 122; Pennsylvania Canal 6s, 99; Philadelphia, Germantown and Norristown, 109¾; Philadelphia, Wilmington and Baltimore 4s, 96¾; Schuylkill Navigation Boat Loan 7s, 65; Texas and Pacific consol. mort. 6s, 101½; do. 1st mort. 6s, Rio Grande div., 89¾; Union and Titusville 7s, 102¾; West Philadelphia R. R., 110. The latest quotations are: City 6s, 110@124; do. free of tax, 127@128½; do. 4s, new, 105@112; Pennsylvania State 6s, 3d series, 101½@102; do. 5s, new loan, 117⅞@118¼; do. 4s, new, 110@114; Philadelphia and Reading R. R., 33½@33⅝; do. consol. mort. 7s, reg., 123@125; do. mort. 6s, 122@125; do. gen'l mort. 6s, coupon, 94½@94¾; do. 7s, 1893, 122@125; do. new, conv., —@69; United New Jersey R. R. and Canal, 184⅝@185¼; Buffalo, Pittsburg and Western, 21⅛@21¼; Pittsburg, Titusville and Buffalo 7s, 96¼@96¾; Camden and Amboy mort. 6s, 1889, 115½@116½; Pennsylvania R. R., 65⅜@65½; do. general mort. coupon, 122@127; do. reg., 121@122; do. consol. mort. 6s, reg., —@128; Little Schuylkill R. R. 56@56¼; Morris Canal pref., 160@—; Schuylkill Navigation, 6@7; do. pref., 13@13¼; do. 6s, 1882, 90@92¾; do. 1872, 109⅛@—; Elmira and Williamsport pref., 57@60; do. 6s, 110@—; do. 5s, 100@—; Lehigh Coal and Navigation, 46¾@47; do. 6s, 1884, 105¾@106¼; do. R. R. loan, 117@118; do. Gold Loan, 110½@110¾; do. consol. 7s, 117½@118¼; Northern Pacific, 37¾@38; do. pref., 78¼@78½; North-Pennsylvania, 59½@59⅝; do. 6s, 104@108½; do. 7s, 120@122; do. General mort. 7s, reg., 120@124; Philadelphia and Erie, 20@—; do. 7s, —@118; do. 5s, 105¼@105¾; Minehill, 61¼@61½; Catawissa, 18@18¼; do. pref., 55@56; do. new pref., 52¾@53¼; do. 7s, 1900, 119¼@120½; Lehigh Valley 60¼@60¾; do. 6s, coupon, —@120; do. reg., 121@—; do. 2d mort. 7s, 133⅜@135; do, consol. mort. 118@120; Fifth and Sixth streets (horse), 136@150; Second and Third, 110@115; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 45@50; Green and Coates, 90@105; Chestnut and Walnut, 94@95; Hestonville, —@—; Germantown, —@80; Union, 110@125; Lombard and South, 24@24½; West Philadelphia, 105@110; People's 32¼@32¾; Continental, 104¾@105.

Boston.—Atlantic and Pacific 6s, 97¾; do. 6s, Income 44⅜; Boston Land, 8⅛; Boston Water Power, 8; Boston, Revere Beach and Lynn, 125½; Burlington and Missouri River in Nebraska 6s, non-exempt, 100; Cheshire R. R., 60; Chicago and West Michigan, 84; Chicago, Burlington and Quincy 4s, 89½; Connecticut and Passumpsic Rivers 7s, 116; Connotton Valley, 23; do. 7s, 98; do. 7s, Straitsville div., 85; Detroit, Lansing and Northern, 23; Flint and Pere Marquette, 26; do. pref., 94½; Iowa Falls and Sioux City, 86; Kansas City, Fort Scott and Gulf pref., 126; Little Rock and Fort Smith, 71; do. 7s, 113½; Louisiana and Missouri River, 18; Mexican Central Block, new, 98; do. old, 112½; do. 7s, 89⅛; Massachusetts Central 1st, 98½; New York and New England 6s, 108¼; Northern Pacific 6s, 101⅜; New Mexico and Southern Pacific 7s, 117; Ogdensburg and Lake Champlain Inc., 60; do. 6s, consol., 100; Portsmouth, Great Falls and Conway 4½s, 89⅞; Rutland, 5½; do. pref., 27; Summit Branch, 17½; Toledo, Delphos and Burlington, 10¾; Wisconsin Central, 22⅞; Allouez Mining Co., 3⅜; Blue Hill, 2; Catalpa, 1; Douglas, 1⅛; Franklin, 12½; Harshaw, 5; India Queen, 3; Napa consol. Quicksilver, 7; National, 8¼; Osceola, 29½; Pewabic, 13; Ridge, 4¼; Silver Islet, 30; Sullivan, 3½.

Baltimore.—Atlanta and Charlotte, 73½; do. 1st, 108; Baltimore 6s, 1890, 116; Chesapeake and Ohio Canal 6s, 40; Charlotte, Columbia and Augusta 1st, 102½; Columbia and Greenville 1st, 102¾; Maryland Defense 6s, 105¼; Norfolk and Western pref., 55½; Ohio and Mississippi, Springfield div. 6s, 121; Richmond and Danville, 100¾; Union Canal 6s, indorsed by Canton Company, 117; Virginia Peelers, 40¼; Virginia Midland 5th mort., 94; Wilmington, Columbia and Augusta, 108. The latest quotations are: Atlanta and Charlotte, 72½@75; do. 1st, 108½@109; Baltimore and Ohio, 190@200; do. 6s, 1885, 105½@—; do. Washington Branch, 150@—; Baltimore City 6s, 1890, 116@117; do. 6s, 1886, 109½@—; do. 6s, 1900, 127@—; do. 6s, 1902, 129@—; do. 5s, 1894, —@117; do. 5s, 1916, 120@124; do. 4s, 1920, 114@114½; Baltimore City Passenger R. R., 41@—; Columbia and Greenville 1st, 102¾@103½; do. 2d, 89@—; Chesapeake and Ohio Canal 6s, 40@42; Canton 6s, gold, —@107½; Central Ohio 1st, 107½@108½; Marietta and Cincinnati 1st, 124@126; do. 2d, 93½@93¾; do. 3d, 48¾@49; Northern Central, 50@51¾; do. 6s, 1900, gold, 114@—; do. 6s, 1904, gold, 111½@113; do. 6s, 1885, 107@108; do. 5s, 1926, 99@100; Norfolk and Western pref., 54@55; Pittsburg and Connellsville 7s, —@125; Richmond and Allegany, 39@—; Richmond and Danville, 99¾@—; do. 1st, 1885, 105@107; Union Canal 6s, indorsed by Canton Co., 116@118; Virginia Midland 5th mort., 93½@94; Virginia consols., 79½@80½; do. consol. coupons, 93⅛@—; do. 10-40s, 52@52½; Western Maryland 1st, unindorsed, 109@112; do. 2d pref., —@108.

The Pittsburg, Penn., *Chronicle* says that railroad operatives are active in Fayette. Several roads are in process of construction and others are to follow. Vanderbilt has finished his survey of the East Shore road up the Monongahela River to the West Virginia line, and the Cat's Run route from Masontown to Uniontown is now being surveyed.

The report of the directors of the Great Western Railway Company of Canada shows that the receipts for the half-year ending July 31, 1881, were £470,000, and the surplus £45,000. The directors recommend a half-yearly dividend of 5 per cent. on the preference stock, and 1½ per cent. on ordinary shares.

Mr. Joseph Hickson, General Manager of the Grand Trunk Railway of Canada has returned from England. He says that "nothing has transpired with reference to pushing the construction of the double track faster than it has been going on, and that money is not easily obtained in England."

The annual inspection of the lines of the Pennsylvania Railroad Company by its officers commenced on the 17th inst.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153 378	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	174,351	209,113	221,801	.....	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1.335,870	17,153,163
1880	1,200.614	1,070,487	1,373.438	1,356,716	1,778.488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,859,000	2,059,000	2,293,000	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,704	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626 473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	771,466	768,897	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1.128,894	1,433,364	1,393,087	1,314,231	1,326.957	1,716,409	1,896,073	1,558,476	1,325,895	16.098,372
1880	1,154,632	1,131.683	1.361,725	1,294,573	1,875,608	1,666,432	1,698,686	1,767,900	2,020,200	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	2,217,711	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709.932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311 890
Chicago, Mil. & St. Paul:													
1880	764,398	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1.257,677	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,563,000	1,678,000	1,645,000	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232.146	218,093	236,995	251,013	300,833	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	367,397	355,182	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155.697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	168,256	178,861	229,858	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349 410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	380,134	417,109	410,965	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	372,190	396,472	400,991	.....	.....	.....	.....
1881	307,476	317,681	393,493	433,212	514,767	584.230	548,284	606,193	620,643	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212,896	233.448	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	198,110	215,308	202,567	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247.807	188,120	195,329	227,679	289,360	.....	.....	.....	.....	.....
1881	359,706	437,475	325,209	267,082	226,399	227,323	237,666	305,462	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	832,386	813 610	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	85,733	106,953	103,433	116,732	193,281	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	95,536	83,764	117,955	195,307	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,491,345
1881	916,960	805,124	947,959	850,862	828,725	1,227,885	820,000	884,400	96 5,300	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	130,740	140,593	184,246	.....	.....	.....	.....
1881	218,243	211,353	226,398	162,027	145,416	132,692	131,009	159,348	209,044	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,130	151,594	169,326	167,473	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	219,891	210,257	249,885	230,709	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	231,518	246,821	267,515	250,494	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,457	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,876	1,606,674	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	1,787,081	1,772,895	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,768	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	440,811	493,009	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	241,277	220,500	330,500	.....	.....	.....	.....
1881	109,805	79,976	143,835	214,755	299,880	368,276	404,180	411,624	490,096	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245 372	327,678	334,947	311,470	331,024	308,699	347,532	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	350,585	291,669	303,849	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,641	197,470	174,502	175,864	173,148	213,955	267,319	277,817	.....	.....	.....	.....
1881	212.435	178,234	262,050	265,293	283,399	260,254	252,333	286,373	279,064	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,463	147,928	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490.195	451,560	408,241	349.053	363,454	442,555	565 869	671,219	678.200	626,725	655,100	6,258,41
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	622,529	690,400	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	213,407	272,089	282,579	274.188	.....	.....	.....	.....
1881	254,187	159,482	320,962	425,685	382,642	405,322	387,488	414,954	465,736	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,929,528	1,934,215	1,913,035	2,270,179	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,393,467	2,590,969	2,528,826	2,638,659	2,844,357	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	978,629	892,024	945,773	953,468	1,066,742	1,185,225	1.177,134	1,526,475	1,[illegible]	96[illegible].663	12,336,15
1881	811,617	816,923	1,119,591	1 023,482	1,144,660	1,308,993	1,131,751	1,542,838	1,490 027	.....	.....	.....	.....

Philadelphia and Reading Companies.

The following is the comparative statement of the Philadelphia and Reading Railroad Company and the Philadelphia and Reading Coal and Iron Company for the month of September, 1881 and 1880:

	1881.	
GROSS RECEIPTS.	*Profit for mo.*	*Year to date.*
Railroad traffic	$892,187.42	$6,728,253.23
Canal traffic	53,181.44	292,250.30
Steam colliers	41,023.28	217,350.75
Richmond coal barges	636.64	994.14
Total Railroad Co	$987,088.78	$7,238,848.42
Reading Coal & Iron Co	141,730.24	824,828.74
Total of all	$1,128,819.02	$8,063,677.16
TONNAGE & PASSENGERS.	*Month.*	*Year to date.*
Tons of coal on railroad	785,795.09	6,433,875.19
Tons of merchandise	621,996.02	5,411,826.07
Passengers carried	1,076,270	8,701,771
Coal transp by stm colliers	50,775.00	460,880.00
TONS OF COAL MINED.		
By Coal and Iron Company	416,459.18	3,096,100.06
By tenants	138,715.12	1,189,939.19
Total mined from lands owned and controlled by Co. and from leasehold estates	555,175.10	4,286,040.05
	1880.	
GROSS RECEIPTS.	*Profit for mo.*	*Year to date.*
Railroad traffic	$1,082,371.50	$6,330,738.28
Canal traffic	110,210.23	267,584.20
Steam colliers	22,208.58	161,258.92
Richmond coal barges	71,611.01	184.71
Total Railroad Co	$1,213,179.30	$6,759,496.69
Reading Coal & Iron Co	218,963.27	233,196.93
Total of all	$1,432,142.57	$6,992,693.62
TONNAGE & PASSENGERS.	*Month.*	*Year to date.*
Tons of coal on railroad	904,828.09	5,690,588.13
Tons of merchandise	478,093.01	4,881,454.00
Passengers carried	1,001,251	8,126,807
Coal transp by stm colliers	45,836.00	454,528.00
TONS OF COAL MINED.		
By Coal and Iron Company	439,615.13	2,705,403.14
By tenants	163,565.16	963,229.13
Total mined from lands owned and controlled by Co. and from leasehold estates	603,118.09	3,668,633.07

The receipts of both companies for the month of September, 1881, were $3,356,411.57; the expenses, excluding interest, $2,227,592.55; and the profit $1,128,819.02, against $1,432,142.57 for the month of September, 1880, a decrease of $303,323.55. From the commencement of the fiscal year, December 1, 1880, to September 30, 1881, the profit of both companies were $8,063,677.16, against $6,992,693.62 for the corresponding period of the previous year—an increase of $1,070,983.54. The increase in passengers carried for the ten months under review was 580,964; in tons of coal transported on railroad, 743,287.06; in tons of merchandise carried, 530,372.07; and in coal transported by steam colliers, 6,352. In tons of coal mined from lands owned and controlled by the company and from leasehold estates, shows an increase of 617,406.98 tons.

The Terrors of Railway Traveling.

It was night.

Night in Arkansas.

It was night in several other States as well, but Arkansas is the one with which we have to deal at this writing.

It being our turn to deal.

A lightning express was booming along at sixty miles an hour. Every car was full, many standing in the aisles with that meekness and patience only seen on an American railroad, to accommodate the fellow who wants four seats to himself.

The lamps blazed fitfully over the passengers' dusters, which seemed to fit fully as well as traveling dusters usually do.

The conductor had passed through, punching people into wakefulness in order that he might punch their tickets.

The train boy had filled the passengers' laps with books to keep them from bouncing in their seats while going over rough places.

A brakeman had put his head in the door and shouted: "The next stopping place is ——!" the name of the place being lost in the slamming of the car door.

The boy who is always dry had made his fifty-second pilgrimage to the water tank.

And the woman who wants air had just torn off her last remaining finger nail in trying to get her window up.

This was on a railroad in the State of Arkansas.

Suddenly the car door opens.

A youthful figure appears, holding something ing in his hand upon which the light glitters. He presents it in a significant manner and cries:—

"Now, gentlemen, your money—"

Fifty men turn pale and cry, "Don't shoot!"

Twenty females scream with one voice, and some faint.

There is a hasty thrusting of watches and pocket-books beneath cushions and into boots.

Strong men fight for a place under the seats where they can secrete themselves.

"Gentlemen," again cries the boyish voice, ringing high and clear above the screams of the women and the din of the train (gasps for mercy from some of the men), let me sell you some of this excellent tropical fruit," and he extends in his dexter hand—a banana.

It was the train boy pursuing his useful and harmless vocation.

CHARLES E. Lambert has been appointed General Passenger Agent of the Troy and Boston Railroad Company.

THE Richmond and Allegany Railroad was completed on the 14th inst., and the formal opening took place at Howardsville, Va., on the 15th inst.

THE President and Secretary of the Interior have granted permission to the Chicago, Texas and Mexican Central and the St. Louis and San Francisco Railroads to build their lines through the territory of the Choctaw Nation.

THE Newark and Delaware Railroad, extending from Delaware City to Newark, Del., a distance of fifteen miles, has been transferred by its officials to the Pennsylvania Railroad Company.

F. B. GOWEN, Receiver of the Philadelphia and Reading Railroad Company, sailed from this city for Europe on the 15th inst. During his absence Geo. D. B. Keim will be act as Receiver.

THE Charlotte, Columbia and Augusta Railroad Company has leased the Atlantic, Tennessee and Ohio Railroad, running between Charlotte and Statesville, N. C., at an annual rental of $25,000.

Established in 1831.

AMERICAN RAILROAD JOURNAL.

PUBLISHED WEEKLY BY THE

American Railroad Journal Company,

No. 23 Liberty Street,

NEW YORK.

The AMERICAN RAILROAD JOURNAL, the oldest railroad paper in the world, was established during the construction of the first 100 miles of railroad in this country. Its files of the past fifty years furnish a complete record of the development of American railroads and faithful chronicles of the kindred financial interests. It contains features of special value to investors and others desirous of being readily acquainted with values and transactions connected with the development and working of our railroad systems, and much of interest to the general reader. It is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by "Chambers' Encyclopædia" and other standard foreign and domestic publications. We give below a few extracts from opinions of the press:

From "Herapath's Railway Journal," London.

The AMERICAN RAILROAD JOURNAL, one of the most honest and outspoken of American papers.

From the "Journal of Commerce," New York.

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From the "Washington (D. C.) Law Reporter."

The AMERICAN RAILROAD JOURNAL is a most valuable publication, and to all persons interested in American railroads, earnings, dividends, etc., etc., it is almost invaluable.

Dividend Notices.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, September 27, 1881.

The Board of Directors of this Company have this day declared a quarterly dividend of TWO Per Cent upon its capital stock, payable on TUESDAY, the first day of November next, at this office. The transfer books will be closed at 3 o'clock, P. M., on Saturday, the first day of October next, and will be reopened on the morning of Friday, the fourth day of November next.

E. D. WORCESTER, *Treasurer.*

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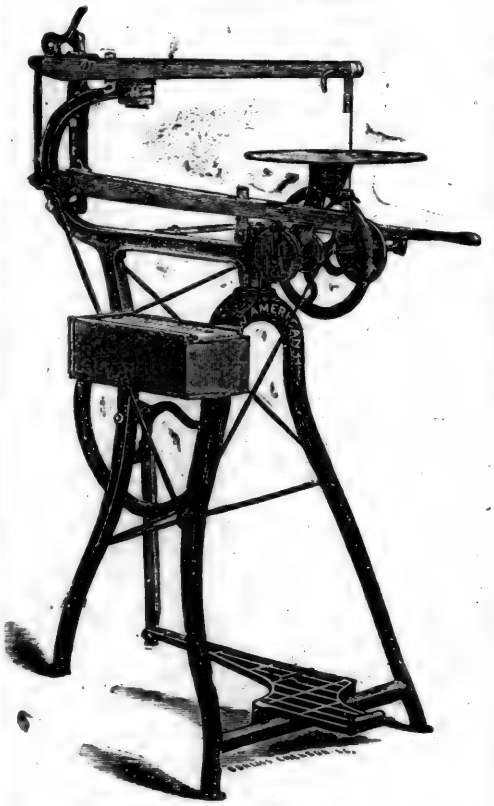
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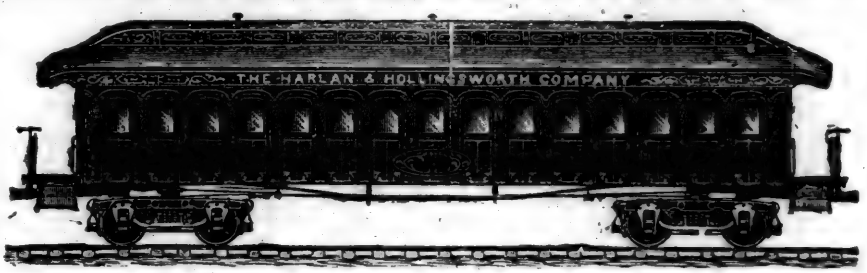


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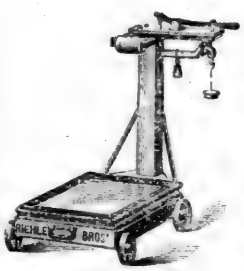
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H. D. AVERILL, *Gen. Ticket Agt.*

Gen'l Offices, Bridgeport, Ct., June, 1881.

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

Steam Navigation, Commerce, Finance, Banking, Machinery, Mining, Manufactures.

SECOND QUARTO SERIES.—VOL. XXXVII., No. 45.] NEW YORK, NOVEMBER 5, 1881. [WHOLE No. 2,376.—VOL. LIV.

Railroading the Sahara.

SOME years ago Victor Hugo made an after dinner speech in relation to the possible future of Africa, which was ridiculed even by people possessed of an intelligent imagination.

The ground which the great poet took was that perhaps, many centuries hence, Africa would develop a civilization of her own as wonderful in its way as any civilization that has yet existed. Surely it is not more remarkable that in the course of time a highly cultivated race should develop from negroes than that human beings should be evolved from the quadrumana—and the latter is a theory almost universally accepted at present by the scientific world.

We do not know whether the project in contemplation by the French, of building a railroad across the Sahara, will have any effect in hastening the realization of Victor Hugo's dream. The idea is to construct a road of this kind from the head waters of the Niger to the French possessions in Africa, and then to form a union with another railway running east from Senegal. There are numerous obstacles at present in the way of this project being carried out. It has long been cherished by the French nation, however, and there is every probability that it will one day be fully worked out.

Bridging Lake Ponchartrain.

A CONTRACT was executed on the 31st ult. at Cincinnati for the building, for the Erlanger syndicate, of an immense trestle across Lake Ponchartrain. The Alabama and Great Southern Railroad ends at Meridian, where the New Orleans and Northwestern Railroad begins, leading to Lake Ponchartrain. Opposite the terminus of the New Orleans and Northeastern Railroad, at Lake Ponchartrain, is the Northern terminus of what is known as the "Old Fork Road," which begins at Canal street, New Orleans. The last-named road has been used principally for carrying pleasure seekers from New Orleans to Lake Ponchartrain. It has recently been purchased by the Erlanger syndicate, and, in order to connect this road with the New Orleans and Northeastern, the construction of a trestle across the lake is found necessary, which will form, when completed, a direct connection with Meridian. The trestle will be six miles long.

This link will form an important connection and greatly develop the strength of the entire Erlanger system. The contract for the erection of a creosote factory near the lake will be awarded in a few days. This establishment will be built for the purpose of supplying enough creosote to be used for saturating those portions of the timbers under water, to prevent them from decaying.

Developing Trade in Africa.

The work undertaken by the French Ministry of Marine, of opening up Western Soudan, continues to attract attention in France. A detailed account of the operations carried out up to the present time, together with the plan of those to be executed before the beginning of next summer, has just been published by a Parisian journal. According to that paper, a large part of the country intervening between the Senegal at Medine and the Niger at Bamakou has been surveyed. Across this tract it is proposed to construct a railway, and the surveys made up to the present are said to show that the work will not be difficult. The task to be accomplished before the unfavorable season of 1882 sets in and puts a temporary stop to the proceedings of the French surveyors and engineers is to make a line of rail from Kayes, on the Senegal, to Bafoulabe; to complete or enlarge the latter post and that of Kita; to establish other places between them; to establish an additional post as near the Niger as possible, and to push on the surveys. The public is warned that serious delays in carrying out such a work in such a climate and country are likely enough to occur. Nevertheless, it has been really begun, and the possibility of opening Soudan to European, or at least to French, trade is about to be practically tested.

Compressed Air as a Motor.

THE People's Passenger Railway Co. will soon begin an extensive series of experiments with a compressed air motor, with the view of introducing this new system on each of its lines if satisfactory results are reached. A single car is being fitted with machinery to test the ability of the motor to perform its work. If the car runs properly, ten others will be supplied with engines, and a thorough test made for efficiency and economy.

This system has been used for ten years at Nantes, France, but when an attempt was recently made to introduce it in Paris the omnibus companies successfully opposed the innovation. It is the invention of a Frenchman named L. McKarski. The motor can be attached to cars as built at present with but little difficulty. The engine, and battery of sixteen cylinders to contain compressed air, will be underneath the car, while on the front platform the engineer and machinery for controlling the car will be placed. The cylinders will be charged with 100 cubic feet of air compressed to the density of thirty atmospheres or a pressure of 450 pounds to the square inch. In transmission to the engine the air will be passed through hot water, which will further increase its pressure. The engineer, by means of a gauge, can control the pressure applied to the piston rod, which will be about that of steam in ordinary running.

A speed of twenty miles an hour can be obtained from the engine, which is designed to run seven miles before the cylinders will need recharging. The engine now being built at the Philadelphia Hydraulic Works for compressing air is of an entirely new pattern and unusually strong. A merit claimed for the new moter is that it does not require an experienced engineer to run it. The representatives of the patentee in this country expect to accomplish wonderful results with the motor, though mechanical engineers think it will not be able to work in winter over a track covered with snow and ice.—Philadelphia Record.

INDUSTRIAL SECRETS.—A century ago, what a man discovered in the arts he concealed. Workmen were put upon oath never to reveal the process used by their employers. Doors were kept closed, artizans going out were searched, visitors were rigorously excluded from admission, and false operations blinded the workmen themselves. The mysteries of every craft were hedged in by thick-set fences of empirical pretensions and judicial affirmation. The royal manufactories of porcelain, for example, were carried on in Europe with a spirit of jealous exclusiveness. His Majesty of Saxony was especially circumspect. Not content with the oath of secrecy imposed upon his workpeople, he would not abate his kingly suspicion in favor of a brother monarch. Neither king nor king's delegate might enter the tabooed walks of Meissen. What is erroneously

called the Dresden porcelain—that exquisite pottery of which the world has never seen its like—was produced for two hundred years by a process so secret that neither the bribery of princes nor the garrulity of the operatives revealed it. Other discoveries have been less successfully guarded, fortunately for the world. The manufacture of tinware in England originated in a stolen secret. Few of our readers need be informed that tinware is simply thin iron, plated with tin by being dipped into the molten metal. In theory, it is an easy matter to clean the surface of iron, dip it into a bath of boiling tin, remove it enveloped with a silvery metal to a place of cooling. In practice, however, the process is one of the most difficult in the arts. It was discovered in Holland, and guarded from publicity with the utmost vigilance for more than half a century. England tried in vain to discover the secret, until James Sherman, a Cornish miner, insinuated himself master of the secret, and brought it home. The secret of manufacturing cast steel was also stealthily obtained, and is now within the reach of all artizans.

Accident Insurance—Accidental Death.

ENGLISH HIGH COURT OF JUSTICE, QUEEN'S BENCH DIVISION, JUNE 22, 1881.

LAWRENCE v. ACCIDENT INSURANCE COMPANY. 44 L. T. Rep. (N. S.) 25.

An accident insurance policy provided thus: "This policy insures payment only in case of injuries accidentally occurring from material and external cause operating upon the person of the insured, where such accidental injury is the direct and sole cause of death to the insured, but it does not insure in case of death arising from fits, or any disease whatever, arising before or at the time, or following such accidental injury (whether consequent upon such accidental injury or not, and whether causing such death or disability directly or jointly with such accidental injury. The insured, while standing upon a railway platform, was seized with a fit, and falling on the railway track was killed by a passing locomotive. *Held*, that the death of insured was not within the provision of the policy, and the insurance company were liable for the amount of insurance specified in such policy.

SPECIAL case stated by order of a master, of which the following are the material facts:

The action was brought by the adminstrator of James Lawrence, deceased, to recover 1000l, being the full amount of a policy of insurance against accidental injury effected on the 10th February, 1873, by the deceased with the defendant company.

The policy in question proceeded so far as material as follows: "Now therefore this policy witnesseth that the said Accident Insurance Company, Limited, doth hereby agree that if at any time before the expiration of one year from the date of this policy, or if at any time hereafter during his life, while the insured shall at the expiration of each year from the date when this policy is renewable pay the premium above specified, or any increased or decreased premium agreed to be received by the directors in consequence of change of occupation or otherwise, the said insured shall sustain any personal injury caused by accidental and external violence, within the meaning of this policy and the conditions hereto, and the direct effects of such injuries shall occasion his death within three calendar months from the happening thereof, then the frands and property of the company shall be subject to pay the full sum hereby assured (being the sum of 1000*l*) to the legal representatives of the insured within three calendar months after proof of such death satisfactorily to the directors of the said company shall be furnished."

The policy also (among other things) contained the following proviso: "Provided also that this policy insures payment also in case of the injuries accidentally occurring from material and external cause operating upon the person of the insured, where such accidental injury is the direct and sole cause of death to the insured or disability to follow his avocations, but it does not insure in case of death or disability arising from fits or rheumatism, gout hernia, erysipelas, or any disease whatsoever arising before or at the time or following such accidental injury (whether consequent upon such accidental injury or not, and whether causing such death or disability directly or jointly with such accidental injury."

While the policy was still in force, namely, on the 26th February, 1870, the insured, being at a railway station, was taken suddenly ill and fell forward in a fit off the platform on to the railway, and a locomotive engine with empty carriages, which was at that moment going through the station, passed over the neck and body of the insured, and instantly killed him. The falling forward of the insured off the platform was in consequence of his being seized with a fit or sudden illness, and but for such fit or illness he would not have suffered injury or death as before mentioned.

The question for the opinion of the court was, whether the death of the insured happening under these circumstances was caused in such a manner as to entitle the plaintiff, as administrator of the insured, to payment of the sum assured by the policy.

DENMAN, J. I must say that during the argument I had considerable doubt as to the true meaning of this clause, and I am not even now sure that, but for *Winspear's* case, I should not be of opinion that the defendants were protected by the clause. I think, however, that the legitimate effect of that decision is to make the cause plain; and if that decision be correct, the facts in this case do not constitute a defense so as to prevent the plaintiff from recovering in this action. The facts are these: The deceased, while standing on a railway platform, was suddenly seized with a fit, which caused him to fall off the platform on to the line, and a locomotive engine, which at that moment was going through the station, passed over his neck and body, and instantly killed him. Now the immediate cause is not at all to be disputed, for if the deceased had not been on the platform, and had not been seized with a fit, he would not have fallen on to the line and been killed; and in that sense the fit may be said to have occasioned his death. The question here is whether the fit was one of the several events which occasioned his death, or whether it was, within the meaning of this proviso, a thing which would prevent the policy from attaching. In *Winspear's* case, where a man who was fording a stream was seized with a fit and fell into it and was drowned whilst suffering from the fit, it was decided that the fit was not the cause of death within the meaning of the policy. That case, although not quite identical, is very like the present one. The policy here is somewhat different to the policy in that case, and the words which appeared to me to be strongly in favor of the defendants in this case are, "Causing such death or disability, directly or jointly with such accidental injury." If the words had simply been that "this policy shall not attach in case where death was caused by an accident jointly with the fit," I should have thought that it was a case in which the defendants would have had a defense to this action. But these words are in a parenthesis, and are put in to explain the class of cases in which the three previous lines of the proviso will apply, that is where disease is one of the things which has caused the death itself, directly or jointly with the accidental injury. The words "arising from fits * * * or any disease whatsoever," which are defining words, have received a judicial interpretation in *Winspear's* case, and so far as that part of the present case is concerned, are identical with those in *Winspear's* case, where it was held that the death arose not from the fit, but from the drowning. So here the death arose from the accident of the engine passing over the man and so destroying him, and not from the fit having caused him to fall on the rail. I think the present case is governed by the case in the Court of Appeal, and the plaintiff is entitled to our judgment.

WILLIAMS, J. I also am clearly of opinion that the plaintiff is entitled to recover in this action, and I desire to put my decision upon principle, and not upon the cases which have been quoted. Now the question here is whether, upon the true construction of this true proviso, this is a case of death arising from a fit. It seems to me that the first maxim of Lord Bacon is directly in point, in which it is said that "it were infinite for the law to judge the causes of causes, and their impulsions one of another; therefor it contenteth itself with the immediate cause, and judgeth of acts by that, without looking to any further degree." Applying that maxim to the words of this proviso, we must look to the immediate and proximate cause of death, and that would be the injury caused by the engine passing over the deceased. I think that the true meaning of this proviso is that if the death arose from a fit, then the company would not be liable, but it is essential to that construction that it must be made out that the fit was the immediate and proximate cause of death. I put my decision on the broad ground that death in this case did not arise from the fit, but from that which happened afterward, and the plaintiff is therefore entitled to our judgment.

Judgment for the plaintiff.

THE Rabun Gap Short Line Railway Company of North Carolina and the Clayton Railroad Company of Georgia have been consolidated under the name of the Rabun Gap Railway Company. The whole line extends from Knoxville to Lula, on the Atlanta and Charlotte Air Line Road.

AT a meeting of the stockholders of the Memphis and Vicksburg Railroad Company held in Vicksburg, Miss., on the 20th ult. a resolution was adopted looking to the consolidation of that company with the Tennessee Railroad Company.

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THE OUTLOOK FOR THE COAL AND IRON TRADES.

THE condition of the coal and iron trades is unusually strong this fall, and the outlook for the coming year in these departments of trade indicates a period of prosperity that has not been equalled for several years. In fact, it would seem, from the present activity in manufacturing enterprises, that a period of favorable business that might extend through several years had been fairly entered npon. The vast amount of railroad construction that has been under way for the past year has created a demand for iron and steel that is not likely to be permanently abated in the near future, though it may receive temporary checks. The activity in the manufacture of iron and steel necessarily creates a proportionate demand for coal. Reports from the coal trade indicate an inability on the part of the dealers,of late,to fill the orders that have been coming in liberally upon them, notwithstanding that the production is estimated to be between three and four million tons more than last year. The scarcity of water alone doubtless has prevented a much larger production. Should it prove that the end of the serious drouth had come, there is little reason to suppose that the supply of coal would be sufficiently increased as to move prices to any great extent, the probability being that the production for the next few months will not exceed the current needs.

The coal and iron trades have seldom looked forward into a future of more promise than now, and the indications are that it may be a future of several prosperous years. The present year of general business activity has given an impetus to all manufacturing industries, and pushing work is witnessed not only in such enterprises as railroad construction, but in building generally, the number of buildings, especially for manufacturing and commercial purposes, going up throughout the country being almost unprecedented. The field for the use of both coal and iron has grown rapidly of late, and is extending continually. The increase in the demand for iron in the Southwest and South has been very conspicuous during the past year, and the interest taken in the great Atlanta exhibition is a prophecy of still further development in Southern enterprises.

To meet the increasing demand,the coal and iron trades were never in better condition than now, as to facilities and valuable experience obtained in late years. These trades have witnessed many ups and downs during the past few years, and have passed through very trying circumstances, which, while they have been accompanied with unfortunate results in many directions, have after all developed certain business facts that required just such conditions and experiences to show the necessity of their existence being recognized as features to be embodied in rules that should influence future operations. At present the causes which seem to give activity to both the coal and iron trades are such as are consistent with well-balanced conditions of supply and demand; and while there must always be more or less of the speculative movement in these trades, the markets appear at present to be affected by it to no alarming extent. If the natural workings of the regulator found in the laws of supply and demand can be maintained, and are allowed to govern operations as free from influences of speculation and of contraction or overcrowding as they appear to be at present, a promising future indeed would appear to be vouchsafed to these important industries, whose prosperity influences favorably so many and such varied interests.

THE RAILROADS AND THE WATER ROUTES.

THE war of freight rates which has been waged so bitterly of late by the leading trunk lines has brought to the front, among other facts, the one that water routes are becoming more important factors in the transportation question than has been generally recognized, and that a powerful check as well as a stimulant is provided by these growing competitors. At a first glance it may appear that the rate-cutting was the result chiefly of an antagonistic feeling among railroad managers, or a rivalry confined to themselves. But when the great activity which has been witnessed in water transportation this year is taken into consideration, especially that activity witnessed among the grain-carrying boats of the Mississippi, it may safely be concluded that the rate-cutting, instead of being the result of rivalry among railroad managers, was the natural result of a necessity forced upon them. A reduction of rates was inevitable; the cutting of rates was but a natural way of meeting the inevitable, or, perhaps, a forced result of it.

The opening and extending of water routes in Canada, the improvements of the Mississippi called for, the reduction of canal tolls, and the other measures undertaken or advocated for developing water routes, must of necessity have a decided effect upon transportation matters and the changing of grain centers or shipping points. While the public is greatly benefitted by this competition between railroads and water routes, the railroads are not so much injured by it as might be supposed. The competition is a stronger and safer regulator than could be provided by governmental restrictions. The benefit which the railroads derive from it

is by no means a small one, for it has stimulated them to attain the utmost perfection of railroad working; and the experience of the past year has improved their working condition for maintaining supremacy in the carrying trade.

TRAVELING by rail has become so necessary and so universal in the United States that accident insurance companies have sprung up in different States, some of which, notably the Travelers Insurance Company, of Hartford, have found great favor among railroad men. Two decisions have arisen in our own courts upon the construction of accident policies, but England has had several cases which are of interest to persons holding accident policies. The latest though not the leading case is, "Lawrence v. Accidental Insurance Co., 72. B. D. 216," an abstract of which we cite elsewhere. The insured, while at a railway station, was seized with a fit and fell off the platform across the railroad, and was run over and killed by a passing train. The policy provided that there was no insurance in case of death arising from fits or any disease, "arising before or at the time or following such accidental injury (whether consequent upon such accidental injury or not, and whether causing such death or disability directly or jointly with such accidental injury"). *Held*, a death by accident, and not from fits or disease.

AN important change has been made in the running of trains on the Metropolitan Elevated Railway, and one, it is said, which is calculated to give general satisfaction. Hitherto, or at least until the first of this month, no trains have been run on that line after midnight, and its down-town terminus has been at the Rector street station. In future, however, trains will be run all night at intervals of twenty minutes after midnight, and the southern terminus of the road will be South Ferry, the rails to which from Rector street were laid last winter. A bridge will be thrown across New Church street to enable passengers by the down trains to cross to the east side of the street and so avoid the crowded thoroughfare at that point. On the east side an improvement, which was projected long ago, and which General Manager Hain says will be carried out in good time, is the erection of a structure in Chatham square by which will be rendered practicable the plan of running trains on the Third avenue line direct to the ferries without the transfer which is made necessary by the existing condition of affairs. The bulk of the travel northward from the ferries goes by way of Third avenue, and the convenience of travelers by this line will, when the change is made, be vastly increased. The Second avenue line will practically end at Chatham square, and its passengers will be the ones who will then be compelled to make the transfer.

Organization.

THE directors of the Danbury and Norwalk Railroad Company, recently elected, are: Roswell P. Flower, New York; Orin Benedict, Bethel; Edgar S. Tweedy, Lucius P. Hoyt, Nathan M. George, Danbury; James W. Hyatt, F. St. John Lockwood, Norwalk; Edwin Sherwood, Southport; Henry McHarg, New York.

AT the annual meeting of the stockholders of the Vermont and Canada Railroad Company, held at Bellows Falls, Vt., on the 20th ult., the following gentlemen were elected Directors: Charles E. Billings, Francis A. Brooks, James W. Johnson, John D. Bryant, and Timothy F. Clary, of Boston, Warren C. French, of Woodstock, Vt.; William H. Webb, of Philadelphia.

AT a meeting of the stockholders of the Cincinnati, Sandusky and Cleveland Railroad Company, held at Sandusky, Ohio, on the 20th ult., N. W. Pierce and Levi C. Wade of Boston were re-elected Directors for three years. J. S. Farlow of Boston was re-elected president, N. W. Pierce of Boston vice president, and J. L. Moore of Sandusky, secretary.

THE Directors of the Boston, Winthrop and Point Shirley Railroad Company, elected on the 25th ult., are: J. H. Buttrick, Lowell, Mass.; S. W. Hale, Francis French, Keene, N. H.; C. A. Parks, Wakefield, Mass.; N. K. Baker, Boston. The general officers are: John H. Buttrick, president; Francis French, vice president; C. A. Parks, general superintendent; Frank H. Hills, clerk and treasurer.

THE directors of the Louisville, Cincinnati and Lexington Railroad Company, recently elected, are, E. P. Alexander, president; Lyttleton Cooke, Geo. A. Washington, J. B. Bangs, Jacob Krelger, jr., Edward Fulton, Chas. Tilden, A. L. Schmidt, E. D. Sayre, M. C. Johnson: S. S. Eastwood was elected treasurer. On and after November 1 this road will be operated as a part of the system of the Louisville and Nashville Railroad Company.

THE Directors of the New York, Pennsylvania and Ohio Railroad Company, elected on the 28th ult., are: S. L. Mather, H. Upson, P. D. Cooper, J. T. Clark, John Tod, Jarvis M. Adams, George Boyer, Henry B. Perkins, W. W. McFarland, Thomas Warnock, Robert Harris, W. W. Scarborough and W. J. McKinnie. The officers are: J. M. Adams, president; J. T. Clark, vice president, and P. D. Cooper, general manager.

THE Directors of the New York and Connecticut Air Line Railway Company, elected on the 28th ult., are: J. D. Mowry, Norwalk; B. A. Sands, F. W. Ford, Sheldon Collins, H. Walter Webb, W. F. Black, Thomas N. Browne, C. V. Seidell, David Tydig, H. C. Hepburn and G. L. Clark, Providence, R. I. The officers are: President, Sheldon Collins; vice president, H. C. Hepburn; treasurer, C. V. Slidell; secretary, Thomas N. Browne.

THE following is a list of the Directors of the Massachusetts Central Railroad Company, recently elected; George S. Boutwell of Boston, Charles A. Cutting of Wayland, J. Edwin Smith of Worcester, Lewis J. Dudley of Northampton, Franklin Bonnie of Hadley, Henry F. Hills of Amherst, Silas Seymour of New York; Luke Lyman of Northampton, William A. Dickinson of Amherst, James W. Rollins of Boston, Ginery Twichell of Brookline, and William T. Parker of Boston. Geo. S. Boutwell was re-elected president of the company.

ARTICLES of association of the New York and Council Bluffs Railway Company were filed with the secretary of State of Indiana on the 17th ult. The main road crosses the State at or near the 41st parallel, and a branch beginning in the southeast corner of Adams county passes through Adams, Wells, Huntington, Wabash and Miami counties, going a total length in the State of 230 miles. The capital stock is $5,000,000. Directors: Isaac B. Hymer, Terre Haute; Albert L. Rice, New York; Ezra Hoscal and Charles Thiers, Brooklyn: Johnson M. Bugge, John H. Shively and David T. Kesshe, North Manchester.

Incorporation.

ARTICLES of incorporation of the New York, St. Louis and Chicago Railway Company were filed on the 24th ult. in the office of the Secretary of State of Illinois. The capital stock is $5,000,000, and the incorporators and directors are C. R. Cummings, William B. Howard, George A. Ives, all of Chicago; C. S. Brice of Lima, Ohio, and James E. Neal of Hamilton, Ohio. The officers are C. R. Cummings, president; C. S. Brice vice president, and James E. Neal, secretary and treasurer. It is proposed to construct a railroad from a point on the Indiana and Illinois state line one mile south of the northeast corner of the township of Thornton, in Cook county, to a point on the north line of said county, at the northeast corner of Northfield township, and passing through said county of Cook.

A COMPANY has been incorporated in Texas to build a railroad to run from Dallas, in a southerly direction to the Rio Grande River. The company has a right to operate a telegraph line alongside its tracks, and to do an express business on its own road. The amount of capital is placed at $750,000. The following are the names and residences of the incorporators: John W. Forney, Samuel J. Randall, W. H. Brady, Frank Sinck, Thomas T. Everett, W. W. Reitzel and James Forney, of Pennsylvania; Charles H. Cole, J. W. Throckmorton, W. M. Walton and C. C. Slaughter, of Texas. The following are the board of directors: John W. Forney, Samuel J. Randall and W. W. Reitzel, of Pennsylvania; Charles H. Cole, W. M. Walton and C. C. Slaughter, of Texas.

THE Turner's Falls extension of the New Haven and Northampton Railroad was completed and opened for business on the 31st ult.

Consolidation.

THE McLaughlin and Saw Mill Run and the Chartiers Railroad Companies have been consolidated under the name of the "Pittsburg, Chartiers and Youghiogheny Railroad Company". The former road extends from Bridgeville to a point on the Pittsburg Southern Railroad near Sodom; the latter road is being built from a point on the Pittsburg and Lake Erie Railway to Tom's Run, four miles beyond Mansfield on the Pittsburg, Cincinnati and St. Louis Railway. The directors of the consolidated company are: Jacob Henrici, of Economy; Roger Hartley, Edward Gregg, Edwin H. Stowe, O. P. Scaife, of Allegheny; John Reeves, Henry Hice of Beaver; J. E. Schwartz, C. Reisinger, F. B. Hubbell, J. K. P. Duff, and John G. MacConnell, of Pittsburg. The officers are: J. E. Schwartz; vice president, Henry Hice; secretary, Fred. B. Hubbell. The stock in the new company is held by those who were stockholders in the two old ones, the stock of the Chartiers and Mansfield Valley going in at $100,000, and that of the McLaughlins and Saw Mill Run at $60,000.

AT Mt. Carmel, Ind., on the 20th ult., the stockholders of the Louisville, New Albany and St. Louis Railroad agreed to consolidate with the Evansville, Rockport and Eastern Railroad. The officers of the air line were elected for the consolidated road, and William H. Eilman, W. F. Nesbit, of Evansville, and H. B. Hanson, of Saratoga, were added to the board of directors.

THE consolidation of the Westchester and Philadelphia and Baltimore Central Railroads under the title of the last named company took effect on the 1st inst. Both roads are controlled by the Pennsylvania Railroad Company and the consolidation is made for convenience in operation. They will be known in the operating department as the Central Division of the Philadelphia, Wilmington and Baltimore Railroad.

ARTICLES of consolidation of the Toledo, Delphos and Burlington Railway Company with the Iron Railroad Company were filed on the 27th ult. The former company has lines in operation between Toledo and Kokomo, Delphos and Dayton, Dayton and Gallipolis and numerous minor connections. The Iron Railroad Company's line extends from the Ohio river to Wellston, Ohio. All the capital, property and franchises of the two companies are united under the name of the Toledo, Delphos and Burlington Railway Co., with a capital stock of $8,000,000.

THERE were filed in the office of the Secretary of State of Illinois on the 27th ult. articles of consolidation of the Cairo and Vincennes, the St. Francisville and Lawrenceville, the Danville and Southwestern and the Wabash, St. Louis and Pacific Railroad companies. The Wabash assumes all debts and liabilities of the other companies, issues 5 per cent mortgage bonds in the sum of $3,857,000 and in lien of surrendered stock of the Danville and Southwestern, the St. Francisville and Lawrenceville, and the preferred stock of the Cairo and Vincennes, appropriates to the holders thereof bonds of the proposed new issue as follows: to the holders of the stock of the Danville company, $1,340,000; to the holders of St. Francisville stock, $122,000; to the holders of the Cairo stock, $2,000,000; to the purchase of the rolling stock and equipments now in use upon the line of the Cairo company, $350,000 and to the payment of the present indebtedness of the same company, $45,000.

Personal.

JAMES W. HYATT, of Norwalk, Conn., has been elected President of the Danbury and Norwalk Railroad Company, in the place of Roswell P. Flower, resigned.

A. B. HARRIS, of Springfield, Mass., has been elected President of the Vermont Valley Railroad Company, vice Gouverneur Morris, resigned. Oscar Edwards, of Northampton, Mass., and Hugh Henry, of Chester, Vt., were elected to fill vacancies in the board of directors. James H. Williams, of Bellows Falls, Vt., was elected secretary and treasurer, in the place of his father.

THE President has appointed Joseph K. McCammon to be Commissioner of Railroads, vice Theophilus French. Mr. McCammon's occupancy of the office will continue until it is permanently filled by nomination to and confirmation by the Senate at the next session.

THE officers of the Washington, D. C., Exchange, elected on the 2d inst., are: George H. B. White, President; H. D. Cooke, Vice-President; J. B. Kerr, Treasurer; A. E. Bateman, Secretary; standing committee, D. W. Middleton, C. S. Bradley and H. C. Offley.

Interest and Dividends.

THE Evansville and Terre Haute railroad company have declared a semi-annual dividend of two per cent, payable November 5, at the Farmers' Loan and Trust Company.

The directors of the Pennsylvania railroad company, at their meeting at Philadelphia on the 1st inst., declared a semi-annual dividend of four per cent, payable, clear of State taxes, on the 30th of November.

THE usual quarterly dividend of two per cent on the cnpital stock of the Pullman Palace Car company has been declared, payable November 15th, at the offices of of the Farmers' Loan and Trust Company of New York, the New England Trust Company of Boston, and the company's office at Chicago.

THE Atchison, Topeka and Santa Fe railroad company will not pay a cash dividend in November, but proposes fifty per cent in stock, subject to ratification of the stockholders on the 12th inst.

The Iron Steamboat company have declared a dividend of five per cent, payable on the 15th inst., at the office of May & King, 33 Broad street.

THE Wabash, St. Louis and Pacific railway company have declared a quarterly dividend of 1½ per cent on the preferred stock, payable November 15.

THE New York, Providence and Boston railroad company have declared a quarterly dividend of two per cent, payable on the 10th inst.

THE Nashua and Lowell railroad corporation has declared a dividend of four per cent, payable November 1.

THE Boston and Maine railroad company have declared a semi-annual dividend of $4 per share, payable November 15.

A General Manager's Car.

THE new official car recently completed at the Detroit shops of the Pullman Palace Car Company for the use of the General Manager of the St. Louis and San Francisco Railway arrived at its destination from Chicago on the 22d inst. It is said to be one of the most complete official cars ever turned out by the Pullman Co. Its length is 55 feet besides the platform. It has twelve paper wheels, and is equipped with the automatic air-brake and with the Miller platforms and couplings, etc. The inside wood finish of the car is all mahogany. In the front end of the car are the kitchen, china closets, ice-chests, toilet-room, and Baker's heater, which latter heats the car. Then comes four full sections of Pullman's standard sleeping-berths. The center of the car is taken up by the general manager's private room, which can be used as an office and sleeping-apartment. Adjoining this room is a toilet-room. The rear end of the car, 12½ feet long, is known as the "observation-room," having two end windows extending down to the floor.

The name given to the new car by Captain Rogers is "Wyandotte," which is handsomely lettered on both sides of the exterior of the car.

THE Chicago, Burlington and Quincy Railroad Company is building its extension of the Burlington and Missouri River Railroad in Nebraska to Denver at the rate of one mile per day. The first hundred miles is graded, and track is laid forty-five miles west of Indianola, the former terminus, and trains are running to Culbertson, thirty miles beyond Indianola. The entire distance from Indianola to Denver is 250 miles, and 200 miles of this route is located and surveyed, and work on 100 miles of telegraph line has been begun. Trains will run into Denver next September.

THE Supervising Inspector General of Steam vessels will recommend in his annual report that the tax upon steamboat officers be reduced in view of the increasing accumulation of funds each year in excess of the needs of the service. He says: "The aggregate surplus now lying idle in the Treasury unnecessarily collected from this source amounts to $649,320.35."

THE Knoxville and Augusta Railway company has consolidated with the Rabun Gap Short Line Railway company and the Clayton Railroad company of Georgia, under the name of the Rabun Gap Railway company. The road is being built by the Richmond and Danville syndicate.

THE extension of the Chesapeake and Ohio Railway to Newport News was opened on the 18th ult.

THE Texas-Colorado Construction Company has contracted for building the first twenty-five miles of road, and also for 16,000 tons steel rails and other equipment.

Statement of the Public Debt of the United States, November 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent loan, 1861-'81, continued at 3½ per ct.	$113,926,350 00	$1,329,140 75
6 per cent loan 1863-'81 continued at 3½ per ct	47,949,700 00	559,413 17
5 per cent funded loan of 1881	401,504,900 00	3,089,654 77
4½ per cent funded loan of 1891	250,000,000 00	1,875,000 00
per cent funded loan of 1907	738,749,750 00	2,462,499 16
4 per cent refunding certificates	598,050 00	1,993 50
3 per cent navy pension fund	14,000,000 00	105,000 00
Aggregate of debt bearing interest	$1,566,728,750 00	$9,457,701 35
Interest due and unpaid		2,041,671 15

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due & unpaid.
4 to 6 per cent. old debt, 1837.	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent. bonds, of 1858	8,000 00	....
5 per cent. bonds, of 1860	10,000 00	600 00
6 per cent. 5-20 bonds, 1862, called	370,700 00	8,507 32
6 per cent. 5-20 bonds, June, 1864, called	58,650 00	170 95
6 per cent. 5-20 bonds, 1865, called	77,050 00	18,912 52
5 per cent. 10-40 bonds, 1864, called	534,450 00	112,093 65
6 per cent. Consol. bonds, 1865, called	426,100 00	19,536 75
6 per cent. Consol. bonds, 1867, called	1,199,300 00	207,669 42
per cent. Consol. bonds, 1868, called	371,850 00	26,027 05
6 per cent. loan, Feb. 8, 1861, matured Dec. 31, 1880	174,000 00	7,800 00
5 per cent. funded loan 1881, called	7,596,850 00	208,564 72
Oregon War Debt, March 2, 1881, matured July 1, 1881.	142,950 00	7,084 50
6 per cent loan of July 17 and Aug. 5, 1861, matured June 30, 1881	1,547,750 00	67,198 50
6 per cent. loan of March 3, 1863, matured June 30, 1881.	575,650 00	21,822 00
1-10 to 6 per cent. Treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. Treasury notes, 1846	6,000 00	206 00
6 per ct. Treasury notes, 1847.	950 00	57 00
3 to 6 per cent. Treasury notes, 1857	1,700 00	99 00
6 per ct. Treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' Treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863	43,605 00	2,192 35
5 per cent. 2 year notes, 1863.	35,250 00	1,784 80
6 per ct. compound interest notes, 1863-64	226,920 00	46,290 11
7 3-10 per cent. 3 years' Treasury notes, 1864-65	141,500 00	4,869 71
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates, called.	5,000 00	394 31
Aggregated of debt on which interest has ceased since maturity	$13,746,305 26	$833,955 93

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,040 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of Deposit	8,310,000 00	
Coin certificates, 1863	5,207,920 00	
Silver certificates, 1878	66,327,670 00	
Unclaimed interest		7,256 51
Fractional currency, 1862, 1863 and 1864 $15,469,085 92		
Less amount estimated as lost or destroyed, act of June, 21, 1879 8,375,934 00		
	7,093,151 92	
Aggregate of debt bearing no interest	$433,679,797 92	$7,256 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent., continued at 3½ per cent.	$161,876,050 00	
Bonds at 5 per cent, continued at 3½ per cent.	401,504,900 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,749,750 00	
Refunding certificates	598,050 00	
Navy pension fund, 3 p.c	14,000,000 00	
	$1,566,728,750 00	$11,499,372 50
Debt on which interest has ceased since maturity	13,746,305 26	833,955 93
Debt bearing no int., viz:		
Old demand and legal-tender notes	$346,741,056 00	
Certificates of deposit	8,310,000 00	
Coin & silver certificates	71,535,590 00	
Fractional currency	7,093,151 92	
	$433,679,797 92	
Unclaimed interest		7,256 51
	$2,014,154,853 18	$12,340,584 94
Total debt, principal and interest to date, including interest due and unpaid		$2,026,495,438 12

AMOUNT IN TREASURY.

Interest due and unpaid		$2,041,671 15
Debt on which interest has ceased		13,746,305 26
Interest thereon		833,955 93
Gold and silver certificates		71,535,590 00
U. S. notes held for redemption of certificates of deposit		8,311,000 00
Cash balance available November 1, 1881		144,493,448 88
		$240,960,971 22
Debt, less am't in Treas'y Nov. 1, 1881		$1,785,534,466 90
Debt, less am't in Treasury Oct. 1, 1881		1,798,855,925 77
Decrease of debt during the month		$13,321,458 87
Decrease of debt since June 30, 1881		$55,064,345 08

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES,-INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64	27,236,512 00	544,730 24
Cent. Branch Union Pacific bonds, 1862-64	1,600,000 00	32,000 00
West'n Pacific Bonds, 1862.64	1,970,560 00	39,411 20
Sioux City & Pacific bonds, 1862-64	1,628,320 00	32,566 40
Totals	$64,623,512 00	$1,292,470 24

Interest paid by the United States, $51,467,272 02; interest repaid by transportation of mails, &c., $14,662,-941 06; interest repaid by cash payments: 5 per cent. net earnings, $655,198 87; balance of interest paid by United States, $36,149,132 09.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, October 31, 1881.

H. F. FRENCH,
Acting Secretary of the Treasury.

THE Missouri Pacific railroad has just put on two Pullman sleepers, built at the Pullman shops, Detroit, which are a marvel in construction, and not excelled in anything of the kind. One is named "Hyperion" and the other "Prospero." Both are to run via Kansas City between St. Louis and St. Joseph. Mr. Talmage, the General Manager, is much pleased with the cars. They are elegantly lighted. The company are building a line of hotel cars to run between San Antonio and St. Louis this winter, the through travel over that line promising to be very large henceforward.

IT is reported semi-officially that the difficulties between the Texas and Southern Pacific Railroad Companies will soon be adjusted, and that neither road will fulfill their threats—the former of building to San Francisco, and the latter to Galveston.

THE incorporators of the Northern Aroostook Railroad met at Bangor, Me., on the 18th ult., and it was voted to locate the road at once from some point of the European and North American Railway—at Bancroft or Houlton.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending October 22, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad	183,044	7,010,140	6,198,092
Schuylkill Canal	16,250	490,715	419,516
Lehigh Valley	120,214	5,039,230	3,976,757
Delaware, Lackawanna and Western	94,407	3,397,099	2,779,194
Shamokin	20,868	874,536	718,429
Central R. R. of New Jersey	102,709	3,503·331	2,968,059
United R. R. of New Jersey	32,646	1,245,775	901,845
Pennsylvania Coal	35,955	1,115,395	884,969
Delaware and Hudson Canal	75,941	2,858,980	2,365,742
Huntingdon and Broad Top Mountain	9,731	425,971	350,552
Penn. and New York	35,730	1,324.402	980,675
Clearfield, Pa	49,137	1,910,553	1,362,348

The total tonnage of anthracite coal from all the regions for the week ending Oct. 22, as reported by the several carrying companies, amounted to 633,710 tons, against 659,768 tons in the corresponding week last year, a decrease of 26,058 tons. The total amount of anthracite mined for the year is 22,485,321 tons, against 18,519,691 tons for the same period last year, an increase of 3,965,630 tons. The quantity of bituminous coal sent to market for the week amounted to 108,999 tons, against 85,652 tons in the corresponding week of last year, an increase of 23,347 tons. The total amount of bituminous mined for the year is 4,018,540 tons, against 3,499,046 tons for the corresponding period last year, an increase of 519,494 tons. The total tonnage of all kinds of coal for the week is 742,700 tons, against 745,420 tons in corresponding week last year, a decrease of 2,711 tons, and the total tonnage for the coal year is 26,503,861 tons, against 22,018,737 tons, same date last year, an increase of 485,425,124. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending October 22 was 181,658 tons, of which 144,895 tons were coal and 36,763 tons coke. The total tonnage for the year thus far has been 7,256,735 tons, of which 5,334,453 tons were coal and 1,922,282 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended October 22 were 55,387 tons, and for the year to that date 1,710,226 tons, a decrease of 11,169 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 34,226 tons; year, 1,095,421 tons; increase compared with 1880, 64,582 tons; Chesapeake and Ohio Canal—week, 16,185 tons; year, 386,681 tons; decrease compared with 1880, 121,704 tons. Pennsylvania Railroad—week, 4,736 tons; year, 226,100 tons; increase compared with 1880, 44,108 tons. The Reading Railroad shipment for last week, ending October 29, was 186,500 tons, of which 42,200 tons were sent to and 45,000 tons shipped from Port Richmond, and 17,400 tons sent to and 16,300 tons shipped from Elizabethport.—*Phil. Ledger, Oct.* 31.

THE Southern Pacific Railroad has been opened for traffic at Camp Rice, on the Rio Grande division, 54 miles east of El Paso and 1340 east of San Francisco. The track is laid nearly to Eagle Springs, 35 miles further east, and is expected to meet the road from Galveston and New Orleans near the mouth of Pecos River next July.

Richmond and Danville Railroad.

The roads owned and operated directly by the Richmond and Danville Railroad company are as follows :

	Miles.
Richmond and Danville Railroad	152
Richmond, York River and Chesapeake Railroad	39
Piedmont Railroad	49
North Carolina Railroad	223
Northwestern North Carolina Railroad	25
Atlanta and Charlotte Railroad and branches	339
Total miles	827

The following roads are controlled by the Richmond and Danville Railroad Company, through its ownership of 51 per cent of the capital stock of the Richmond and West Point Terminal Railway and Warehouse Company, to which corporation they belong:

	Miles.
Virginia Midland Railway	400
Western North Carolina Railway	185
Charlotte, Columbia and Augusta Railroad	191
Columbia and Greenville and branches	228
Spartanburg, Union and Columbia Railroad	68
Asheville and Spartanburg Railroad	50
Northeastern Railroad of Georgia	40
Knoxville and Augusta Railroad	16
Total miles	1,179
Add	827
Total miles owned, controlled and leased	2,006

Within the past few weeks the Atlantic, Tennessee and Ohio Railroad, extending from Charlotte to Statesville, N. C., has been leased by the Richmond and Danville Railroad Company. This company has all rail connection north over the Virginia Midland Railroad from Danville to Washington (which road was recently purchased by the Richmond and Danville Company), and has trackage and traffic contracts with the Pennsylvania and Baltimore and Ohio Railroads, and runs its trains into Washington and Baltimore from Alexandria, Va. It also has tide-water connections from Richmond by the James River, and from West Point by the York River. It has a line of its own steamers from West Point to Baltimore, and has connections from Richmond and West Point with New York and Eastern cities by steamship. The railway line commences at Alexandria and extends through Lynchburg to Danville ; from West Point the line runs through Richmond to Danville, where these two lines meet and unite. Thence the main line goes on south over the North Carolina Railroad to Charlotte, N. C., at which place the line divides—one branch going to Columbia and Augusta, Ga., and the other to Atlanta.

There are other lines constructed and in course of construction in Western North Carolina, Tennessee, Georgia, Alabama, Mississippi, Arkansas and Texas, which, when completed, will be under the control of the Richmond and Danville Company. Reliable authority also has it that this company is trying to buy a controlling interest in the Seaboard and Roanoke Railroad, running from Portsmouth, Va., to Weldon, N. C., which would give them control from Portsmouth to Raleigh. The same authority says that the Richmond and Danville Company are trying to buy a controlling interest in the Carolina Central Railroad, which runs from Wilmington to Charlotte.

Mr. W. J. Best is building from Salisbury to Goldsboro. Northern capitalists have completed a road from Norfolk, Va., to Elizabeth City, N. C., and are pushing on to Edenton. There is a proposition to build a road from Norfolk through North Carolina to Charleston, S. C. Part of the road from Raleigh to Plymouth is graded, and it is said that work will soon commence on the whole line. A new road has just been built from Henderson to Oxford. Col. W. F. Beasley is building another road from Oxford to Clarksville, Va. Several other roads are being surveyed in the western part of the State. Altogether there is an active railroad development in North Carolina.

Cumberland, Washington and Norfolk Railroad.

Books of subscription to the capital stock of the Cumberland, Washington and Norfolk Railroad Company (which was incorporated in Maryland a few weeks ago) were opened on the 1st inst. at Suitland, Prince George County, Md., when S. Taylor Suit, President of the Washington City and Point Lookout Railroad, for himself and others, subscribed for the entire amount. The incorporators of this company were S. Taylor Suit, A. W. Dimmock, William J. Murtagh, S. I. Wailes and E. O. Reed. The capital stock is $5,000,000. The road, it is understood, is to connect the coal fields at Cumberland with the Washington City and Point Lookout Railroad, which is now being built. The connection will take place at Hyattsville. Point Lookout, the terminus of the Washington City and Point Lookout Railroad, has been designated as a United States coaling station by the Secretary of the Navy when direct communication is opened by rail.

Cincinnati Iron Market.

OFFICE OF E. L. HARPER & Co.
Cincinnati, Nov. 1, 1881.

The market is stronger than reported last week, prices having advanced from $1 to $2 per ton. Enquiries are numerous, and buyers are taking advantage of present prices. Many of the furnaces are sold up and those that have any metal on hand are not disposed to sell in large lots. Market closes with a good demand, and furnaces are disposed to sell at closing prices. The mills have, after eight days conference, settled the difference with their workmen and will resume work as early as possible. We quote as follows:—

	No.		Mos.
FOUNDRY.			
Hanging Rock Charcoal	1	29 00@30 00	4
Strong Neutral Coke	1	26 00@27 00	4
American Scotch	1	25 00@26 50	4
GREY FORGE.			
Neutral Coke		23 50@24 50	4
Cold Short		22 50@23 50	4
CAR WHEEL AND MALLEABLE.			
Hanging Rock Cold Blast		36 00@38 00	4
" Warm Blast		30 00@32 00	4
Lake Superior 1 and 2		32 00@33 00	4
Lake Superior 3 to 6		34 00@36 00	4
Southern Car Wheel		34 00@35 00	4

Northern Central Railway.

The gross earnings, operating expenses and net earnings of the Northern Central Railway Company for the month of September, 1880 and 1881, were as follows:

	1881.	1880.
Gross earnings	$429,565.13	$464,093.30
Operating expenses	379,159.00	272,355.61
Net earnings	$50,406.13	$191,737.69

—showing a decrease in gross earnings for the month of $34,528.17, with an increase in operating expenses of $106,803,39, making a decrease in the net earnings of $141,331.56.

For the first nine months of the current year (January 1 to September 30, 1880 and 1881,) the gross earnings, operating expenses and net earnings were:

	1881.	1880.
Gross earnings	$4,030,253.07	$3,584,105.54
Operating expenses	2,781,787.18	2,419,172.03
Net earnings	$1,248,465.89	$1,164,933.51

—showing an increase in gross earnings for the nine months of $446,147.53, with an increase in operating expenses of $362,615.15—making an increase in the net earnings of $83,-532.38.

THE new route to the West from Portland, via the Portland and Ogdensburg, Ogdensburg and Lake Champlain, and Rome, Watertown and Ogdensburg Railroads commenced to bill traffic through on the 1st inst.

J. W. VAN VALKENBURGH, Receiver of the Lebanon Springs Railroad Company, reports that the receipts of the road for the quarter ended Sept. 30, 1881, were $138,919.05, and the disbursements $130,217.47, leaving a balance on hand of $8,701.58. The assets of the company are $266,972.64, and the liabilities $254,445.68.

THE gross earnings of the Philadelphia and Erie Railroad Company for the month of September, 1881, were $276,522.15, the expenses, $213,262.05; and the net earnings, $63,260.10; net earnings, 1880, $109,866.11—decrease, $46,-606.01. Net earnings nine months of 1881, $802,102.39; net earnings nine months of 1880, $970,228.18—decrease, $168,125.79.

DANBURY, Conn., is now one of the important stations on the New York and New England Railroad, being made so by the new extension of the road which has recently been completed between Waterbury and the Hudson River. It is announced that trains will begin running over this new extension between Boston and the Hudson River on the 6th inst.

THE Pennsylvania Railroad Company is making an effect to abolish the improper use of the word "depot." The word "station" is to be used on its lines henceforth, and even the great "Union Depot" at Pittsburg is hereafter to be known as the "Union Station." Richard Grant White is thus indorsed. The word depot means a place of storage of goods. Station is the correct word. Railroads may have their depots for freight, but not for passengers.

ACCORDING to the recent annual report of the Danbury and Norwalk Railroad Company there has been a large increase over the receipts of last year, and many improvements, such as steel rails, Miller platform, &c., which are classed as betterments, have been made, which have added 20 per cent to the capital stock of the company, and these, added to the dividends paid during the same time, show net earnings for the past four years of more than 8 per cent per annum. Besides the amount which is classed as betterments, a large amount has been pain for new bridges, &c., which is classed as necessary expenses, and which has added thousands of dollars to the value of the road.

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Nov. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
Adams Express	146	.....	145¼	145	145	146
Albany and Susq	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
American Express	.....	97¼	96½	96¾	95	96¼
Atlantic & Pac. Tel.	.....	.....	.....	.....	.....	.....
Burl., C. R. & Nor.	.....	.....	.....	.....	80	80¼
1st mortgage 5s	.....	101	.....	.....	101¼	101½
Canada Southern	60¾	62½	65	63⅝	64	64½
1st mortgage guar	99⅛	99½	99½	99⅝	.....	99
Central of N. Jersey	95⅞	96¾	96¼	95⅝	95	95⅞
1st mort. 1890	119¾	.....	.....	.....	.....	.....
7s, consol. ass	114	114½	.....	.....	114¼	114¼
7s, convertible ass.	117½	.....	117	.....	.....	113½x
7s, Income	100	.....	.....	.....	.....	.....
Adjustment	.....	.....	.....	.....	.....	105
Central Pacific	94¾	96¾	96¼	95	95⅜	95⅛
6s, gold	114⅝	115	114¾	115½	114⅞	.....
1st M. (San Joaq)	.....	.....	.....	.....	.....	107⅜
1st M. (Cal. & Or.)	.....	.....	.....	.....	.....	.....
Land grant 6s	.....	.....	.....	.....	.....	.....
Chesapeake & Ohio	.....	.....	28⅜	29	29	28¾
Chicago and Alton	129⅞	.....	130	130	129½	130
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund	.....	.....	.....	.....	.....	.....
Chi., Bur. & Quincy	136⅝	137	137½	137½	136¾	....
7s, Consol. 1903	.....	.....	.....	.....	.....	.....
Chi., Mil. & St. Paul	108¼	108¾	109¾	108	107¾	108¼
Preferred	122	.....	122	.....	.....	.....
1st mortgage, 8s	.....	134	.....	.....	.....	.....
2d mort., 7 3-10s	120	.....	.....	.....	.....	.....
7s, gold	.....	.....	.....	.....	.....	.....
1st M. (La. C. div)	.....	.....	.....	.....	.....	.....
1st M. I. & M. div.)	.....	.....	.....	.....	.....	.....
1st.M. (I. & D. ext.)	.....	.....	.....	.....	.....	.....
1st M. (H.&D. div.)	.....	.....	.....	.....	.....	.....
1st M.(C. & M.div.)	.....	.....	.....	.....	121	.....
Consolidated S. F.	121	.....	.....	122	.....	122
Chi. & Northwestern	124¼	124⅝	125½	124½	124½	125⅝
Preferred	.....	.....	135	135	135¼	138½
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund 6s	.....	107	.....	107	.....	.....
Consolidated 7s	131½	.....	.....	134	.....	.....
Consol. Gold bo'ds	123	.....	.....	124½	124	124¼
Do. reg	.....	124	.....	.....	.....	124¼
Chi., R. Isl. & Pac.	134½	134⅞	134½	135¼	135¼	135¼
6s, 1917, c	125	125½	.....	.. .	.....	125
Clev.,Col.,Cin.&Ind.	93⅛	93½	93½	91½	91⅛	92⅛
1st mortgage	.....	.....	.....	.....	.....	.....
Clev. & Pittsburg gr.	.....	.....	.....	139¼	139¼	.....
7s, Consolidated	.....	.....	.....	.....	.....	.....
4th mortgage	.....	112	.....	.....	.....	.....
Col.,Chi.,& Ind. Cent.	21	21¾	21½	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Del. & Hud Canal.	109¼	109½	109⅜	109⅛	109½	109¾
Reg. 7s, 1891	.....	117	.....	.....	.....	116
Reg. 7s, 1884	.....	.....	.....	.....	.....	.....
7s, 1894	.....	.....	118	.....	.....	.....
Del.,Lack.& Western	126⅝	127⅝	127½	126¾	126¾	127⅛
2d mortgage 7s	.....	.....	.....	.....	.....	.....
7s, Consol. 1907	.....	.....	124½	.....	.....	124¼
Erie Railway	.....	.....	.....	.....	.....	.....
1s mortgage	.....	.....	.....	.....	.....	.....
2d mort. 5s, ext	.....	106¼	.....	.....	.....	.....
3d mortgage	.....	.....	105	.....	105	.....
4th mort. 5s, ext.	.....	.....	.....	.....	.....	.....
5th mortgage	.....	.....	.....	.....	.....	.....
7s, Consol. gold	127	.....	.....	.....	127	.....
Great West. 1st mort	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	112½	.....	.....
Hannibal & St. Jo.	96¾	95	96½	96⅜	95⅛	96¼
Preferred	113¼	113⅜	114¼	113	113	113
8s, Convertible	108	.....	.....	.....	108	112
Houston & Tex. Cen	.....	.....	.....	.....	.....	90
1st mortgage	110½	.....	.....	.....	111	111½
Illinois Central	130¼	130¾	131⅛	131	130⅝	130⅛
LakeShore&MichSo	121½	122¼	122¾	121	121⅝	122⅛
Consol. 7s	.....	.....	.....	.....	.....	.....
Consol. 7s, reg	.....	.....	.....	.....	.....	.....
2d Consolidated	.....	126½	.....	.....	.....	.....
Leh. & W. B. 7s, Con	.....	.....	.....	.....	.....	.....
Long Dock bonds	.....	.....	.....	.....	.....	.....
Louisville & Nash.	94⅞	94¾	95⅞	94½	94½	95⅝
7s, Consolidated	118	118	.....	.....	.....	.....
Manhattan	53½	53¼	52½	53	53½	54
Met. Elevated	91¾	94	97¾	96¾	97⅛	99¾
1st mortgage	101½	101¼	102	103	103¼	103
Michigan Central	92⅝	94⅛	95¼	93¼	93⅛	94½
7s, 1902	.....	.....	.....	.....	.....	.....
M. S. & N. I. 1st, S. F	.....	.....	.....	.....	.....	.....
Morris & Essex	125⅞	.....	125½	.....	125½	124¾
1st mortgage	137	.....	.....	.....	.....	.....
2d mortgage	.....	119½	.....	.....	.....	.....
7s of 1871	.....	.....	.....	.....	.....	.....
7s, Convertible	.....	.....	.....	.....	.....	.....
7s, Consolidated	.....	124¼	124¾	.....	124¼	.....
N.Y. Cen. & Hud. R.	139⅛	139⅝	140¼	139⅛	139⅜	140
6s, S. F., 1883	.....	.....	.....	.....	103¼x	102¼
6s, S. F., 1887	.....	.....	.....	.....	.....	.....
1st mortgage	135½	.....	.....	.....	.....	.....
1st mortgage, reg.	.....	.....	.....	.....	.....	.....
N. Y. Elevated	110	109⅞	110	110¼	110¼	110½
1st mortgage	117¼	115	118	.....	118	.....
N. Y. & Harlem	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg	.....	.....	.....	.....	.....	.....
N. Y., Lake Erie & W	44¼	44⅞	45½	44¼	44¾	46⅝
Preferred	.....	88½	88¾	88½	.....	90¼
2d Consolidated	102½	103	104	103¼	103½	104¼
New 2d 5s fund	.....	.....	100	.....	100	.....
N.Y.,N.Hav'n&Hart	.....	170	170	170	170	.....
North Mo. 1st mort	.....	122	.....	.....	.....	.....
Northern Pacific	38¼	38¾	39½	38¼	38¾	39
Preferred	78⅝	78⅞	80¼	79⅛	79⅜	80¼
Ohio & Mississippi	41⅜	41⅝	42	41	41⅛	41⅝
Preferred	.....	.....	.....	.....	.....	.....
2d mortgage	124	.....	.....	.....	124	.....
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. S. Fund	118	.....	.....	.....	118½	118½
Pacific Mail S. S. Co	48⅞	49⅛	49⅛	49	48⅞	48⅛
Pacific R. R. of Mo.	.....	.....	.....	.....	.....	.....
1st mortgage	107¼	.....	.....	.....	.....	107¼
2d mortgage	.....	.....	.....	.....	.....	.....
Panama	.....	190	.....	.....	.....	.....
Phila. & Reading	67	68¾	68⅛	67¾	67⅛	68⅜
Pitts,Ft.W.&Chi.gtd	.....	138	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	131½	.....
3d mortgage	.....	.....	.....	.....	.....	.....
Pullman Palace Car	132¾	133	133¾	133	133	131x
Quicksil'r Min'g Co	14¼	.....	14¾	14	13¾	.....
Preferred	62¾	.....	61¼	61½	60½	.....
St. Louis & San Fran	45	44½	.....	44¾	44½	44⅝
Preferred	69½	.....	.....	69⅞	.....	68¼
1st Preferred	105½	.....	.....	.....	.....	.....
St. L., Alt'n & T. H.	58	.....	57	.....	55	54
Preferred	.....	95	.....	.....	.....	93
1st mortgage	.....	.....	.....	.....	112	.....
2d mort. pref	.....	.....	.....	.....	.....	.....
Income bonds	.....	.....	.....	.....	.....	.....
St. L., Iron Mt. & S	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	110x
Toledo and Wabash	.....	.....	.....	.....	.....	.....
1st mortgage	.....	111	.....	.....	.....	.....
2d mortgage	.....	.....	110¾	.....	.....	.....
7s, Consolidated	.....	.....	.....	.....	.....	.....
St. Louis Division	.....	.....	.....	.....	.....	.....
Union Pacific	120¼	121⅛	121⅛	120	120	120½
1st mortgage	116⅞	116⅞	116¼	.....	116½	.....
Land Grant 7s	.....	.....	.....	113½	113⅛	.....
Sinking Fund 8s	124	.....	.....	125	.....	.....
United States Ex	76	76	77	76½	76¾	74¾
Wabash, St. L.& Pac	48¾	48⅞	48¾	48	48	48⅛
Preferred	88½	88¾	88¾	88½	87½	88⅞
New mort. 7s	.....	.....	.....	.....	.....	108
Wells-Fargo Ex	.....	.....	134	.....	135	....
Western Pacific b'ds	111	.....	.....	.....	.....	.....
Western Union Tel.	87¼	87½	87⅜	86¾	86¼	86⅝
7s, S.F. conv., 1900	.....	.....	.....	.....	.....	.....
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	.....	.....	.....	116½	.....	116⅛
U. S. 4s, 1907, coup	.....	.....	116	.....	.....	116¾
U. S. 4½s, 1891, reg	.....	113½	.....	113½	.....	.....
U. S. 4½s, 1891, coup	.....	.....	.....	.....	.....	.....
U. S. 5s, 1881, reg	101½	101¾	102	102⅛	102	101⅞
U. S. 5s, cont'd at3½	.....	.....	.....	.....	.....	.....
U. S. 6s cont'd at3½	.....	101	.....	.....	.....	.....
Dt. of Col. 3-65s, reg	.....	.....	.....	.....	.....	.....
Dt. of Col.3-65s,coup	.....	101⅞	.....	.....	.. ..	.....

Boston Stock Exchange.

Prices for the Week Ending Nov. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
Atch.,Top.&San.Fe.	138⅛	139⅛	141	141	142	141½
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	118½	.....	.....
Boston & Albany	166	165	164	.....	165	165½
7s reg	.....	.....	.....	.....	.....	.....
Boston and Lowell	.....	.....	.....	.....	.....	.....
Boston & Maine	.....	.....	.....	152	151½	152
Boston& Providence	...	.....	162	163	.....	.....
Bos'n,Hart.& Erie7s	68½	.....	69¼	68¾	68½	68¼
Burl.& Mo.R.L.G.7s	.....	.....	.....	.....	.....	.....
Burl.& Mo.R.in Neb	.....	.....	.....	.....	.....	.....
6s, exempt	.....	.....	.....	.....	.....	.....
4s	.....	89	.....	.....	.....	.....
Chi.,Burl. & Quincy	136¾	136¾	137½	137	137	137
7s	.....	.....	.....	.....	.....	.....
Cin.,Sand&Clev($50)	25¼	24¾	25	24¾	24⅛	24⅛
Concord ($50)	.....	.....	.....	.....	.....	.....
Connecticut River	.....	.....	.....	.....	.....	.....
Eastern	50	51	51	41	50¾	50
New 4½ Bonds	.....	.....	111	.....	109¾	.....
Fitchburg	.....	.....	.....	.....	150	.....
Kan.C., Top. & West	.....	.....	.....	.....	.....	.....
Michigan Central	.....	.....	.....	.....	93	.....
N.Y. & New England	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	116¼	116
Northern N. H.	113	.....	.....	.....	.....	.....
Norwich&Worcester	.....	.....	.....	.....	.....	.....
Ogden & Lake Cham	.....	.....	35	38	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Old Colony	129	130	129	129½	130	130
Ph.,Wil.&Balt.($40)	.....	.....	.....	.....	.....	.....
Portl'd,Saco & Ports	.....	.....	.....	.....	.....	.....
Pueblo & Ark Val	.....	.....	.....	.....	.....	.....
7s	.....	118¼	.....	.....	.....	.....
Pullman Palace Car	132¼	133	133	133	.....	131x
Union Pacific	.....	120¼	122¼	.....	.....	120¾
6s	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	121	122½	.....	121⅞	.....	.....
Vermont & Canada	.....	.....	.....	.....	.....	.....
Vermont & Mass	.....	.....	.....	.....	130	.....
Worcester & Nashua	62¾	.....	.....	.....	.....	.....
Cambridge (Horse)	.....	.....	.....	.....	.....	.....
Metropolitan(Horse)	.....	.....	.....	.....	.....	.....
Middlesex (Horse)	.....	.....	.....	.....	.....	.....
Cal.&Hecla Min'gCo	218	218½	221	225	225	224
Quincy	39¼	39¼	39½	39⅝	39½	41¼

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Nov. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.
Allegh'y Val. 7 3-10s	.....	.....	.....	.....	.....	.....
7s, Income	53	.....	53½	.....	.....	53
Camd'n & Am. 6s, '83	.....	.....	.....	.....	.....	.....
6s, 1889	.....	.....	.....	.....	.....	.....
Mort. 6s, 1889	.....	.....	.....	.....	.....	113x
Camden & Atlantic	.....	.....	.....	24	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Catawissa	.....	.....	.....	.....	.....	.....
Preferred	55	.....	55⅝	.....	.....	.....
7s, new	.....	.....	.....	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	.....	.....
Elmira&Williamsp't	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	60	.....	.....	.....
Hunt. & B. Top Mt.	.....	14½	14½	.....	14¾	15
Preferred	29	28⅝	28¼	.....	30	30¼
2d mortgage	.....	.....	.....	.....	.....	.....
Lehigh Navigation	47½	47¼	47½	47	46¾	46⅝
6s, 1884	.....	.....	.....	.....	.....	.....
Gold Loan	.....	.....	111½	.....	.....	.....
Railroad Loan	.....	.....	.....	.....	.....	.....
Conv. Gold Loan	.....	.....	.....	.....	.....	.....
Consol. Mort, 7s	.....	.....	.....	.....	.....	.....
Lehigh Valley	60¼	61	61	62	62	61¾
1st mort. 6s, coup	.....	.....	.....	.....	.....	.....
1st mort. 6s, reg	.....	.....	122½	.....	.....	.....
2d mort. 7s	.....	131	.....	.....	.....	.....
Consol mort. 6s	.....	.....	.....	.....	.....	.....
Consol.mtg.6s,reg	.....	118	120	.....	.....	.....
Little Schuylkill	56½	.....	.....	.....	.....	56½
Minehill&Sch.Hav'n	.....	61½	61½	61½	.....	.....
North Pennsylvania	60	60	60	60	60	60
1st mortgage 6s	.....	105	.....	.....	.....	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Genl. mtg.7s,coup	.....	.....	.....	.....	.....	.....
Genl. mtg. 7s, reg	.....	.....	.....	.....	.....	.....
Northern Central	51⅞	51⅞	.....	.....	51⅞	51¾
5s	.....	.....	.....	.....	.....	.....
Northern Pacific	38¼	38	38¼	39¼	38⅞	38¾
Preferred	78¾	78⅝	78⅞	80¼	79½	79¾
Pennsylvania R. R.	65⅞	66	66¼	66¾	65¾	63¾x
1st mortgage	.....	.....	.....	.....	.....	.....
Gen'l mort	.....	.....	.....	.....	.....	.....
Gen'l mort reg	.....	.....	.....	.....	.....	.....
Consol. mort. 6s	.....	.....	.....	.....	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Pa.State 6s 2d series	.....	.....	.....	.....	.....	.....
do 3d series	.....	.....	101½	.....	.....	.....
do 5s, new	.....	.....	.....	.....	.....	.....
do 3s	.....	.....	.....	.....	.....	.....
Phila. & Reading	33¾	33½	34¾	34½	33⅞	34
1st mortgage 6s	.....	.....	.....	.....	.....	.....
7s of 1893	.....	.....	.....	.....	.....	.....
7s, new convert	.....	.....	.....	.....	.....	.....
Consol. mort. 7s	123½	.....	.....	.....	.....	124
Consol. mort. reg	.....	.....	124	.....	124	.....
Gen'l mort. 6s	94½	94½	94⅞	94¾	.....	94¾
Philadelphia & Erie	.....	.....	.....	20⅛	.....	.....
1st mortgage 5s	105	.....	.....	.....	.....	105½
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Pittsb.,Cin.&St.L.7s	.....	.....	.....	.....	.....	.....
Pitts.,Titusv.&Buff.	21⅛	21¼	21¾	21¾	21¼	21¼
7s	.....	.....	96	.....	.....	.....
Schuylkill Navi't'n	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
6s, 1872	.....	.....	.....	.....	.....	.....
6s, 1882	91½	.....	.....	.....	91⅞	92
United Co. of N. J.	184⅛	184¾	184½	.....	184½	.....
Hestonville, (Horse)	.....	.....	.....	.....	.....	.....
Chestnut&Wal.(do)	.....	.....	.....	.....	.....	.....
Green & Coates (do)	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the Week Ending Nov. 1.

	W. 26.	Th. 27	F. 28.	Sat. 29.	M. 31.	Tu. 1.
Baltimore & Ohio..	.....	.....	.....	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	106¼	.....	.....	.....	.....	.....
Central Ohio ($50)..	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....	.....	108
Marietta & Cincin'ti	.....	.....	.....	.....	.....	.....
1st mortgage, 7s..	124	124¼	.....	124¼	.....	124
2d mortgage, 7s..	93¾	95	94½	95¼	95	95¼
3d mortgage, 8s..	.....	50	.....	50¼	49⅝	50
Northern Cen. ($50)	.....	.....	.....	.....	.....	.....
2d mort., 6s 1885..	.....	.....	.....	.....	.....	108¼
3d mort., 6s, 1900.	.....	.....	.....	.....	.....	.....
6s, 1900, gold.....	.....	114¼	.....	114¼	.....	.....
6s, 1904, gold.....	.....	.....	.....	.....	112	.....
Orange & Alex. 1st.	.....	.....	.....	.....	.....	.....
2d mortgage, 6s...	.....	.....	.....	.....	.....	.....
3d mortgage, 8s...	.....	.....	.....	.....	.....	.....
4th mortgage, 8s..	.....	.....	.....	.....	.....	.....
O., Alex. & Manas's 7s	.....	.....	.....	.....	.....	.....
Pitts. & Connells v. 7s	.....	123	.....	.....	.....	.....
Virginia 6s, Consol.	80	80	80¼	80¼	.....	82¼
Consol. coupons..	93¾	94	94	.....	95¼	.....
10-40 bonds.....	52	52½	52½	.....	52¾	54¾
Def'd Certificates.	.....	117	.....	19	.....	20
Western Maryland..	.....	.....	.....	.....	.....	.....
1st M., end. by Balt	.....	.....	.....	.....	.....	.....
2d M., do .	.....	.....	.....	.....	.....	.....
3d M., do .	.....	.....	.....	.....	.....	.....
1st M., unendors'd	.....	.....	.....	.....	110½	.....
2d M., end. WashCo	.....	.....	.....	.....	.....	.....
2d M., preferred..	.....	107	.....	.....	.....	.....
City Passenger R R.	.....	.....	.....	.....	.....	.....

London Stock Exchange.

	Closing Prices			
	Oct. 14.		Oct. 7.	
Baltimore & Ohio (sterling).....	113	115	113	115
Cairo & Viencennes com. stock	50	52	50	52
Do. preferred 5 per cent.....	91	93	92	94
Central of N. J. $100 share.....	93	98	96	100
Do. Cons. Mortgage.....	116	118	116	118
Do. Adjustment Bonds.....	104	109	107	112
Do. Income Bonds.....	103	107	102	106
Det., G'd Haven & Mil. Equip bds	114	116	114	116
Do. Con. M. 5p.c., till '83 aft'r 6p.c	109	111	109	111
Illinois Central $100 shares.....	135	137	133	135
Lehigh Valley Cons. mortgage..	118	122	118	122
Louisville & Nashville mort 6s.	110	112	110	112
Do. Sink. Fund bds (S. & N. Ala)	105	107	105	107
Do. capital stock $100 shares.	96	98	96	98
N. Y. Cent. & Hud. R. mt. bds..	137	140	137	140
Do. $100 shares.....	143	145	143	144
Do mort. bonds (stg.).....	123	125	122	124
N.Y., Lake Erie & West., $100 shs	46½	47	44¾	45¼
Do. 6 p. c. pref. $100 shares..	91	93	89	91
Do. 1st Con. Mort. bds (Erie)	130	132	130	132
Do. do. Funded Coupon bds.	123	125	125	128
Do. 2d Consol Mort. bonds...	106	108	105	107
Do. do. Funded Coupon bds..	103	105	103	105
Do. Gold Income bonds.....	90	95	90	95
N.Y., Pa. & Ohio 1st mort. bonds.	54½	55	54	55
Do. Prior Lien bds (sterling)..	103	108	105	110
Pennsylvania, $50 shares.....	67	68	66½	67½
Do. Con. Sink Fund Mort....	120	122	121	123
Philadelphia & Reading $50 shs	34½	35	34½	35½
General Consol Mortgage.....	116	118	116	118
Do. Improvement Mortgage..	104	106	104	106
Do. Gen. Mtg. '74, ex-def'd coup.	99	101	99	101
Do. Scrip for the 6 def. ½ coup.	94	98	94	98
Pittsb., Ft. W. & Chi. Eq. bds....	105	109	105	109
St. L. Bridge 1st mort. gold b'd.	126	128	126	128
Do. 1st pref. stock.....	103	106	103	106
Union Pa. Land Grant 1st. mtg.	115	119	115	119

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Nov. 3, 1881.

Six per cent was the ruling rate for call loans on stocks during the day, the quotation being 5@6 per cent. Time loans were about 6 per cent, and prime mercantile paper 6@7 per cent.

The posted rates for prime bankers sterling were 4.81 and 4.85. The actual rates were 4.80@4.80½, with cable transfers 4.85@4.85½ and prime commercial bills 4.78@4.79½. The actual rates for Continental exchange are as follows: francs, 5.25⅝ and 5.20⅝; marks, 94⅛ and 95; and guilders, 39¾@40⅛.

The Committee on Securities of the New York Stock Exchange have reported unanimously against admitting the shares of the Metropolitan Elevated Railroad Company with the guarantee of a ten per cent dividend by the Manhattan Railroad Company cancelled.

The amount of standard silver dollars now in the United States Treasury is $66,576,378, while the silver certificates outstanding, or in circulation, amount to $66,327,670, leaving only $248,708 available beyond the amount held for the redemption of the certificates. Owing to the small sum of silver dollars available for the ordinary business of the Department, it has become necessary to suspend the exchange of silver certificates for gold coin or bullion.

The coinage executed at all the Mints of the United States in October was 8,103,500 pieces, valued at $12,653,500, viz: 648,500 eagles, valued at $6,485,000; 755,000 half-eagles, valued at $3,775,000; 2,350,000 standard silver dollars and 4,350,000 cents, valued at $43,500.

By referring to the statement given on another page it will be seen that the total debt of the United States on the 30th of October was $2,025,494,438.12, less cash in the Treasury $240,960,971.22, leaving net $1,785,534,466.90. Since the 1st of October the debt has been reduced $13,321,458.87, and since the 1st of July last $55,064,345.08. Of the bonded debt $250,000,000 bears 4½ per cent interest, $739,347,800 bears 4 per cent, $563,380,950 bears 3½ per cent, and $14,000,000 (navy pension fund) bears 3 per cent. Interest has ceased upon $13,746,305, and $433,679,798 bears no interest, being in the shape of legal tender and other currency, certificates of deposit, and gold and silver certificates. Of the cash in the Treasury $144,493,449 is available at date, being in excess of current liabilities. In addition to the above there are outstanding $64,623,512 bonds issued to Pacific Railroads, and known as the currency 6s.

The excess of exports of merchandize from the United States in September, 1881, was $6,769,250; September, 1880, $17,997,246; nine months ended September 30, 1881, $121,193,289; nine months ended September 30, 1880, $73,798,920; twelve months ended September 30, 1881, $246,270,615; twelve months ended September 30, 1880, $163,857,613. Excess of imports of gold and silver coin and bullion in September, $10,200,865; September, 1880, $19,104,049; nine months ended September 30, 1881, $37,630,406; nine months ended September 30, 1880, $29,568,665; twelve months ended September 30, 1881, $77,321,563; twelve months ended September 30, 1880, $71,432,893.

The total values of the exports of petroleum and petroleum products during the month of September 1881, were $4,762,711, and during September, 1880, $3,712,763. For the nine months ended September 30, 1881, $34,952,961, and for the same period in 1880, $24,989,343.

The amount of United States currency outstanding on the 31st ult. was as follows: old demand notes, $60,040; legal-tender notes, all issues, $346,681,016; one-year notes of 1863, $43,705; two-year notes of 1863, $12,100; two-year coupon notes of 1863, $23,150; compound interest notes, $228,930; fractional currency, all issues, $15,469,090.25; total, $362,518,121.25.

The closing quotations on Thursday were: Adams Express, 146@147; American Express, 94@96; American District Telegraph, 50@57; Chicago, Burlington and Quincy, 137½@137⅝; Canada Southern, 63½@63½; Chicago and Northwestern, 126⅝@126¾; do. pref., 138¾@139½; Chicago and Alton, 130½@131; Central of New Jersey, 95½@95½; Chicago and Rock Island, 135@135½; Central Pacific, 95⅝@95¾; Chicago, Milwaukee and St. Paul, 108⅛@108⅜; do. pref., —@122½; Chicago, St. Louis and New Orleans, 78¼@79½; Cleveland, Columbus, Cincinnati and Indianapolis, 92½@93½; Columbus, Chicago and Indiana Central, 21@21½; Delaware and Hudson Canal, 109@109⅛; Delaware, Lackawanna and Western, 127⅝@127¾; Hannibal and St. Joseph, 96@96½; do. pref., 112½@112½; Illinois Central, 131½@131¾; Lake Erie and Western, 47@47½; Lake Shore and Michigan Southern, 122⅝@122½; Metropolitan Elevated, 101½@102; Manhattan Elevated, 51½@52; Michigan Central, 94½@94¾; New York Elevated, 110½@111; New York, Lake Erie and Western, 45¾@45⅞; do. pref., 89⅛@90⅛; New York Central and Hudson River, 139⅜@140; Ohio and Mississippi, 41½@41⅝; Ohio Southern, 22½@23; Ohio Central, 26¾@27; Pacific Mail, 44⅛@44¾; Union Pacific, 120@120½; United States Express, 74@75; Wells-Fargo Express, 133@135; Western Union Telegraph, 86½@86⅝; Wabash, St. Louis and Pacific, 48⅝@48½; do. pref., 89@89¼.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—American Dock and Improvement bonds, 135; Atlantic and Pacific 1st, 100¼; Atchison, Colorado and Pacific 1st, 101; Baltimore and Ohio, Parkersburg div. 1st, 110; Boston and New York Air Line pref., 60; Chicago, St. Paul and Minneapolis 1st, 113; Cincinnati, Indianapolis, St. Louis and Chicago 1st, 103½; Cleveland, Columbus, Cincinnati and Indianapolis 1st consol., 123½; Chicago, St. Louis and New Orleans, 79; Chesapeake and Ohio 1st pref., 40; do. 2d pref., 30¾; do. 1st, series B, 84⅝; do. cur. int., 56¾; Chicago, St. Paul, Minneapolis and Omaha, 41½; do. pref., 102⅞; do. consol., 103½; Cairo and Fulton 1st, 111½; Central Branch Union Pacific 1st, 102; Carolina Central 1st, 94; Columbus, Chicago and Indiana Central Income, 73¼; Central Iowa 1st, 115½; Cleveland and Toledo S. F., 110; Chicago, Milwaukee and St. Paul Southern Minnesota div. 1st, 106½; do. Southwestern div. 1st, 106; do. Chicago and Pacific div. 1st, 97; Denver, South Park and Pacific 1st; 103¾; Delaware and Hudson 1st, Penn. div., 128; Denver and Rio Grande, 81¾; do. 1st, ex int., 113½; do. 1st consol., 108¾; East Tennessee, Virginia and Georgia, 14½; do. pref., 25; do. inc., 54½; Galveston, Houston and Henderson 1st, 85; Galveston, Harrisburg and San Antonio 1st, 106; Gulf, Colorado and Santa Fe 1st, 110; Hudson River 2d, S. F., 110; Houston and Texas Central Gen'l mort., 100½; International and Gt. Northern 1st, 110½; Indianapolis, Decatur and Springfield, 1st, 103½; do. 2d inc., 66; Indiana, Bloomington and Western, 45; do. 1st, 90; do. 2d, 80; Kansas Pacific 6s, J. & D., 1896, 112¾; do. F. & A. 1895, 111; do. 1st consol., 105; Keokuk and Des Moines, 19½; do. 1st, 103½; Lehigh and Wilkesbarre consol.

ass., 110; Lafayette, Bloomington and Muncie 1st, 105; Louisville, New Albany and Chicago, 75; do. 1st, 104½; Louisiana and Missouri River, 18¾; Long Island, 55½; Louisville and Nashville gen'l mort. 6s, 105¼; do. 2d, 106; do. St. Louis div., 53½; Lake Erie and Western, 47; do. 1st, 108; do. Sandusky div. 1st, 100; Memphis and Charleston, 74½; Marietta and Cincinnati 1st pref., 18½; do. 2d pref., 11; Mobile and Ohio, 38⅛; do. 1st deben., 98⅝; do. 2d deben., 72½; do. new mort., 113; Missouri, Kansas and Texas, 41; do. 6s, 86½; do. consol., 7s, 106¼; do. 2d, 79⅜; Missouri Pacific, 106; do. 1st consol., 106¾; Milwaukee, Lake Shore and Western, 50½; Manhattan Beach, 22¼; Metropolitan Elevated 2d, 93½; Michigan Central 5s, 95½; do. 8s, 103½; Minneapolis and St. Louis 1st, 117; New York, Ontario and Western, 32¾; Nashville, Chattanooga and St. Louis, 84; do. 6s, 117; New Orleans Pacific 1st, 94¼; New York City and Northern Gen'l mort., 89⅞; New York, Pennsylvania and Ohio, Inc., 55½; Ohio Central, 27; do. 1st, 100; do. inc., 50½; Ohio Southern, 21; do. 1st, 94; do. inc., 43; Oregon Railway and Nav., 164; do. 1st, 110; Peoria, Decatur and Evansville, 39½; Panama S. F. 6s, 107; Rochester and Pittsburg, 27½; do. 1st, 102½; do. inc., 40; Richmond and Danville, 106; do. 6s, 102; Rome, Watertown and Ogdensburg, 30½ do. 1st consol., 95½; Richmond and Allegany, 38¾; do. 1st, 106; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 112; do. Omaha div., 113½; Scioto Valley 1st, 105; St. Paul, Minneapolis and Manitoba, 106½; St. Louis, Alton and Terre Haute div. bonds, 64; St. Louis and San Francisco 2d, class B, 90½; do. C, 88½; South Pacific 1st, 104; Southern Pacific of California 1st, 103½; St. Louis and Iron Mountain pref. inc., 99⅜; do. Arkansas Branch, 1st, 112; do. 5s, 87½; St. Louis, Jacksonville and Chicago 1st, 117; St. Paul and Sioux City 1st, 109½; Toledo, Delphos and Burlington, 23⅞; do. inc., 43½; Texas and Pacific, 53⅝; do. inc. L. G., 73½; do. Rio Grande div. 6s, 89½; Texas Central 1st, 107½, Texas and St. Louis 1st, 89½; Toledo, Peoria and Western 1st, 115; Union Pacific collateral trust 6s, 108¼; Wabash, St. Louis and Pacific Gen'l mort. 6s, 96¾; do. Chicago div. 1st, 92½; Arkansas 7s, L. R., & Ft. S., 32½; do. M. O. & R. R., 30½; do. L. R., P. B. and N. O., 32; do. M. & L. R., 33; do. Central, 20½; Georgia 7s, new, 113; do. 7s, gold, 120; Louisiana consol., 7s, 69½; Missouri 6s, 1887, 109½; do. 6s, 1888, 110½; do, 6s, fund, 1894-'95, 113½; North Carolina 6s, S. T, 3d class, 10; South Carolina 6s, non-fund, 12½; Tennessee 6s, old, 69⅝; do. new, 69½; Colorado Coal and Iron, 50; do, 6s, 92½; Consolidation Coal, 34; Cam. Coal, 37¾; New Central Coal, 26; Sutro Tunnel, 1¼; Central Mining, 1¾; Deadwood, 7; Excelsior, 1; Homestake, 19½; Little Pittsburg, 2⅝; Mariposa, 5; do. pref., 5½; Ontario, 36; Robinson, 12⅞; Standard, 22¾; Starmont, 2⅛.

Philadelphia.—Buffalo, Pittsburg and Western, 21¼; do. pref., 30; Central Transportation, 40; Belvidere Delaware 2d, 107; Northern Pacific 6s, Pend d'Oreille, div., 101½; Nesquehoning Valley, 57; Philadelphia and Reading Income 7s, 90; Philadelphia, Germantown and Norristown, 109⅞; Pennsylvania Canal 6s, 100; Texas and Pacific 1st mort., 105; do. consol. mort. 6s, 101½; do. Rio Grande div. 6s, 90; West Jersey and Atlantic, 24; do. 6s, 110; West Jersey 1st, 120; Warren and Franklin 7s, 115. The latest quotations are: City 6s, 110@124; do. free of tax, 127@128½; do. 4s, new, 105@112; Pennsylvania State 6s, 3d series, 101½@102; do. 5s, new loan, 117@118; do. 4s, new, 110@114; Philadelphia and Reading R. R., 34@34⅛; do. consol. mort. 7s, reg., 123½@124; do. mort. 6s, 122@125; do. gen'l mort. 6s, coupon, 94¾@95; do. 7s, 1893, 122@125; do. new, conv., 68@70; United New Jersey R. R. and Canal, 184½@185; Buffalo, Pittsburg and Western, 21⅛@21¼; Pittsburg, Titusville and Buffalo 7s, 96@96½; Camden and Amboy mort. 6s, 1889, 116@116½; Pennsylvania R. R., 63⅝@63¾; do. general mort. coupon, 123@130; do. reg., 121@122; do. consol. mort. 6s, reg., —@128; Little Schuylkill R. R. 56½@56¾; Morris Canal pref., 160@—; Schuylkill Navigation, 6@7; do. pref., 13@13¼; do. 6s, 1882, 91½@92½; do. 1872, 108¼@—; Elmira and Williamsport pref., 57@60; do. 6s, 111@—; do. 5s, 100@—; Lehigh Coal and Navigation, 46⅝@46¾; do. 6s, 1884, 106@106½; do. R. R. loan, 116@119; do. Gold Loan, 111@111⅛; do. consol. 7s, 117@118¼; Northern Pacific, 38¾@38⅞; do. pref., 79⅝@79¾; North-Pennsylvania, 59⅛@60⅜; do. 6s, 105@105½; do. 7s, 120@122; do. General mort. 7s, reg., 120@124; Philadelphia and Erie, 20@21; do. 7s, —@118; do. 5s, 105¼@105¾; Minehill, 61⅜@61½; Catawissa, 18@18½; do. pref., 55@56; do. new pref., 52¾@53¼; do. 7s, 1900, 119¾@120¼; Lehigh Valley 61½@62; do. 6s, coupon, 121@—; do. reg., 122@122½; do. 2d mort. 7s, —@131; do. consol. mort. 118@120; Fifth and Sixth streets (horse), 136@150; Second and Third, 116@115; Thirteenth and Fifteenth, 78⅞@79; Spruce and Pine, 49@50; Green and Coates, 90@105; Chestnut and Walnut, 94@95; Hestonville, 20½@21; Germantown, —@80; Union, 110@125; Lombard and South, 22½@22¾; West Philadelphia, 105@110; People's 32¼@32¾; Continental, 104¾@105.

Boston.—Atlantic and Pacific 6s, 98; do. Income 6s, 44¾; Atchison, Topeka and Santa Fe 5s, 94½; Boston Water Power, 7⅛; Boston Land, 8¾; Boston, Clinton, Fitchburg and New Bedford, 45; Boston, Revere Beach and Lynn, 125½; Connotton Valley, 23; do. 7s, 97½; do. Straitsville div., 84; Chicago and West Michigan, 83; do. 5s, 96¼; Chicago, Burlington and Quincy 4s, 90; Connecticut and Passumpsic Rivers pref., 94; Detroit, Lansing and Northern pref., 113¾; Flint and Pere Marquette, 28½; do. pref., 95½; Kansas City, St. Joseph and Council Bluffs 7s, 119; Kansas City, Fort Scott and Gulf pref., 126; Little Rock and Fort Smith, 71; Louisiana and Missouri River, 19; Mexican Central 7s, 94; do. Blocks, new, 99½; do. old, 114; Massachusetts Central 6s, 98⅞; New York and New England 6s, 108½; New Mexico and Southern Pacific 7s, 117; Northern Pacific 6s, 101¾; Ogdensburg and Lake Champlain consol. 6s, 99¾; do. Inc., 52; Summit Branch, 19; Toledo, Delphos and Burlington, 11⅝; Wisconsin Central, 23½; Atlantic Mining Co., 14; Allouez 3⅜; Brunswick Antimony, 6; Blue Hill, 1½; Catalpa, 1; Duncan, 25c.; Douglas, 1¾; Huron, 3¾; Harshaw, 5¼; Napa consol. Quicksilver, 7; Osceola, 29½; Pewabic, 13; Ridge, 3; Silver Islet, 35¾; Sullivan, 3.

Baltimore.—Atlantic Coal, 1.30; Atlanta and Charlotte, 75; do. 1st, 108⅞; Baltimore City 6s, 1890, 116; do. 6s, 1884, 107; do. 6s, 1886, 109½; do. 5s, 1894, 117½; do. 5s, 1916, 121½; do. 4s, 1920, 114; Chesapeake and Ohio Canal 6s, 42½; Columbia and Greenville 1st, 103; Canton 6s, 106½; Maryland Defense 6s, 105½; Norfolk and Western pref., 54½; Richmond and Allegany, 40; Richmond and Danville, 103; Union Railroad 6s, indorsed by Canton Company, 116; Virginia Peeler coupons, 21; Virginia Midland 2d mort., 108; do. 5th mort., 94; Wilmington, Columbia and Augusta, 95. The latest quotations are: Atlanta and Charlotte, 75½@77; do. 1st, 108½@109; Baltimore and Ohio, 190@200; do. 6s, 1885, 106½@—; Central Ohio 1st, —@108½; Chesapeake and Ohio Canal 6s, 41⅛@42½; Columbia and Greenville 1st, 102½@103½; Marietta and Cincinnati 1st, 124@124⅛; do. 2d, 95@95½; do. 3d, 49¾@50; Northern Central, 51½@52; do. 6s, 1885, 108¼@108½; do. 6s, 1900, gold, —@114½; do. 6s, 1904, gold, 111½@—; do. 6s, 1900, 114@114½; do. 5s, 1926, 99½@—; Norfolk Water 8s, 128@—; Ohio and Mississippi, Springfield div. 1st, 116@117; Norfolk and Western pref., 54½@55½; Pittsburg and Connellsville 7s, 122½@124; Richmond and Danville, 104⅜@106; Richmond and Allegany, 40@41; Union R. R. 6s, 116@116½; Virginia Midland 2d, 107@107½; do. 5th mort., 93⅜@94; Virginia consols., 82⅛@82½; do. consol. coupons, 94¼@95; do. 10-40s, 54½@55¾; Western Maryland 1st, unindorsed, 110@—,

A Good-Natured Engineer and His Engine.

THE *Mechanical Engineer* says that the locomotive is the highest type in machine works in point of durability, and cites this one in evidence: It was made at the Chicago, Rock Island and Pacific Railway shops in Chicago. Engine No. 3 of this road has been in service since June, 1878, when it was new. It has never been in the shop since, and none of the brasses except those on the cross-heads have been taken out for refitting, and these only once. Its mileage during the three years has been 115,369 miles, and it is considered good for 50,000 more before going into the shop. Its driving-wheels are 57 inches in diameter, and have Krupp's steel tires. Master Mechanic Twombly gives the credit of this performance to Jerry Shea, the engineer, who is constitutionally good-natured and never gets his engine excited.

Dividend Notices.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, September 27, 1881.

The Board of Directors of this Company have this day declared a quarterly dividend of TWO Per Cent upon its capital stock, payable on TUESDAY, the first day of November next, at this office. The transfer books will be closed at 3 o'clock, P. M., on Saturday, the first day of October next, and will be reopened on the morning of Friday, the fourth day of November next.

E. D. WORCESTER, *Treasurer.*

COTTON-SEED HULLS
For Packing Journal Boxes of Cars.
NATIONAL RAILWAY PATENT WASTE CO.
240 Broadway, - New York.

ALL ABOUT KANSAS

THE WEEKLY CAPITAL is an EIGHT-PAGE, 48-COLUMN paper, published at TOPEKA, KANSAS, giving full and reliable State news, crop and weather reports from every County. $1.00 per year. Sample copy free.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	174,351	209,113	221,801	.....	.....	.....	.... .
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,459,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,859,000	2,059,000	2,293,000	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,581	327,370	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	771,466	768,897	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1 128,894	1,433,364	1,393,087	1,314,231	1.326 957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131.683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,767,900	2,020,200	2,105.200	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	2,217,711	2,305,500	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,569	1,484,316	1,709.932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1.257,677	1,494,000	1,473,620	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,569,000	1,678,000	1,645,000	1,590,000	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	236,995	251,013	300,833	.....	.....	.....	.....
1881	122,555	101,965	166,999	253,677	309,794	404,241	364,680	367,397	355,182	.....	.....	.....	.....
Cin., Ind , St. L. and Chicago:													
1880	155.697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	168,256	178,861	229,858	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349 410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398.914	380,134	417,109	410,965	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	372,190	396,472	400,991	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	584.230	548,284	606,193	620,643	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212.896	233.448	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	198,110	215,308	202,567	.....	.....	.....	....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	188,120	195,329	227,679	289,380	.....	.....	.....	.....	.....
1881	359,706	432,475	325,209	267,082	226,399	227,333	237,666	305,462	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	832,386	813 610	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	85,733	106,953	103,438	116,732	183,281	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	96,536	83,764	117,956	195,307	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,491,345
1881	816,960	805,124	947,959	850,862	828,725	1,227,885	820,000	884,400	96 5,300	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	130,740	140,593	184,246	.....	.....	.....	.....
1881	218,243	211,353	226,398	163,027	145,416	132,693	131,009	159,348	209,044	.....	.....	.....	....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,130	151,594	169,326	167,473	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	219,891	210,257	249,885	230,709	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,271	231,518	246,821	267,515	250,494	.....	.....	.....	.. ..
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,923,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	1,787,081	1,772,895	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,136	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	440,811	498,008	... ...	.....	.....	.....	... .
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	241,277	230,500	330,500	.....	.....	.....	.....
1881	109,805	79,976	143,835	214,755	299,880	368,276	404,180	411,624	490,096	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,024	308,699	347,532	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	350,585	291,669	303,849	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,462	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	267,319	277,817	.....	.....	.....	.....
1881	212,435	178,234	262,050	265,298	283,399	260,254	252,333	286,373	279,064	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490 195	451,560	408,241	349.053	353,454	442,555	565 869	671,219	678,200	626,725	655,100	6,258,11
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	622,529	690,400	.....	.....	.....	....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,699	213,407	272,089	282,579	274,188	.....	.....	.....	....
1881	264,187	159,482	320,962	425,685	382,642	405,322	387,488	414,954	485,736	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,528	1,934,215	1,913,035	2,270,179	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,393,467	2,690,969	2,528,826	2,638,659	2,844,357	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	978,629	892,024	948,773	953,468	1,066,742	1,185,225	1.177,134	,526 475	1 .16 ?05	96 .663	12,336,16
1881	811,617	816,923	1,119,59	1 023,482	1,144,660	1,308,993	1,131,751	1,542,838	1,490 027	.....	.....	.....	.....


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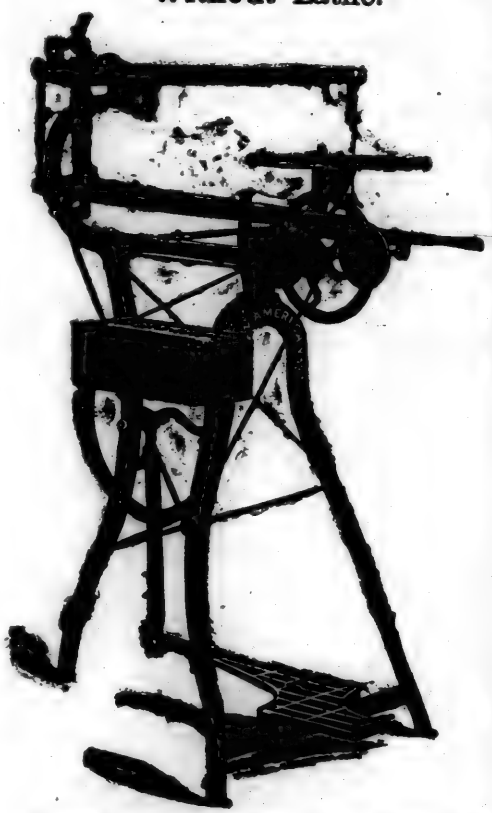
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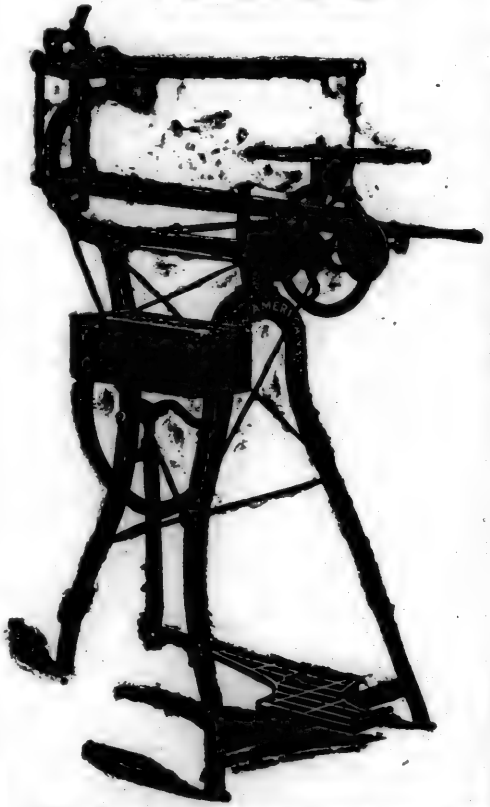
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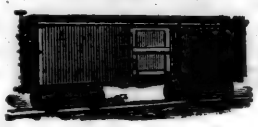
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

Steam Navigation, Commerce, Finance, Banking, Machinery, Mining, Manufactures.

SECOND QUARTO SERIES.—VOL. XXXVII., No. 46.] NEW YORK, NOVEMBER 12, 1881. [WHOLE No. 2,377.—VOL. LIV.

Tehuantepec and the Eads Ship Railway.

[From Harpers' Monthly Magazine.]

THE latest railroad maps of Mexico could hardly fail to excite the fears of Mexican patriotism if our neighbor republic had any fear of that Yankee invasion which is now going on. From the northern frontier no less than four lines of invasion, more or less advanced, pierce the interior. The Mexican Central company has its main or international line extending down from El Paso, while its interoceanic branches meet the Gulf at Tampico, and the Pacific at San Blas; the Palmer and Sullivan narrow gauge, or the Mexican National, invades the country from Laredo on the frontier, and Manzanillo on the sea. Eagle Pass, on the Rio Grande, is the starting point of an American road to Topolorampo, on the Gulf of California. South of the city of Mexico the Grant concession occupies the territory from sea to sea, and guards the western coast from Anton Lizardo across to Accapulco, and thence to the southern limit of the republic.

Instead of dreading this invasion, however, the Mexicans welcome it as the harbinger of the new age of gold which is, to succeed their brazen age of pronunciamento and of civil war, and they have given the full measure of their enthusiastic approval to the daring scheme of the American engineer James Buchanan Eads, who proposes to make Mexico the highway of the world's east and west ocean commerce by taking up the ships, crews, cargoes, and all, and carrying them on railroad cars across the Isthmus of Tehuantepec.

The suggestion of a ship railroad dates back from the adventurous epoch and from the busy brain of Cortez. The "wild surmise" which held Balboa "silent upon a peak in Darien" very soon gave way to a depressing conviction that there was an obstacle in the way of Columbus's idea of reaching the East by way of the West, and Cortez was not content with merely conquering Mexico as long as anything remained beyond. He made a personal exploration of the Coatzacoalcos, the river of the isthmus, with a view of establishing a portage across the short path to the South Sea, for the rich commerce of Zipangu and far Cathay. Spain thought well of the project, and, after three hundred years of thinking, issued a decree in 1814 authorizing the attempt. But the revolution had already started, and prevented all further proceedings until 1842, when the republic granted a concession to Don Jose de Garay to build a railroad there. The Garay concession lapsed, although the government of the United States was prepared to pay fifteen millions of dollars for a right of way across the isthmus, and authorized the commissioners of the boundary treaty to offer that sum to Mexico. This too fell through, but after the gold discoveries of California our government kept its eye on the isthmus, and has since made two surveys for the purpose of determining the practicability of a canal. These surveys were made by General Barnard in 1851, and by Commodore Shufeldt in 1870; but it looks as if the isthmus was waiting for the ship railroad, for in the interval three successive concessions were made to Mexicans, and one to an American company, yet the Panama Canal, 1,200 miles further away from us, was begun before the Mexican government turned a willing ear to the idea of Eads.

The idea of Eads is that wherever a canal can be dug to float a ship, a railroad can be built to carry a ship; and strange and novel as the idea sounds upon its first mention, the most sober-minded and competent engineers of this country and of England declare that it is scientifically sound and quite practicable.

The ship to be transported across the isthmus is placed on its platform, car, or cradle, or dry-dock, or whatever one chooses to call it, resting on even keel and bilge blocks, and braced as if it had gone on the ways for repairs. The car is designed to move on twelve rails spaced the standard width and the wheels are placed as near together as their diameter will allow, or three feet from axle to axle. The tractile power is furnished by four locomotives, each with fivefold the capacity of an ordinary freight locomotive. The non-scientific mind begins to ask at once, How can the ship get there, how is she secured from bending or twisting strains while there, and how does the railroad meet the demands of the pressure on its road-bed, and of the grades and curves involved in a hundred miles of mountain location?

The ship gets on the railway very much as it gets on any other ways. The railway begins thirty feet below the surface of the harbor, in a land-locked basin. A slope of one in a hundred brings the railway down to thirty feet in depth at a distance of three thousand feet from the land terminus. The cradle is run down this incline to the depth at which the ship's keel rests on its bearing; the vessel is secured to the cradle and braced, and stationary engines at the land end of the basin draw it to its level on *terra firma*.

The car is made of cross girders of plate iron, with each wheel bearing on an independent axle, and with its separate set of springs. A car three hundred feet in length, such as would carry a ship of four thousand tons, would have one hundred wheels on each rail, or twelve hundred wheels under each car. This would give a pressure of five tons on each wheel, which is not as great as is borne by the road-bed of an ordinary railroad. Any one who has traveled at the rate of forty miles an hour on the two rails of such a road as the Hudson River road, where the motion is hardly felt, will have no difficulty in believing that a vessel securely braced can be moved on an elastic cushion of twelve hundred springs, distributed across twelve rails, without any disturbance or strain, as long as the road is straight and level. In the ship railway, curves are out of the question, and a change of direction is made by a turning-table. The surveys of the road have shown that a maximum grade of fifty feet in the mile is easily obtainable. A cradle three hundred feet long would be exposed to a maximum flexure of six inches in its center in passing directly from a level to such a grade.

There is a popular delusion that a ship is so delicate that it would give way if any part of it were left unsupported. Lloyds' Rules, which are the basis of ocean insurance, require a seagoing vessel to be so strong that it would sustain no injury if supported on a single bearing across its center, or if suspended between two supports at its ends. A ship that cannot stand this without injury is not fit to go to sea, yet there is no room on the ship railway for any such strain as this.

While on the one hand the loaded ship is supposed to have so tremendous a weight as to crush in the road-bed, we are told that it is so light that it cannot stand the exposure of its surface to the wind. Ship captains have declared that the seams would dry and crack and open under exposure to the hot sun; to which the projector answers that he will transfer every ship from harbor to harbor within twelve hours, and if the ship's seams cannot stand that exposure, it is a sign that they need calking and tarring, for which the passage will furnish an opportunity. In fact, the conservative old salts look upon the audacious attempt to lift their craft out of the water and haul it across dry land very much as the old Shiver-my-timbers and Benbows of sailing three-deckers look-

ed upon the introduction of steam and of Monitors. But science has no sentiment, especially when pressed into the service of trade, and the testimony of science is to the effect that, spite of old salts and salt-water sentiments, ships will yet sail on dry land across the isthmuses of Tehuantepec and Corinth, across Florida, and over the Landes of Southern France, between Biscay and the Mediterranean.

The Tehuantepec project is already well advanced, and under circumstances that promise speedy success. The concession which the Mexican government gave to our fellow-countryman is the most liberal that any government ever gave to a private individual. Its importance to us consists in the fact that the charter permits the company to discriminate in favor of the commerce of any nation which aids in building the work.

The Isthmus of Tehuantepec becomes, in the light of its possibilities, one of the points of interest on the map. At its narrowest part it is 143 miles wide, from the bar of Coatzacoalcos on the north to the chain of natural harbors at the south end. The Coatzacoalcos River is a broad and deep stream, with twenty-five feet of water from the mouth to the town of Minatitlan —a sleepy, ragged, and tumble-down settlement thirty miles up. This is a port of some importance for the trade in mahogany and other precious woods. The whole Atlantic side of the isthmus is a low, marshy, unhealthy forest for fifty of sixty miles back from the coast. Below Minatitlan the tributary stream of the Uspanapa comes in from the south, and carries the deep channel twenty miles further inland to a bend where a conspicuous cottonwood-tree has given the name of "Ceiba Bonita" to the point where the work of the ship railway will begin. Here the land is so marshy that a canal of ten miles in length will probably need to be dredged out to the begining of track-laying. The railway itself will run through a country of exuberant fertility, of beautiful scenery, and of healthful climate. The mountains present no especial obstacle, for at three different points the Sierra Madre lowers itself to an elevation of only 650 feet, as if bending to the yoke of commerce. These are the passes of Chivela, Tarifa, and Masagua, through one of which the road will run ; and thence southward there is a choice of routes either to Salina Cruz, on a large lagoon, or by the town of Tehuantepec to the harbor of Ventosa, on the sea.

A corps of engineers, under the direction of Mr. J. J. Williams, and Captain Flores of the engineer corps of the Mexican army, are now on the isthmus completing the surveys on which the course of the road and the estimates of its cost were based. The choice of a best location for the road is a matter of more than usual importance, as Captain Eads estimates that his railway will cost half a million dollars a mile ; the estimate of the total cost of the road, including equipment and harbor work, is placed at seventy-five millions ; the period needed for its completion is not to exceed four or five years.

After leaving the fevers of the marsh-land the chief obstacle is the tropic luxuriance of vegetation, which here grows so rankly as to obstruct all passage. It is a land of tropic storms, of six months of rain and six months of dry weather ; its inhabitants are a few tribes of half civilized Indians ; its woods abound in every species of game ; its soil has a capacity for every tropical cultivation. On the Pacific coast there is a wholly different climate, haciendas and villages diversify a landscape which opens out upon glorious views of the far-off Pacific, and peace and primitive prosperity mark it as a fit habitation for man. When the dream of Cortez is realized, and the portage is made, not for such light craft as he built on the lake of Tezcoco, but for the monster ships which now interchange the grain of California and the silks and teas of Cathay and Zipangu with the productions of civilized Europe, two statues should crown the summit of the pass—one of the great conquistador of the sixteenth century, and one of the modern American citizen whose genius has shown itself not less daring in the paths of peace.

St. Gothard Tunnel.

The St. Gothard Tunnel, which was opened on the 2d inst., is located on the line of the railway between Lake Maggiore, in Italy, and Lake Luzerne, in Switzerland, and passes under the Lepontine Alps. The undertaking was organized in 1871, under the authority of a treaty between Italy, Switzerland and Germany, who jointly contributed 85,000,000 francs to the construction company. The first estimate of cost was 187,000,000 francs, but this was increased to 289,000,000 francs by the discovery of an important error in calculation shortly after the work was commenced. The enterprise languished for a long time, but under an increase of capital and further government subventions it was revived and carried to completion. Louis Favre, of Geneva, was the contractor, and agreed to finish the work by October 1, 1880. About a year ago, however, the falling of an immense mass of loose rock greatly embarrassed and impeded the work. The completion of the tunnel will divert some of the commerce and travel of the south, which has hitherto passed by the way of the Mt. Cenis Tunnel into France, or through the Benner Pass into Austria, Switzerland and Germany, and this was the object for which it was built.

The Great Salt Lake.

Four barrels of water of the Great Salt Lake will leave, after evaporation, nearly a barrel of salt. The lake was discovered in the year 1820, and no outlet from it has yet been ascertained. Four or five large streams empty themselves into it, and the fact of its still retaining its saline properties seems to point to the conclusion that there exists some secret bed of saline deposit over which the waters flow, and that thus they continue salt—for, though the lake may be the residue of an immense sea which once covered the whole of this region, yet by its continuing so salt with the amount of fresh water poured into it daily, the idea of the existence of some such deposit from which it receives its supply seems to be only too probable. For the past fifteen years, until last year, the lake has been gradually rising; but in 1870 it receded two or three feet—a most unusual occurrence—owing to the exceptionally warm weather. There are no fish in the lake, but myriads of small flies cover its surface. The buoyancy of the water is so great that it is not at all an easy matter to drown in it. The entire length of the Salt Lake is eighty-five miles, and its breadth forty-five miles.

The Pacific Railway Snow Sheds.

These wonderful wooden tunnels cover 40 miles of the Central Pacific Railroad. They were first suggested by its practical Vice President, Charles Crocker, but his companions hesitated through fear of their impracticability and expense. They are of two kinds, one with very steep roofs and the other with flat roofs. They cost per mile from $8,000 to $12,000, and in some places, where heavy masonry was needed, the cost reached $30,000 a mile. They are firmly constructed to support the great weight of snow and resist the rush of avalanches. The precautions are very thorough. Corrugated plates of iron separate the buildings into sections, and in the great ten mile shed there are automatic electric fire alarms. At the summit is an engine and tank always ready to flood the ignited spot in an instant. These sheds shut in the view of the great Sierras; but without them winter travel would be impossible. Sometimes five feet of snow falls upon them in a day, and often thirty feet lie on the ground at one time, and in many places snow accumulates to the depth of fifty feet above these great wooded arches.—*Nashville American.*

Nero's Engineers.

Modern engineers think they have carried the art of surveying to very great perfection, but a good deal of it must have been known in ancient times. No road is so imperishable as a Roman road, which indicates that the engineers not only built well, but chose good routes, especially in their exemption from the action of floods. The Indian engineers seldom find that they can improve on the routes selected for ancient native canals or the sites chosen for huge tanks, and this week Colonel Turr quoted a still more striking instance. He has been surveying for the canal to be cut through the Isthmus of Corinth, and after a most careful examination of three alternative routes has decided that the one selected by the Emperor Nero's engineers is by far the best. Not to mention that it is shorter than all others, the "trace of Nero" terminates at each end in calm and deep water; and "another advantage of the Nero trace consists in the disposition of the slopes, which favors it, inasmuch as the canal would be then protected against the floods in the ravines along the slopes, while the other two lines would catch these waters." That shows scientific surveying; and it is to be noted that Nero's engineers, like Alexander's, had freed themselves from the singular superstition which so greatly influenced modern opinion, that the waters of two seas were never of the same height. This argument was actually thrown at M. de Lesseps as a serious one, not only against the Suez canal, but the Canal of Corinth.—*Spectator.*

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THE apprehension which has been felt in many minds concerning the practicability of the Eads Ship Railway project seems to be disappearing in proportion as the details of the plan are made clear to the general public. The important features of the plan, or those which have received the most discussion and given rise to the strongest objections, appear in the main to have been endorsed as feasible by high scientific authorities. One of the objections most frequently referred to is that the average ship could not stand the strain of the transportation by rail. The opinion of Captain Eads, with his experience in engineering works, such as the construction of the bridge at St. Louis, is of itself of great value, and his opinion is supported by some of the most noted engineers of the day, among them E. I. Reed, who ranks among the leading experts of the world in naval construction, having been for years the chief constructor of the British navy; and Edward Hartt and H. L. Fernald, noted naval constructors of the United States navy. In addition to these authorities a number of prominent military and civil engineers give their endorsements to Captain Eads' opinion on this point and other features of the plan. A very clear and interesting description of the plan is given in an article by John A. Dillon in the November number of Harpers' Magazine, a portion of which we publish elsewhere. Evidently belief in the practicability of the ship railway is growing in the minds not only of scientific persons, but in the public mind also. The prospects of the enterprise are reported as being promising, and the idea seems destined to grow in popularity, one indication of which is that the literary and business press are treating it as a popular subject, and in a most cordial spirit placing its merits before the public.

THE CONFEDERATE BOND MYSTERY AND THE SOUTH.

THE investing public, both here and abroad—and, in fact, the general public, especially that part of it interested in construction work, manufacturing, and agriculture—are looking with no little curiosity and expectancy just now to the Southern States as a field of special promise. In England an unusual amount of inquiry is being made concerning the probable future of Southern railroad interests and the agricultural and manufacturing development of that section of our country. Even the absurd flurry about Confederate bonds, which has been witnessed of late over the water, has doubtless as its basis (if anything appearing at first glance so chimerical and utterly void of honest life can be said to have a basis of any kind) that of an awakening faith in the South.

To us on this side of the water, of course, this Confederate bond business seems an amusing absurdity, for which no satisfactory explanation can be made or expected. Various theories of the meaning of the movement have been advanced, however, more or less significant as illustrating the gullibility with which the schemers accredit the unsophisticated class of investors that are supposed to be ready, chiefly in the rural districts of England, to bite at a glittering hook with a somewhat important-sounding name, as it may seem to those who are not familiar with American history, but which by others is known to have not even the semblance of a bait. We venture to give a possible explanation of this mysterious activity among the musty bonds, or at least to mention what it occurs to us may result from it even if not so intended by the schemers. It looks not a little like a skilful bit of advertising; a forerunner sent out to awaken curiosity and to turn people to thinking of the section from which the bonds came, its present condition, and the promises of its future.

Considered as an advertisement, the movement no longer retains the character of an absurdity, but can be recognized as a plan of far-seeing adroitness and power. It is well known that Confederate bonds are scattered all over England, and are held by many small investors, who do not keep themselves thoroughly informed as to the tendency of current events, and of recent years have known little and cared less concerning the developments that have been taking place in that section, from which a few years ago the unfortunate bonds were issued. Since the bonds were buried away in rural garrets among the accumulating never-to-be-again-referred-to papers, little interest has been taken by their holders in the enterprises that have started up in our Southern States. But here comes word to them that those bonds are worth resurrecting, and even if the amount paid for them is a mere trifle, the trifle coming in this particular way has a peculiarly pleasant value in their eyes. In nothing does the financial heart count itself more blessed than in reaping unexpected fruit, be it ever so little, from seed so long considered fruitless as to have been placed among the would-be-forgotten ventures of a much regretted past.

The resurrection of the bonds brings to the attention of the holders, perhaps for the first time, the fact that a new life is springing up in the South. The curiosity about the bonds develops a stronger and more important curiosity concerning the investment field opening before them. They begin to read up concerning the resources of the section in question, and the more they read the more attractive grows the subject. They find the magazines

and papers of the day presenting a picture of the South new to them; a picture of bright color in the foreground for its present, and of roseate hues in the prospective for its future.

It is doubtful if any better measure than this Confederate bond movement could have been adopted by foreign projectors of Southern enterprises for stimulating an interest among investors in their plans. Whatever may have been the aim of the scheme, this is certainly a result of it. It has drawn attention in a remarkable degree to the South as a field for investment. Information is eagerly sought concerning the advantages offered, not only for investment, but for settlement in our South and Southwest; and the increased inquiry that has so promptly followed the mysterious Confederate bond movement is a significant fact. Doubtless the great Atlanta fair has already produced an effect on the foreign mind by the showing it has made in manufacturing and agricultural departments of a variety and extent that were not supposed possible, but the full benefits of the fair will not be realized until long after its close. The chief benefits must be looked for in the stimulus given to the Southern people by a better appreciation of their industrial power and natural resources, rather than an increasing curiosity among foreign investors. Let the enterprise of the people and the value of the resources of any part of our country be fully demonstrated, and capital will be found ready to go there from both sides of the water.

Right of Recognition of a Railroad Co. in any other State than their Own.

In the United States Supreme Court at Nashville on the 31st of October Chief Justice Waite delivered the opinion of the court in the cases of the Baltimore and Ohio Railroad Company, plaintiff in error, vs. George W. Koontz, administrator, and same plaintiff in error vs. Munroe Funkhouser, administrator, in error to the Supreme Court of Appeals of Virginia. These suits were brought in a State court of Virginia, under a Statute of that State, to recover from the Baltimore and Ohio Railroad Company damages for the death of sundry persons named in the respective bills, who were killed in an accident on the Washington and Virginia Midland and Great Southern Railroad, which road was at that time leased and operated by the Baltimore and Ohio Company. The plaintiff in error filed a petition for the removal in the cases from the State to the federal courts on the ground that the Baltimore and Ohio Railroad Company was a corporation of Maryland, while the complainants were all citizens of Virginia. The State court refused to permit the removal, for the assigned cause that the Baltimore [illegible]hio Company, by leasing the Virginia M[illegible] road, became a corporation of the State of Virginia, and could properly be sued in the courts of that State,

The question here presented is whether by taking a lease of the road, a Virginia corporation, the Baltimore and Ohio Company, being a citizen of Maryland, made itself also a citizen of Virginia for all purposes connected with the use of the leased property. This court holds that the rights of corporations outside the States under the authority of which they were created depend primarily upon their charters. If their charters allow it they may exercise their chartered privileges, and carry on their chartered business in any other State which by express grant or by implication permits them to do so. They have no absolute right of recognition in any other State than their own, and the State which recognizes them can impose such conditions on its recognition as it chooses and not inconsistent with the constitution and laws of the United States. If they are recognized and permitted to do business without limitation, express or implied, they carry with them wherever they go all their chartered rights and may claim all their chartered privileges which can be used away from their legal home. By doing business away from their legal residence, which is at their principal place of business within the State that brought them into existence, they do not change their citizenship, but simply extend the field of their operations. They reside at home but do business abroad. This court therefore does not hesitate to say, with all due respect for the Court of Appeals of Virginia, that the Baltimore and Ohio Railroad Co., by taking a lease from the Virginia corporation, with the unconditional assent of the State of Virginia, of a railroad which could only be operated by the use in Virginia of the corporate franchises of the lessor, did not make itself a citizen of Virginia, or part with any of the rights it had as a citizen of Maryland under the constitution and laws of the United States. The Baltimore and Ohio Railroad therefore was entitled to have these cases removed to the federal courts, and the refusal of the State court to permit such removal was an error. The judgment of the Court of Appeals in each of the cases was reversed, and the cases are remanded to the Supreme Court of Appeals of Virginia, with directions to reverse the judgments of the Circuit Court of the county and transmit the cases to that court with instructions to vacate all orders and judgments made or entered in said cases subsequent to the filing of the several petitions for removal, and proceed no further therein unless its jurisdiction be restored by the action of the Circuit Court of the United States or of this court.

Consolidation.

Articles of association were filed at Indianapolis, Ind., on the 4th inst., of the New York and Council Bluffs Railroad Company and the Indiana Junction Railroad Company. The capital of the former is $3,000,000, and of the latter $2,000,000. The directors of both corporations are the same, viz: Ezra Haskell, Charles Theirs, Albert Price, F. Batton, Isaac Hymer and George Pixley. The road will pass through Adams, Wells, Huntington and Wabash counties, and thence westward.

Articles of incorporation were filed with the Secretary of State of Iowa on the 2d inst., of the Chicago, Burlington and Kansas City Railway Company. This company is a consolidation of the line now running from Burlington through Lee, Van Buren, Davis and Appanoose counties, and of the Kansas City, St. Joe and Burlington line from Mendota to Unionville, Putnam County, Mo., and also from Unionville, Mo., south through Sullivan and Lynn counties to Laclede. The place of business is Burlington. Capital, $8,000,000, to run fifty years from August 16. The object of the consolidation is to secure the immediate construction of a line to Kansas City. The directors are Elijah Smith, W. J. Batch, J. N. Denison, Sidney A. Kent, William Endicott, jr., Prosper W. Smith, James F. Joy, John B. Lyon and W. W. Crapo.

Incorporation.

Articles of incorporation of the United States Underground Cable Company were filed at Albany, N. Y., on the 2d inst. Capital $600,000.

Articles of incorporation of the Saratoga and Mount McGregor Railway Company have been filed at Albany. The capital stock is $300,000. The road is to run from Saratoga to Mount McGregor, a distance of 10 miles.

The charter of the Kansas and Texas Southern Railroad Company, with a capital of $6,000,000, was filed with the Secretary of State of Texas on the 1st inst. The object is to build a road of standard gauge, beginning in Meade County, Kan., and having its southern terminal point at Presidio, on the Rio Grande, Tex.

Articles of association of the Kansas City and Rosedale Street railway have been filed with the Secretary of State of Missouri; capital, $50,000, one-half paid up. The stockholders are Bishop Goodrich of Jackson county, Mo., Wilson Waddingham of New York, and William T. Little of Wyandotte, Kansas.

Articles of association of the Chillicothe and Kansas City Railway Company were filed on the 1st inst. in the office of the Secretary of State of Missouri. The capital stock of the corporation is $780,000. The stockholders and directors are G. G. Henry, D. W. C. Edgerton, A. McVey, E. J. Broaddus and W. B. Leach, all of Chillicothe, who subscribe one share each, and Henry Hatch, trustee, who subscribes 774 shares. The length of the road is about seventy-eight miles and is to run from Chillicothe to Kansas City.

Articles of incorporation of the Nevada Midland Railroad Company, with capital stock at

$5,000,000, divided into 50,000 shares, have been filed in the office of the Secretary of State of Nevada. The road is to be constructed from a point on the eastern boundary line of the State of Nevada, in White Pine County, to a point on the western boundary line in the County of Douglas.

THE San Francisco and Clear Lake Railroad Company has been incorporated to build and operate a railroad from the bay of San Francisco to Clear Lake; to buy, sell, own and navigate steam or other vessels, connecting the termini of said road with San Francisco, and other places on the bay and on Clear Lake. The estimated length of the road is seventy-five miles. Capital stock, $1,500,000. The directors are: C. C. Gilman, J. D. Thompson, R. B. Safford, Daniel Willcox, T. L. Grigsby, and S. M. Holmes.

ARTICLES of incorporation of the Willamette Street Railway Company have been filed in the County Clerk's office. Capital stock, $250,000. The incorporators are J. N. Dolph, H. Thielson, C. H. Prescott and H. B. Thielson, all prominent officials of the Oregon Railroad and Navigation Company. The company obligates itself to build at least one mile the first year, and to extend the line as fast as the city demands. The proposed routes will cover four-fifths of the city, from the extreme north to the extreme south end, and from the river to the eastern boundary.

ARTICLES of incorporation were filed in the office of the Secretary of State of Illinois on the 4th inst., of the Chicago, Keokuk and Kansas City Railway Company, with a capital of $3,500,000. It is proposed to construct a railroad from Chicago to Hamilton, Hancock County, and a number of branches, one to the west of the main line of the Illinois Central and extending to East Hannibal; another from the east line of La Salle County to a point at or near the southeast corner of Will County, and still another from or near the point where the line crosses the Illinois Central road to a point in Rock Island County, bordering on the Mississippi River. The incorporators and first board of directors are : Charles C. Holden, J. M. Davis, William H. Reynolds, Joseph G. Press and Richard Holden, all of Chicago. The principal office is to be at Chicago.

Organization.

THE directors of the Glendale and East River Railroad Company, recently elected are: Austin C. Corbin, D. C. Corbin, G. S. Moulton, F. W. Dunton, Isaac D. Barton, Alfred Sully and Alfred C. Chapin.

AT the annual meeting of the Hannibal and St. Joseph Railroad Company, on the 7th inst., the following gentlemen were elected directors: William Dowd, H. H. Cook, Myron P. Bush, Elihu Root, William J. Hutchinson, Horace Porter, John Bloodgood, A. G. Gorham and John R. Duff. The retiring directors are Jay Gould, Russell Sage, Enoch Pratt and Julius Hallgarten, who retire at their own request.

THE directors of the Philadelphia, Germantown and Norristown Railroad Company, elected on the 7th inst., are: to serve three years. Coffin Colket, Edwin N. Benson, Winfield S. Wilson and Christopher Heebner; to serve two years, to fill a vacancy, Thomas U. Walker; to serve one year, to fill a vacancy, Joseph W. Johnson, Jr.; these with I. V. Williamson, Richard Dale, Lewis Elkins, John F. Gilpin, John Slingluff and John A. Brown, holding over, complete the full board.

THE directors of the Norwich and New York Transportation Company, elected on the 2d inst., are: James H. Wilson, of Boston; William T. Hart, of Boston; Frederick J. Kingsbury, of Waterbury; R. Suydam Grant, of New York; Simeon E. Baldwin, of New Haven; Francis H. Dewey, of Worcester, W. Bayard Cutting, of New York; Charles W. Copeland, of New York, and George W. Gill, of Worcester. The officers are: James H. Wilson president, and Oliver L. Johnson, jr., secretary and treasurer.

Personal.

GEN. I. D. IMBODEN has been elected president of the Bristol and North Canadian Narrow Gauge Railway Company.

W. H. MARSHALL has been made general roadmaster of the Long Branch division of the Central Railroad of New Jersey.

CHARLES CROCKER, president of the Southern Pacific Railroad Company, has given to the Academy of Sciences of San Francisco $20,000 in Southern Pacific 6 per cent bonds, the interest to be devoted to original scientific investigation on the Pacific slope.

JUDGE WESTBROOK has reappointed Gen. J. W. Husted receiver of the Rockaway Beach Improvement Company by consent of Mr. Cadwalder, counsel for Frederick Taylor, Fisk & Hatch, C. P. Huntington, Morton, Bliss & Co., Drexel, Morgan & Co. and A. M. Kidder & Co., who represent more than $700,000 in interest.

PETER A. B. WIDENER has been elected president and D. W. Dickson treasurer of the West Philadelphia Railroad Company. The latter also acts as secretary in the place of Samuel R. Reed. Assistant general superintendent Wm. Gorman has been promoted to be general superintendent.

GEORGE S. GRISCOM, general superintendent of the Eastern Division of the Pittsburg, Ft. Wayne and Chicago Railway, has tendered his resignation for the purpose of accepting the presidency of the Pittsburg, Chartiers and Youghiogheny Railway and Chartiers Coal Company.

THE next postal cars to be put on the New York Central and Hudson and the Lake Shore and Michigan Southern Railroad are to bear the names of James G. Blaine, Thomas H. James, Wayne MacVeagh, William H. Hunt, William Windom, Robert T. Lincoln, Richard A. Elmer, Frank Hatton and A. D. Hazen.

THE following appointments have been made by the Pennsylvania Railroad Company under the revised organization which went into effect on the 1st inst.: Max Rubenack, assistant comptroller; Thomas P. Sargent, assistant purchasing agent; and George W. J. Ball, chief conveyancer. The title of the general ticket and freight agents has been changed under the new organization to division freight and division ticket agents.

Duluth and Winnipeg Railroad.

The *Boston Journal* says that a company has been organized under the title of the Duluth and Winnipeg Railroad Company, to build a railroad from Duluth, at the head of Lake Superior, in Minnesota, to a point on the international boundary line between Minnesota and Manitoba, and near the Red River of the North, a distance of 250 miles. The route as described, and the surveys for a portion of which have been completed, lies northwesterly from Duluth, through the heavy pine lands of the St. Louis River and its tributaries. At the international boundry line the road connects with a Canadian line to Winnipeg, thus affording the shortest outlet for the products of the Manitoba and great Northwestern wheat fields to the head of lake navigation, and, when navigation is closed, the shortest route over the main trunk lines to the Eastern seaports.

The distance from Winnipeg to water navigation is 150 miles shorter by this line than by the Canada Pacific, and 168 miles shorter than by way of the St. Paul, Minneapolis and Manitoba and Northern Pacific. When navigation is closed (six months in the year) the distance from Winnipeg to Montreal and the East, by the Duluth and Winnipeg Railroad, is 450 miles less than by the Canada Pacific; and between 400 and 500 miles less over this route than by that from Winnipeg to the East by way of Chicago. In aid of this enterprise the Legislature of Minnesota has granted to the company "an amount of swamp lands (quoting from the grant act) belonging or hereafter to accrue to the State under the act of Congress of March 12, 1860, equal to 10 sections of 640 acres each per mile for each mile of the road that may be completed, to be selected within 10 miles on each side on the line of the road." This grant will give them 1,600,000 acres whenever the road is completed.

Construction of Telegraphic Lines.

In 1844 Prof. Morse laid the first telegraph line between Baltimore and Washington. To-day there are half a million miles in use in the United States alone. Great Britain uses 114,000 miles of lines. Germany has 150,000 miles, and more than 3,000 miles of underground cable. British India has 50,000 miles; France, 115,000 miles; Belgium, 15000; Spain, 25,000; Denmark, 65,000, and Norway 10,000 miles, which are used chiefly in the management of her fisheries. The Emperor of China has allowed 1,270 miles to be built during the past year. Persia has 6,000 miles, and Egypt 9,000, Russia has 130,000 miles in use, Australia has 15,000, and New Zealand 10,000. South America with the exception of a transcontinental line from Valparaiso to Buenos Ayres, and a short line between Aspinwall and Panama, has no land lines. There are nearly 10,000 miles of military telegraph lines in our Western Territories; 20,900 miles in Canada, and 7,000 miles in Mexico. Besides land lines, it is estimated that there are 104,000 nautical miles of submarine cable now in use, and new lines are projected.

SUBSCRIBE for the "American Railroad Journal."

THE first complete railway train, carrying 100 passengers, passed through the St. Gothard Tunnel on the 3d inst. in fifty minutes.

Statement of the Public Debt of the United States, November 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent loan, 1861-'81, continued at 3½ per ct.	$113,926,350 00	$1,329,140 75
6 per cent loan 1863-'81 continued at 3½ per ct	47,949,700 00	559,413 17
5 per cent funded loan of 1881	401,504,900 00	3,089,654 77
4½ per cent funded loan of 1891	250,000,000 00	1,875,000 00
per cent funded loan of 1907	738,749,750 00	2,462,499 16
4 per cent refunding certificates	598,050 00	1,993 50
3 per cent navy pension fund	14,000,000 00	105,000 00
Aggregate of debt bearing interest	$1,566,728,750 00	$9,457,701 35
Interest due and unpaid		2,041,671 15

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due & unpaid.
4 to 6 per cent. old debt, 1837.	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1848	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent. bonds, of 1858	8,000 00	....
5 per cent. bonds, of 1860	10,000 00	600 00
6 per cent. 5-20 bonds, 1862, called	370,700 00	8,507 32
6 per cent. 5-20 bonds, June, 1864, called	58,650 00	170 95
6 per cent. 5-20 bonds, 1865, called	77,050 00	18,912 52
5 per cent. 10-40 bonds, 1864, called	534,450 00	112,093 65
6 per cent. Consol. bonds, 1865, called	426,100 00	19,536 75
6 per cent. Consol. bonds, 1867, called	1,199,300 00	207,669 42
per cent. Consol. bonds, 1868, called	371,850 00	26,027 05
6 per cent. loan, Feb. 8, 1861, matured Dec. 31, 1880	174,000 00	7,800 00
5 per cent. funded loan 1881, called	7,596,850 00	208,564 72
Oregon War Debt, March 2, 1881, matured July 1, 1881.	142,950 00	7,084 50
6 per cent loan of July 17 and Aug. 5, 1861, matured June 30, 1881	1,547,750 00	67,198 50
6 per cent. loan of March 3, 1863, matured June 30, 1881.	575,650 00	21,822 00
1-10 to 6 per cent. Treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. Treasury notes, 1846	6,000 00	206 00
6 per ct. Treasury notes, 1847.	950 00	57 00
3 to 6 per cent. Treasury notes, 1857	1,700 00	99 00
6 per ct. Treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' Treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863	43,605 00	2,192 35
5 per cent. 2 year notes, 1863.	35,250 00	1,784 80
6 per ct. compound interest notes, 1863-64	226,920 00	46,290 11
7 3-10 per cent. 3 years' Treasury notes, 1864-65	141,500 00	4,869 71
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates, called.	5,000 00	394 31
Aggregated of debt on which Interest has ceased since maturity	$13,746,305 26	$833,955 93

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,040 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of Deposit	8,310,000 00	
Coin certificates, 1863	5,207,920 00	
Silver certificates, 1878	66,327,670 00	
Unclaimed interest		7,256 51
Fractional currency, 1862, 1863 and 1864 $15,469,065 92		
Less amount estimated as lost or destroyed, act of June, 21, 1879	8,375,934 00	
	7 093,151 92	
Aggregate of debt bearing no interest	$433,679,797 92	$7,256 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent., continued at 3½ per cent.	$161,876,050 00	
Bonds at 5 per cent, continued at 3½ per cent.	401,504,900 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent.	738,749,750 00	
Refunding certificates	598,050 00	
Navy pension fund, 3 p.c	14,000,000 00	
	$1,566,728,750 00	$11,499,372 50
Debt on which interest has ceased since maturity.	13,746,305 26	833,955 93
Debt bearing no int., viz:		
Old demand and legal-tender notes	$346,741,056 00	
Certificates of deposit	8,310,000 00	
Coin & silver certificates.	71,535,590 00	
Fractional currency	7,093,151 92	
	$433,679,797 92	
Unclaimed interest		7,256 51
	$2,014,154,853 18	$12,340,584 94
Total debt, principal and interest to date, including interest due and unpaid		$2,026,495,438 12

AMOUNT IN TREASURY.

Interest due and unpaid	$2,041,671 15
Debt on which interest has ceased	13,746,305 26
Interest thereon	833,955 93
Gold and silver certificates	71,535,590 00
U. S. notes held for redemption of certificates of deposit	8,311,000 00
Cash balance available November 1,1881	144,493,448 88
	$240,960,971 22
Debt, less am't in Treas'y Nov. 1, 1881	$1,785,534,466 90
Debt, less am't in Treasury Oct. 1, 1881	1,798,855,925 77
Decrease of debt during the month	$13,321,458 87
Decrease of debt since June 30, 1881	$55,064,345 08

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES,-INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64	27,236,512 00	544,730 24
Cent. Branch Union Pacific bonds, 1862-64	1,600,000 00	32,000 00
West'n Pacific Bonds, 1862.64	1,970,560 00	39,411 20
Sioux City & Pacific bonds, 1862-64	1,628,320 00	32,566 40
Totals	$64,623,512 00	$1,292,470 24

Interest paid by the United States, $51,467,272 02; interest repaid by transportation of mails, &c., $14,662,941 06; interest repaid by cash payments: 5 per cent. net earnings, $655,198 87; balance of interest paid by United States, $36,149,132 09.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, October 31, 1881.

H. F. FRENCH,
Acting Secretary of the Treasury.

Testing Underground Wires.

A successful test was recently made of the workings of the National Underground Electric Company's new line in Market Street, Philadelphia, in the presence of a large number of Philadelphia, Chicago and New York capitalists. Three telegraphic and two telephonic instruments were in connection with similar instruments in distant buildings, and an electric lamp was in connection with a dynamo-electric machine across the street. The telegraphic instruments and one telephonic instrument were connected with solenoid wires, and the other telephone with the ordinary ground-current wire as used in the present system of air lines. In the experiments, a cable, doubled so as to represent a straight length of two and one-half miles, was used. The experiments with the telephones were more interesting. A solenoid wire used as an ordinary wire, with the ends grounded, connected one of the telephones. When the receiver was held to the ear various sounds could be heard in addition to the voice of the person at the other end of the line. These were the sounds gathered in by the induction of the grounded wire. The click of telegraphic instruments could be plainly heard, while the buzzing and whirring sounds made the operation of the wire anything but satisfactory. The telegraphic clicking sounds came by induction from the Western Union and other poles forty feet away, to the wire buried four feet under the stones in the street. The messages could hardly be read, owing to the back strokes of the instruments. The other telephone connected with a solenoid wire, used in its proper way with the metallic circuit, was then tested. When the receiver was placed to the ear not a sound could be heard except the voice, clear and distinct, of the person talking into the transmitter. The slightest whisper was distinctly audible, and conversation could be carried on with the greatest ease.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending October 29, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad	194,166	7,204,396	6,410,003
Schuylkill Canal	16,352	507,068	440,332
Lehigh Valley	129,335	5,168,565	6,086,551
Delaware, Lackawanna and Western	97,589	3,495,487	2,865,559
Shamokin	24,641	899,176	750,547
Central R. R. of New Jersey	133,790	3,637,120	3,099,308
United R. R. of New Jersey	35,745	1,281,521	930,836
Pennsylvania Coal	30,158	1,145,554	908,887
Delaware and Hudson Canal	78,732	2,937,713	2,446,043
Huntingdon and Broad Top Mountain	6,963	432,953	360,486
Penn. and New York	38,075	1,362,477	1,013,895
Clearfield, Pa	55,889	1,966,442	1,399,930

The total tonnage of anthracite coal from all the regions for the week ending Oct. 29, as reported by the several carrying companies, amounted to 689,636 tons, against 661,859 tons in the corresponding week last year, an increase of 27,777 tons. The total amount of anthracite mined for the year is 23,174,957 tons, against 19,181,551 tons for the same period last year, an increase of 3,993,406 tons. The quantity of bituminous coal sent to market for the week amounted to 51,054 tons, against 60,428 tons in the corresponding week of last year, a decrease of 9,347 tons. The total amount of bituminous mined for the year is 4,069,594 tons, against 3,559,474 tons for the corresponding period last year, an increase of 510,120 tons. The total tonnage of all kinds of coal for the week is 740,699 tons, against 722,287 tons in corresponding week last year, an increase of 18,403 tons, and the total tonnage for the coal year is 27,244,551 tons, against 22,741,025 tons, same date last year, an increase of 4,503,526 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending October 29 was 187,632 tons, of which 144,306 tons were coal and 43,326 tons coke. The total tonnage for the year thus far has been 7,414,367 tons, of which 5,478,759 tons were coal and 1,965,608 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended October 29 were 46,877 tons, and for the year to that date 1,757,104 tons, a decrease of 13,902 tons as compared with the corresponding period of

last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 31,347 tons; year, 1,126,769 tons; increase compared with 1880, 73,428 tons; Chesapeake and Ohio Canal—week, 11,075 tons; year, 397,935 tons; decrease compared with 1880, 131,714 tons. Pennsylvania Railroad—week, 4,263 tons; year, 230,662 tons; increase compared with 1880, 42,347 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 37,501 tons; year, 1,546,851 tons. George's Creek and Cumberland Railroad—week, 6,745 tons; year, 146,434 tons; Baltimore and Ohio Railroad—week, 1,716 tons; year, 57,523 tons. West Virginia Central and Pittsburg Railway—week, 547 tons, its first business. The Reading Railroad shipment for last week, ending November 5, was 173,000 tons, of which 40,000 tons were sent to and 39,500 tons shipped from Port Richmond, and 16,000 tons sent to and 15,800 tons shipped from Elizabethport.—*Phil. Ledger, Nov.* 7.

Liability of Railroad Company for Extra Baggage.

In April, 1873, John A. Millard, Jr., bought a ticket at St. Louis, Mo., for Dennison, Texas, over the Missouri, Kansas and Texas Railroad. He had with him a valise, containing his personal baggage, and two trunks filled with electrical apparatus. The baggage-master at St. Louis refused to check all the luggage without extra compensation, because it exceeded the prescribed weight. Mr. Millard then informed him of the nature of the contents of the trunks and paid the charge for the overweight, and checks were given him for the valise and trunks, which were then put aboard the train. On the following day they were destroyed by fire while in the company's possession on the route. Mr. Millard brought suit in the Supreme Court to recover for all of his property destroyed as baggage. The Court gave him judgment for the value of the valise and its contents and for the two trunks, but excluded proof of their contents on the ground that they did not come within the description of baggage.

The defendant paid the judgment, and Mr. Millard then began another action in the same court against the defendant to recover the value of the electrical apparatus contained in the trunks. The railroad company defended on the ground that there was only one contract to carry the baggage and electrical apparatus and that the recovery in the former suit was a bar to this action. It insisted also that Mr. Millard could not recover for the loss of his trunks in one action and for their contents in another, and that the trunks were not baggage if their contents were not. The Court held that there were two distinct contracts—one to carry the baggage implied from the purchase of the ticket, and the other to carry the electrical apparatus as special baggage or freight for which the company demanded and received compensation; that the judgment in the first action was no bar to this, as Mr. Millard there sought to recover for baggage only, and if the recovery included items not covered by that term, the defendant's remedy was by appeal in that action. The Court gave Mr. Millard judgment for the full amount claimed. The Court of Appeals has sustained this judgment with costs in a decision just handed down.

Freling H. Smith appeared as counsel for the plaintiff and Thomas W. Osborn for the defendant.

Cincinnati Iron Market.

OFFICE OF E. L. HARPER & CO.
Cincinnati, Nov. 8, 1881.

We are having a very active demand for nearly all grades and the market closes firm at the qnotations given below. The mills have all started.

The Swifts Iron and Steel Works are running both their mills at Newport and also the mill at Riverside employing 700 men and running double turn. They report plenty of orders at good prices. We quote as follows:

	No.			Mos
FOUNDRY.				
Hanging Rock Charcoal	1	29 00	@30 00	4
Strong Neutral Coke	1	26 00	@27 00	4
American Scotch	1	25 00	@26 50	4
GREY FORGE.				
Neutral Coke	2	3 50	@24 50	4
Cold Short	2	2 50	@23 50	4
CAR WHEEL AND MALLEABLE.				
Hanging Rock Cold Blast	3	6 00	@38 00	4
" Warm Blast	3	0 00	@32 00	4
Lake Superior 1 and 2	3	2 00	@33 00	4
Lake Superior 3 to 6	3	4 00	@36 00	4
Southern Car Wheel	3	4 00	@35 00	4

Railroad Earnings.

THE earnings of the Norfolk and Western Railroad for the month of October, 1881, were $241,672.90, against $235,909.95 for the month of October, 1880, an increase of $5,762.75. For the six months ending October 31, 1881, the earnings were $1,139,100.08; for the corresponding period of the previous year, $1,036,058.95, an increase of $103,041.13.

THE earniugs of the St. Paul, Minneapolis and Manitoba Railway for the week ending October 31, 1881, were $184,676.09, against $118,186.54 for the same week in 1880, an increase of $66,489,55. For the month of October, 1881, the earnings were $605,703.74, and for the month of October, 1880, $345,056.98, an increase of $260,650.76. For the ten months ending October 31, 1881, the earnings were $3,842,167.11, against $2,561,915.12 for the corresponding period of 1880, an increase of $1,280,251.99.

THE earnings of the Chicago and Northwestern Railway for the month ending October 31, 1881, were $721,833.21, against $717.417.39 for the same week in 1880, an increase of $4,415.82. For the month of October, 1881, the earnings were $2,305,703.12, against $2,105,216.73 for the month of October, 1880, an increase of $200,486.39. From June 1 to October 31, 1881, the earnings were $11,203,016.03, against $9,264,262.62 for the corresponding five months of 1880, an increase of $1,938,753.41.

THE earnings of the Denver and Rio Grande Railway for the week ending October 31, 1881, were $207,521.27; same week last year, $152.973 17—increase. $54,548.08. For the month of October, 1881, the earnings were $665,686.78, against $473,317.81 for the month of October, 1880, an increase of $192,368.97.

THE earnings of the Flint and Pere Marquette Railway for the last ten days in October, 1881, were $54,723.05; same time in 1880, $49,708.05; increase, $5,015. From January 1, to October 31, 1881, $1,522,984.95; corresponding period in 1880, $1,219,878.65—increase, $231,106.30.

The Brotherhood of Locomotive Engineers.

FROM the address of Mr. P. M. Arthur, Grand Chief Engineer of the International Brotherhood of Locomotive Engineers of the United States and Canada, delivered before that body while recently in session at Baltimore, we learn some interesting facts with regard to the aims and work of the association over which he presides. There have been thirteen new "divisions" of the brotherhood established during the past year, so that the total number of divisions at present is 191. At the close of the last fiscal year (September 30, 1880) there were 2,203 members. During the year now ended there were 35 deaths and 112 forfeitures of membership, but the brotherhood at present numbers 2,654, a a gain of 304 over last year. Thirty-four claims, amounting to $77,814.78, have been paid in the last 12 months, and the total amount paid to widows and orphans since the establishment of the Association is $1,178,888,33.

The object of the association is to look after the interests of its members as employees,and guard them against errors. It is of a beneficial character. There have been added to some of the divisions relief associations, paying a stipulated sum weekly to members in case of sickness or disability. To encourage habits of thrift is one of the Brotherhood's chief objects. A monthly journal is published having a circulation of nine thousand. The Grand Chief Engineer protests against the severe tests for color-blindness applied by the Connecticut and Massachusetts boards of examiners to locomotive engineers of those States, and thinks they indicate "a deep-laid scheme to enrich themselves at the expense of railroad men." The Connecticut tests have, however, been repealed.

Another alleged grievance is the growing system of compelling engineers to pay for the breakage of buffers, drawheads, etc., a thing incident necessarily, it is thought, to all railroading.

The Bicycle and its Rights.

In his forthcoming new edition of his work on Highways, Mr. Cook says of bicycles: "The use of the bicycle as a means of travel is so recent that in this State there is as yet no adjudication as to the rights of travelers employing it upon the highway. In England it has been held that one riding a bicycle on the highway at such a pace as to be dangerous to passers by may be convicted of furiously driving a carriage, under a statute forbidding such an act. Taylor vs. Goodwin, L. R., 4 Q. B. D., 228. The right to use a bicycle in a proper manner on the highway was not questioned in the case, and the Court by its decision indirectly admits such right. In the absence of any legislative enactment forbidding them, riders of bicycles would seem to have the same right upon highways as those using any other vehicles, and the validity of any municipal ordinance prohibiting the use of bicycles in those parts of the public streets where carriages may go would be very doubtful."—*Albany Law Journal.*

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Nov. 9.

	Th. 3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Adams Express		147				
Albany and Susq.						
1st mortgage						
2d mortgage	106		106			105
American Express	95	99	95½			97
Atlantic & Pac. Tel.						
Burl., C. R. & Nor.		81	82	82		
1st mortgage 5s	101⅛	101¼	101⅛			102⅛
Canada Southern	63¼	64⅞	64¼	64¾		64¾
1st mortgage guar	99	99	99			
Central of N. Jersey	95¾	96	95⅞	96		96¾
1st mort. 1890			110	118¼		
7s, consol. ass	114¾	114¾				
7s, convertible ass.						
7s, Income			100			103
Adjustment		106				
Central Pacific	95⅝	95⅞	95⅞	95¾		95¾
6s, gold	115	115				
1st M. (San Joaq)						
1st M. (Cal. & Or.)						
Land grant 6s						106
Chesapeake & Ohio	28¾	28¾		29½		29¼
Chicago and Alton		131		131½		132¼
Preferred						
1st mortgage						
Sinking Fund						
Chi., Bur. & Quincy	138	138	139	140½		143¼
7s, Consol. 1903						130
Chi., Mil. & St. Paul	108¾	108⅝	108¾	108⅞		108⅞
Preferred	122					122
1st mortgage, 8s						134
2d mort., 7 3-10s						
7s, gold						
1st M. (La. C. div)						
1st M. I. & M. div.)						
1st M. (I. & D. ext.)						
1st M. (H.&D. div.)			118			118
1st M.(C. & M.div.)						120½
Consolidated S. F.	122¼			123		
Chi. & Northwestern	126¾	127⅞	126¾	127		127¾
Preferred	139⅛	140⅛	139¾	140		140
1st mortgage						
Sinking Fund 6s			107			107¾
Consolidated 7s	133					
Consol. Gold bo'ds	125		125	125		
Do. reg						
Chi., R. Isl. & Pac.	135½	135⅛	135½	135¾		135
6s, 1917, c						125
Clev.,Col.,Cin.&Ind.	93⅛	95⅛	94½			93⅞
1st mortgage						
Clev. & Pittsburg gr.	139					
7s, Consolidated						
4th mortgage						
Col.,Chi.,& Ind. Cent.	21	21	21¼	21¼		21
1st mortgage						125
2d mortgage						
Del. & Hud Canal.	109¼	109½	109¾	109¾		110
Reg. 7s, 1891	115		116			116
Reg. 7s, 1884	107					
7s, 1894						
Del.,Lack.& Western	126½	127⅛	127⅝	127⅞		128⅜
2d mortgage 7s						
7s, Consol. 1907						
Erie Railway						
1s mortgage						
2d mort. 5s, ext.						
3d mortgage			105			105¼
4th mort. 5s, ext.		105½	107			
5th mortgage						
7s, Consol. gold			127			
Great West. 1st mort		109				
2d mortgage						
Hannibal & St. Jo.	96¼	96½	96¾	96⅞		96½
Preferred	112⅜	114	113¾	114		114
8s, Convertible	108			108		108
Houston & Tex. Cen	90			89⅞		
1st mortgage		111	111½			
Illinois Central	131½	132½	132½			134¼
LakeShore&MichSo	122½	123	122⅜	122¼		121⅜
Consol. 7s						
Consol. 7s, reg			128½			
2d Consolidated	126½					
Leh. & W. B. 7s, Con						
Long Dock bonds						
Louisville & Nash.	95½	95½	95⅛	95⅛		96
7s, Consolidated			117⅜			
Manhattan	51½	52	51⅜	53		56½
Met. Elevated	101⅛	94⅜	98	98¼		100⅞
1st mortgage		104	103½	103⅞		
Michigan Central	94½	94⅜	94⅞	94⅝		94½
7s, 1902	121½	122				
M. S. & N. I. 1st, S. F						125⅜
Morris & Essex						
1st mortgage	135½					
2d mortgage	117					
7s of 1871			119			
7s, Convertible						125
7s, Consolidated	124¼					125
N.Y. Cen. & Hud. R.	140	140¼	140¼	140		139⅞
6s, S. F., 1883	102¾	102	102⅛	102¾		103
6s, S. F., 1887						
1st mortgage						
1st mortgage, reg.						
N. Y. Elevated	110⅜	111	110			109⅞
1st mortgage			118¼	118½		118¾
N. Y. & Harlem						
Preferred						
1st mortgage	134x					
1st mortgage, reg						
N. Y., Lake Erie & W	45⅜	47⅛	47	47⅞		47¾
Preferred	90	90¾	90¾	91		92⅛
2d Consolidated	103⅝	104¼	104⅝	104⅝		104⅜
New 2d 5s fund						
N.Y.,N.Hav'n&Hart		170½	170			170
North Mo. 1st mort						
Northern Pacific	39¼	40	40	40¼		40¾
Preferred	81½	82¼	82½	82		82¼
Ohio & Mississippi	41½	42¾	42¾	42½		
Preferred						
2d mortgage	124					
Consolidated 7s						
Consol. S. Fund			119¾			
Pacific Mail S. S. Co	44⅝	46⅝	45	45⅛		45⅝
Pacific R. R. of Mo.						
1st mortgage	107½	107½	108			107¾
2d mortgage						
Panama	193	190				
Phila. & Reading	68⅜	69	68¼	68		68⅛
Pitts,Ft.W.&Chi.gtd			138	139¼		
1st mortgage				139		
2d mortgage						
3d mortgage						
Pullman Palace Car	130½	130¼		130½		
Quicksil'r Min'g Co			15	15		16¼
Preferred			61	61½		63
St. Louis & San Fran	45⅞	45⅞	45¾	46¾		47
Preferred	69⅞	70	71	71		71
1st Preferred	107		107	108⅛		108⅜
St. L., Alt'n & T. H.			54			
Preferred						
1st mortgage						
2d mort. pref.			109½			
Income bonds						
St. L., Iron Mt. & S						
1st mortgage						
2d mortgage				109½		
Toledo and Wabash						
1st mortgage	112½					
2d mortgage						
7s, Consolidated						
St. Louis Division	106½	107				
Union Pacific	120½	120⅜	120⅝	120⅝		120¼
1st mortgage	116⅛		116⅜	117		117
Land Grant 7s						
Sinking Fund 8s						
United States Ex	75	74½				75
Wabash, St. L.& Pac	48¾	48⅜	48½	48½		49¾
Preferred	89¼	88¾	89⅛	89¾		89¾
New mort. 7s						
Wells-Fargo Ex						
Western Pacific b'ds						
Western Union Tel.	86½	86¾	86⅞	87⅛		87⅞
7s, S.F. conv., 1900						
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg			116½	116¾		116⅝
U. S. 4s, 1907, coup	116		116¼	116¼		116⅜
U. S. 4½s, 1891, reg	112⅛					
U. S. 4½s, 1891, coup						113⅜
U. S. 5s, 1881, reg	102	101⅞		102		102
U. S. 5s, cont'd at 3½			102			
U. S. 6s cont'd at 3½						
Dt. of Col. 3-65s, reg						
Dt. of Col.3-65s,coup						107

Boston Stock Exchange.

Prices for the Week Ending Nov. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Atch.,Top.&San.Fe.	140¾	140⅝	141	141¼		141⅜
1st mortgage						
2d mortgage						
Land Grant 7s			118			
Boston & Albany	164½	164½	165	164¼		164
7s reg						
Boston and Lowell						
Boston & Maine	151½					151
Boston& Providence		162				
Bos'n,Hart.& Erie7s		68		67½		67¼
Burl.& Mo.R.L.G.7s						
Burl.& Mo.R.in Neb						
6s, exempt						
4s						
Chi.,Burl. & Quincy	137¾	138	139	140¼		141½
7s						
Cin.,Sand&Clev($50)	24¾	27¼	28	27½		27⅞
Concord ($50)						
Connecticut River						
Eastern	50	49¾	54	48		
New 4½ Bonds						110
Fitchburg						
Kan.C., Top. & West						
Michigan Central	94⅛					93¾
N.Y. & New England						
7s	116			116½		116¼
Northern N. H.						
Norwich&Worcester						
Ogden & Lake Cham		36¼				
Preferred						
Old Colony			129			129½
Ph.,Wil.&Balt.($40)				65		
Portl'd,Saco & Ports						
Pueblo & Ark Val						
7s	119			119		119
Pullman Palace Car			130¼			131x
Union Pacific	121⅛					120¾
6s						
Land Grant 7s						
Sinking Fund 8s						
Vermont & Canada						
Vermont & Mass						
Worcester & Nashua						60
Cambridge (Horse)						
Metropolitan(Horse)						
Middlesex (Horse)						
Cal.&Hecla Min'gCo	224	220	223	223		224
Quincy	41	41	41¾	41⅛		41

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Nov. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Allegh'y Val. 7 3-10s						
7s, Income	52⅝					
Camd'n & Am. 6s,'83						
6s, 1889						
Mort. 6s, 1889		113				
Camden & Atlantic						
Preferred						
1st mortgage						
2d mortgage						
Catawissa			17			
Preferred						
7s, new						120
Del. & Bound Brook						
7s						
Elmira&Williamsp't						
Preferred						
Hunt. & B. Top Mt.			15½	16	16⅛	
Preferred	30½	30⅜	30	31	30⅞	31
2d mortgage						
Lehigh Navigation	46¾	46¾	46⅝	47	47⅜	47¾
6s, 1884						
Gold Loan						
Railroad Loan						
Conv. Gold Loan						
Consol. Mort. 7s			118			
Lehigh Valley	61⅛	62	62	61⅞	61⅞	61⅝
1st mort. 6s, coup						
1st mort. 6s, reg			121½			
2d mort. 7s	131		131			
Consol mort. 6s						
Consol.mtg.6s,reg						
Little Schuylkill	56½			56½	56¾	
Minehill&Sch.Hav'n		61½		61¼	61½	
North Pennsylvania	60	60				
1st mortgage 6s		106				
2d mortgage 7s				117		
Genl. mtg.7s,coup						
Genl. mtg. 7s, reg						
Northern Central		51¾		52		51¾
6s			99½		99½	
Northern Pacific	39	39½	39⅞	40½	40	40½
Preferred	80⅛	81⅛	82⅛	82⅛	81⅜	82¼
Pennsylvania R. R.	63¾	63⅝	63¾	63¾	63⅝	63⅝
1st mortgage						
Gen'l mort						
Gen'l mort reg						
Consol. mort. 6s						
Consol. mort. reg						
Pa.State 6s 2d series						101¾
do 3d series						
do 5s, new				118		
do 3s,						
Phila. & Reading	34½	34½	34½	34¾	34	34¾
1st mortgage 6s						
7s of 1893						
7s, new convert						
Consol. mort. 7s				124		
Consol. mort. reg						
Gen'l mort. 6s	94¾	94¾	94¾	95⅛	95¾	95⅛
Philadelphia & Erie	20	20	20½		20¼	21
1st mortgage 5s			105½	105½		
2d mortgage 7s						
Pittsb.,Cin.&St.L.7s						
Pitts.,Titusv.&Buff.	21⅜	21½	21½	22⅞	22¾	23⅛
7s						
Schuylkill Navi't'n						
Preferred		13			13¼	
6s, 1872						
6s, 1882					90	89
United Co. of N. J.	184	184	184	184	184	184
Hestonville, (Horse)						
Chestnut&Wal.(do)						
Green & Coates (do)						

Baltimore Stock Exchange.

Closing Prices for the Week Ending Nov. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Baltimore & Ohio..	.....	.....	190	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	106⅛	.....	.....	.....	.....
Central Ohio ($50)..	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....	.....	.....
Marietta & Cincin'ti	.....	.....	.....	.....	.....	.....
1st mortgage, 7s..	124	.....	.....	123⅛	123¼	.....
2d mortgage, 7s..	95½	95	95¼	95	94½	.....
3d mortgage, 8s..	50	49	47¾	47⅝	....	.....
Northern Cen. ($50)	52	.....	.....	.....	.....	.....
2d mort., 6s 1885..	.....	.....	107¼	.....	.....	.....
3d mort., 6s, 1900.	.....	.....	.....	.....	.....	.....
6s, 1900, gold.....	114	114	.....	.....	.....	.....
6s, 1904, gold.....	.....	.....	.....	.....	.....	.....
Orange & Alex. 1st.	.....	.....	.....	.....	.....	.....
2d mortgage, 6s...	.....	.....	.....	.....	.....	.....
3d mortgage, 8s....	.....	.....	.....	.....	.....	.....
4th mortgage, 8s..	.....	.....	.....	.....	.....	.....
O.,Alex.&Manas's 7s	.....	.....	.....	.....	.....	.....
Pitts.& Connellsv.7s	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.	81¾	81	81¼	82	81	.....
Consol. coupons..	94⅞	94¾	95	95	94½	.....
10-40 bonds.....	53½	53¼	53	.....	52⅞	.....
Def'd Certificates.	20	.....	.....	.....	.....	.....
Western Maryland..	16	.....	.....	.....	.....	.....
1st M.,end.by Balt	.....	.....	.....	117	.....	.....
2d M., do .	.....	.....	.....	.....	.....	.....
3d M., do .	.....	.....	.....	.....	.....	.....
1st M.,unendors'd	.....	.....	.....	.....	.....	.....
2d M.,end.WashCo	.....	.....	.....	.....	.....	.....
2d M., preferred..	.....	.....	.....	.....	.....	.....
City Passenger R R.	.....	.....	.....	.....	.....	.....

London Stock Exchange.

	Closing Prices			
	Oct. 28.		Oct. 21.	
Baltimore & Ohio (sterling).....113	115	113	115	
Cairo & Viencennes com. stock 50	52	50	52	
Do. preferred 5 per cent..... 90	92	90	92	
Central of N. J. $100 share..... 93	98	93	98	
Do. Cons. Mortgage.....117	119	117	119	
Do. Adjustment Bonds.....104	109	104	109	
Do. Income Bonds.....103	107	103	107	
Det.,G'd Haven & Mil. Equip bds112	114	114	116	
Do.Con.M.5p.c.,till'83aft'r6p.c109	111	109	111	
Illinois Central $100 shares.....134	136	134	136	
Lehigh Valley Cons. mortgage..118	122	118	122	
Louisville & Nashville mort 6s.109	111	110	112	
Do. Sink. Fund bds (S.&N.Ala)105	107	105	107	
Do. capital stock $100 shares. 97	99	95	97	
N. Y. Cent. & Hud. R. mt. bds..137	140	137	140	
Do. $100 shares.....143	145	141	143	
Do mort. bonds (stg.).....123	125	123	125	
N.Y.,Lake Erie & West.,$100 shs 45¾	46¼	45½	46	
Do. 6 p. c. pref. $100 shares .. 91	93	90	92	
Do. 1st Con. Mort. bds (Erie) .130	132	130	132	
Do. do. Funded Coupon bds.125	128	125	128	
Do. 2d Consol Mort. bonds...106	108	105	107	
Do. do. Funded Coupon bds..103	105	103	105	
Do. Gold Income bonds..... 90	95	90	95	
N.Y.,Pa.& Ohio 1st mort. bonds. 56	57	54	55	
Do. Prior Lien bds (sterling)..103	108	103	108	
Pennsylvania, $50 shares..... 68¼	68¾	66½	67⅛	
Do. Con. Sink Fund Mort....118	120	119	121	
Philadelphia & Reading $50 shs 35	36	34½	35½	
General Consol Mortgage.....116	118	116	118	
Do. Improvement Mortgage..104	106	104	106	
Do.Gen.Mtg.'74,ex-def'd coup. 99	98	97	99	
Do. Scrip for the 6 def. ½ coup. 94	98	94	98	
Pittsb., Ft. W. & Chi. Eq. bds....105	109	105	109	
St. L. Bridge 1st mort. gold b'd.126	128	126	128	
Do. 1st pref. stock.....102	104	103	106	
Union Pa. Land Grant 1st. mtg.115	119	115	119	

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Nov. 10, 1881.

The quotation for call loans this morning on stock collaterals was 5@6 per cent, and on Governments 3@4 per cent, Time loans were 5@6 per cent, few being redeemable below 6 per cent. Prime mercantile paper was 6@7 per cent. In the afternoon the quotation was 5 per cent, and in the last hour 6 per cent with, in instances, an additional commission of 1-64th of 1 per cent. The closing quotation was, however, 5@6 per cent.

The actual rates for prime bankers sterling were 4.80¼@¾ and 4.84¼@¾, the posted rates being 4.81@¼ and 4.85@½. Cable transfers were 4.85¼@¾, and prime commercial bills 4.79 @½. The actual rates for continental bills are as follows: francs, 5.25@⅝ and 5.20@⅝; marks, 94@⅛ and 95, and guilders, 39⅜@11-16 and 40.

The Minnesota Refunding Act recently passed provides for the issue of new bonds in place of the old ones at a rate of interest not to exceed five per cent.

The British Board of Trade returns for October show an increase in the value of exports of £2,539,021, and an increase in the value of imports of £3,871,253, as compared with October, 1880.

By referring to the usual monthly statement of the imports of foreign dry goods at this port, it will be seen that the total for October is $1,328,812 more than for October last year; $1,582,071 more than for the same month in 1879, and $3,132,376 more than in 1878. For the ten months ending with October the total is $96,299,082 against $107,930,754 for the same time last year, $70,029,458 in 1879, and $65,188,037 in 1878.

The Treasury Department at Washington gives notice that on each Wednesday of the present month, commencing with the 9th inst., and until otherwise ordered, the Assistant Treasurer at New York will redeem at par and accrued interest any uncalled 6s or 5s extended at 3½ per cent to an amount not exceeding $2,000,000, on each day mentioned. The only bonds offered under this programme on Wednesday last were a lot of $2,550 extended sixes, which were taken at par and accrued interest, 101¼—the market price being 101¼@101⅜.

The closing quotations on Thursday were: American District Telegraph, 50@55; Chicago, Burlington and Quincy, 143¾@144; Canada Southern, 64⅜@64¾; Chicago and Northwestern, 129¾@129⅞; do. pref., 143⅛@143⅜; Chicago and Alton, 133⅞@134⅛; Central of New Jersey, 97⅛@97⅜; Chicago and Rock Island, 135@135¾; Central Pacific, 96½@96⅝; Chicago, Milwaukee and St. Paul, 109@109¾; do. pref., 122½@122¾; Cleveland, Columbus, Cincinnati and Indianapolis, 93⅛@93½; Columbus, Chicago and Indiana Central, 21⅞@22; Delaware and Hudson Canal, 110⅝@110⅞; Delaware, Lackawanna and Western, 128⅜@128½; Hannibal and St. Joseph, 96½@96¾; do. pref., 114@114¼; Illinois Central, 125⅜@125⅝; Lake Erie and Western, 46½@47; Lake Shore and Michigan Southern, 122⅜@122½; Metropolitan Elevated, 100⅞@101⅛; Manhattan Elevated, 57⅜@57⅝; Michigan Central, 95⅛@95⅜; New York Elevated, 109@109⅜; New York, Lake Erie and Western, 47½@47⅝; do. pref., 92½@93; New York Central and Hudson River, 140⅛@140¼; Ohio and Mississippi, 42⅛@42⅜; Ohio Southern, 26¾@27⅛; Ohio Central, 27¾@27⅞; Pacific Mail, 45⅛@45½; Union Pacific, 121⅛@121⅜; Western Union Telegraph, 87⅜@87¾; Wabash, St. Louis and Pacific, 49⅜@49½; do. pref., 90@90⅛.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atlantic and Pacific 1st, 101; do. income, 42¾; American Dock and Improvement Co. ass., 136; Boston and New York Air Line pref., 63; Buffalo, New York and Erie 1st, 1916, 129; Central Iowa 1st, 115⅜; Chesapeake and Ohio 1st pref., 41; do. 2d pref., 30½; do. 1st, series A, 102; do. Series B, 85½; do. cur. int., 56; Chicago, St. Paul, Minneapolis and Omaha, 42⅛; do. pref., 103¼; do. consol., 103½; Chicago, St. Louis and New Orleans, 86; do. consol., 114; Chicago, Milwaukee and St. Paul, Chicago and Pacific div. 1st, 98; do. Southern Minnesota div. 1st, 107; Cleveland, Columbus, Cincinnati and Indianapolis consol., 123; Columbus, Chicago and Indiana Central Income, 71; Denver and Rio Grande, 86; do. 1st, 114½; do. 1st consol., 108½; Danbury and Norwalk, 70; Denver, South Park and Pacific 1st, 104; Delaware and Hudson 1st, Penn. div., 128; East Tennessee, Virginia and Georgia, 16¾; do. pref., 28½; do. inc., 55; Gulf, Colorado and Santa Fe 1st, 107; Houston and Texas Central 1st, Western div., 110½; Hannibal and Central Missouri 1st, M. L., 110¾; International and Gt. Northern 1st, 107½; Indianapolis, Decatur and Springfield, 1st, 104; do. 2d inc., 72; Indiana, Bloomington and Western, 52¾; do. 1st, 91; do. 2d, 82; Kansas Pacific 1st consol., 105; do. 6s, J. & D., 1896, 113; do. 6s, Denver Div. ass., 109½; Keokuk and Des Moines, 19½; Lehigh and Wilkesbarre consol. ass., 110; Long Island, 55½; Lake Shore Dividend bonds, 123; Lake Erie and Western, 47; do. 1st, Sandusky div., 100¼; Louisville, New Albany and Chicago, 71; do. 1st, 104; Louisville and Nashville Cecilian Branch 1st, 108; do. St. Louis div., 55; do. gen'l mort. 6s, 105; Lafayette, Bloomington and Muncie 1st, 104⅞; Manhattan Beach, 22¾; Mobile and Ohio, 38¾; do. 1st deben., 98; do. 2d deben., 72⅝; do. new mort., 113; Missouri, Kansas and Texas, 44¼; do. consol., 7s, 107; do. 2d, 80⅜; do. 6s, 90; Missouri Pacific, 106½; do. 1st consol., 104; Memphis and Charleston, 76; Milwaukee, Lake Shore and Western, 52; do. 1st, 103; Milwaukee and Northern, 39; Metropolitan Elevated 2d, 91½; Michigan Central 5s, 97¼; Nashville, Chattanooga and St. Louis, 84½; do. 6s, 117; New York, Ontario and Western, 33½; New Orleans Pacific 1st, 93; Northern Pacific 1st, 103½; New York, Pennsylvania and Ohio Inc., 53; Ohio Central, 27⅞; do. 1st, 100¼; do. inc., 52½; Ohio Southern, 26½; do. 1st, 94⅞; do. inc., 49½; Oregon Railway and Nav., 169; do. 1st, 110; Ohio and Mississippi, Springfield div. 1st, 117; Peoria, Decatur and Evansville, 43¾; do. 1st, 108½; do. inc., 75, Pennsylvania Co. 4½s, 99; Rome, Watertown and Ogdensburg, 1st consol., 96¾; Rochester and Pittsburg, 30½; do. 1st, 102½; do. inc., 41; Richmond and Danville, 116½; do. 6s, 103; Richmond and Allegany, 43; do. 1st, 105; Rensselaer and Saratoga, 140; Scioto Valley 1st, 105; St. Paul and Sioux City 1st, 109½; St. Louis, Kansas City and Northern, Omaha div. 1st, 114; do. R. E. 7s, 1895, 112; St. Paul and Duluth, 30½; do. pref., 76½; St. Paul, Minneapolis and Manitoba, 110½; St. Louis and Iron Mountain 5s, 87½; Southern Pacific of California 1st, 104; South Pacific 1st, 103½; St. Louis and San Francisco 2d, class A, 102; do. C, 89; Toledo, Delphos and Burlington, 24½; do. 1st, 92; Texas and Pacific, 58½; do. inc. L. G., 79½; do. consol. mort. 6s. 102½; do. Rio Grande div. 1st, 92½; Texas and St. Louis, 35; do. 1st, 89½; Wabash, St. Louis and Pacific Gen'l mort. 6s, 98; do. Chicago div. 1st, 91½; Arkansas 7s, L. R., P. B. and N. O., 32; do. M. O. & R. R., 32; do. Central R. R., 20½; do. 6s, fund., 38; Louisiana 7s, consol., 69; North Carolina 6s, S. T, 3d class, 10; do. 6s, new, Chatham R. R. issue, 9; South Carolina 6s, non-fund, 13; Tennessee 6s, old, 72; do. new, 72; Vir-

ginia 6s, def., 20; Colorado Coal and Iron, 53; do, 6s, 92; Cam. Coal, 40½; Maryland Coal, 23; Sutro Tunnel, 1½; Central Mining, 1⅜; Excelsior, ½; Homestake, 19½ ; Little Pittsburg, 2½; Mariposa, 3½; Ontario, 36; Robinson, 9½; Standard, 22¾.

Boston.—Atlantic and Pacific 6s, 98½ ; do. 6s, Income 43; Atchison, Topeka and Santa Fe 5s, 94½; Boston Land, 8½; Boston Water Power, 7½; Chicago, Milwaukee and St. Paul, Wisconsin Valley div. 6s, 102½ ; Chicago and West Michigan, 82 ; Connecticut and Passumpsic Rivers 7s, 116; Connotton Valley, 22; do. 7s, 97½; do. 7s, Straitsville div., 84½; Chicago, Burlington and Quincy 4s, 89¼; Detroit, Lansing and Northern 70 ; East Tennessee, Virginia and Georgia, 16½; Flint and Pere Marquette, 28; do. pref., 95; Iowa Falls and Sioux City, 85; do. 7s, 119; Kansas City, Fort Scott and Gulf pref., 122½; Little Rock and Fort Smith, 68; Massachusetts Central 6s, 98¾; Mexican Central 7s, 91½; do. Blocks, old, 116½; do. new, 98½; Marquette, Houghton and Ontonagon, 69½; Northern Pacific 6s, 101¾ ; New Mexico and Southern Pacific 7s, 117; New York and New England 6s, 108 ; Ogdensburg and Lake Champlain consol. 6s, 99¾; do. Inc., 50 ; Old Colony 6s, 117½; Rutland pref., 27¾; Summit Branch, 18½; Toledo, Delphos and Burlington, 12 ; Wisconsin Central, 23½; Wichita and Southwestern 7s, 114; Brunswick Antimony, 7; Catalpa, ⅞; Franklin, 12½; Harshaw, 5; Osceola, 29½; Pewabic, 13; Ridge, 4; Sullivan, 2¾; Silver Islet, 35.

Philadelphia.—American Steamship Co. 6s, 106¾; Buffalo, Pittsburg and Western, 22⅞; do. pref., 31; Central Transportation, 40 ; Chesapeake and Delaware Canal 6s, 90; Elmira and Williamsport 6s, 110½; Nesquehoning Valley, 56½; Perkiomen 6s, 104; Philadelphia and Reading scrip, 68; Pennsylvania Canal 6s, 101; Philadelphia, Germantown and Norristown, 110 ; St. Paul and Duluth, 25; Shamokin, Hazleton and Wilkesbarre 5s, 96½; Texas and Pacific 1st, 105; do. consol. mort. 6s, 103; do. Rio Grande div. 6s, 91; Union and Titusville 7s, 103; West Philadelphia R. R., 110; West Jersey and Atlantic 6s, 110. The latest quotations are: City 6s, 110@124; do. free of tax, 127@128½; do. 4s new, 105@112; Pennsylvania State 6s, 3d series, 101½@102; do. 5s, new loan, 117¾@118½ ; do. 4s, new, 110@114; Philadelphia and Reading R. R., 34@34½; do. consol. mort. 7s, reg., 123⅞ @125; do. mort. 6s, 122@125; do. gen'l mort. 6s, coupon, 95⅜@95⅝; do. 7s, 1893, 122@125; do. new, conv., 68@70; United New Jersey R. R. and Canal, 184@184½; Buffalo, Pittsburg and Western, 23⅛@23½ ; Pittsburg, Titusville and Buffalo 7s, 96@96½; Camden and Amboy mort., 6s, 1889, 116@116½; Pennsylvania R. R., 63⅜@ 63¾; do. general mort. coupon, 123@130; do. reg., 121@122; do. consol. mort. 6s, reg., —@ 128; Little Schuylkill R. R. 56½@56¾; Morris Canal, 65@70; do. pref., 165@165½ ; Schuylkill Navigation, 6@7 ; do. pref., 13½@13½; do. 6s, 1882, 88½@89½; do. 1872, 108½@—; Elmira and Williamsport pref., 57@60; do. 6s, 111@—; do. 5s, 100@— ; Lehigh Coal and Navigation, 47½@47¾; do. 6s, 1884, 106½@106⅝; do. R. R. loan, 116½@119 ; do. Gold Loan, 111@111⅛ ; do. consol. 7s, 117¾@118½ ; Northern Pacific, 40⅛@40½; do. pref., 82⅛@82½ ; North Pennsylvania, 59⅞@60⅛; do. 6s, 105@105½; do. 7s, 120 @122 ; do. Generalmort. 7s, reg., 120@124 ; Philadelphia and Erie, 20@20½ ; do. 7s, —@ 118 ; do. 5s, 105⅜@105⅝; Minehill, 61⅜@61½; Catawissa, 16⅞@17¼; do. pref., 55@56; do. new pref., 52¾@53½; do. 7s, 1900, 119¾@120½; Lehigh Valley 61½@61¾; do. 6s, coupon, 121@— ; do. reg., 122@122½; do. 2d mort. 7s, —@131; do. consol. mort. 118@121 ; Fifth and Sixth streets (horse), 136@150; Second and Third, 100@115 ; Thirteenth and Fifteenth, 70@79; Spruce and Pine, 49@50; Green and Coates, 90@105; Chestnut and Walnut, 94@95; Hestonville, —@— ; Germantown, —@80 ; Union, 110@125; Lombard and South, 22⅞@23½; West Philadelphia, 105@110; People's 32¼@32¾; Continental, 104¾@105.

Baltimore.—Atlanta and Charlotte, 78 ; do. 1st, 111; Atlantic Coal, 1.35; Baltimore City 6s, 1890, 116; do. 6s, 1886, 110; do. 5s, 1916, 121½; do. 5s, 1894, 115; do. 4s, 1920, 114; Canton Co. 6s, 106¾ ; Maryland Defense 6s, 105½; Richmond and Allegany, 42; Richmond and Danville, 108; Virginia Peelers, 41¾; do. Peeler coupons, 21; Vrginia Midland 2d mort., 108; do. 3d mort., 90½; do. 4th mort., 50; do. 5th mort., 94; Wilmington, Columbia and Augusta, 100. The latest quotations are : Atlanta and Charlotte, 78@80; do. 1st, 110½@111; Baltimore and Ohio, 190@200; do. 6s, 1885, 106½@— ; Baltimore City 6s, 1890, 116@118; do. 6s, 1893, —@117; do. 6s, 1902, 130@—; do. 1900, —@135; do. 5s, 1894, 115@116; do. 5s, 1916, 121½@122; do. 4s, 1920, —@114½; Columbia and Greenville 1st, 102⅜@104; Central Ohio 1st, 107¾@108½; Canton 6s, gold, 105¾@108½; Chesapeake and Ohio Canal 6s, 41@—; George's Creek Coal, 99 @105; Marietta and Cincinnati 1st, 123⅞@124; do. 2d, 94½@94¾; do. 3d, 47½@47¾; Northern Central, 51⅝@52; do. 6s, 1900, gold, 114@—; do. 6s, 1904, gold, 111½@—; do. 6s, 1885, —@106½; do. 5s, 1926, 99½@100 ; Norfolk and Western pref., 54@56; Ohio and Mississippi, Springfield div. 1st, 117⅜@118; Pittsburg and Connellsville 7s, 121¼@123; Richmond and Danville, 117½@—; do. 1st, 1890, —@105; do. 1885, 101½@103 ; Richmond and Allegany, 41¾@42½ ; Virginia Midland 2d mort., 108@108½; do. 3d, 90@91; do. 5th 94@95; Virginia consols., 81@ 81½; do. consol. coupons, 94½@94¾; do. 10-40s, 52⅜@53; Western Maryland 1st guar., 115@ 118½; do. 2d, guar. by Washington County, 110 @—,

Bridging the Lachine Rapids.

Mr. Peterson's staff are still hard at work among the eddies and currents adjacent to Isle Herron, which acts as a sort of wedge to the Lachine Rapids ; and the more they see of it, the more feasible the scheme of the new bridge appears. There are not wanting among the railroad men and other citizens those who sneer at the proposition to bridge the St. Lawrence at that point ; but if there is one reason more than another that commends itself, it is the ease with which a foundation can be rock-bolted to the almost iron-stone bed the rapids' rocks afford.

While on this subject it may not be uninteresting to look back twenty-seven years to the time when the Victoria Bridge of to-day was in process of survey. Instead of Mr. Peterson, it was no less a personage than the then Robert Stephenson, M. P., who made the survey. From an old copy of the "Commercial Advertiser, Montreal, Friday, June 2, 1854, we take the following : "The report of Robert Stephenson, Esq., M. P., in reference to the proposed bridge across the St. Lawrence, has just been printed and circulated by the Directors of the Grand Trunk Railway. The report he presents is a very elaborate one, setting forth the difficulties that have to be met and the dangers to be encountered before a structure of sufficient strength and durability can be erected, but containing the assurance that, so far as human skill can see, there is nothing impossible in the undertaking, nor any difficulties but such as may be surmounted."—*Montreal Daily Witness.*

Mrs. James and the Snake Head.

When Mrs. James, wife of the Postmaster-General, was a little girl, says the Utica *Herald*, she, with other companions, was walking on the track of the New York Central Railroad. Flat rails were used in those days, and in extremely hot weather, or when the spikes in the ends became loosened, the ends curled up. and frequently found their way through the floor of the cars and created consternation among the passengers. This gave the name of "snake heads," and railroad men dreaded them. Mrs. James, with the other little girls, saw a snake head on the track, and hurrying back to the station, informed Superintendant Priest, who thanked her, gave her a half a dollar, and sent a hand-car crew up the road to destroy the snake head by spiking it down.

In those days a half-dollar piece was as big as a car wheel to a child, and it is not strange that Mrs. James should remember it. When the Postmaster-General met Superintendent Priest on the train near Utica recently, Mrs. James laughingly informed him that he had paid her the first money she ever earned. The Superintendent brushed up his memory, and finally remembered how the little girl's face brightened as he rewarded her for an invaluable service to him and the railroad company.

A new arrangement, it is stated, has been made between the Central Pacific and the Union Pacific Companies. The Union Pacific is to continue giving the Central its business at Ogden as now, and also further agreeing not to carry its Ogden extension to Portland, but to stop at Baker City. The Central Pacific agrees not to build an independent line from Ogden to the Missouri River.

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RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	174,351	209,112	221,801	221,748	.....	.....	.... . .
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,859,000	2,059,000	2,293,000	2,514,000	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	771,466	768,897	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,767,900	2,020,200	2,105,217	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	2,217,711	2,305,703	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,398	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1.257,677	1,493,620	1,473,620	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,561,000	1,678,000	1,645,000	1,590,000	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	236,995	251,013	300,833	345,047	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	367,397	355,182	605,708	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	242,627	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	168,256	178,861	229,858	219,977	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	380,134	417,109	410,965	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,759	126,922	160,883	164,882	193,925	295,455	373,132	400,133	406,583	473,318	408,563	349,196	3,478,067
1881	307,476	317,681	393,493	433,212	514,767	584.230	548,281	606,193	620,643	665 686	.....	. . ....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,061	206,735	191,317	179,396	224,312	228,081	233.448	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	198,110	215,308	202,567	.....	.....	.....	....
Houston and Texas Central:													
1880	319,041	272,791	237,745	247,807	188,120	195,329	227,679	289,360	409,367	478,099	432,475	443,165	3,740,998
1881	359,706	432,475	325,209	267,082	226,399	227,323	237,666	305,462	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,733	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	832,386	813 610	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	116,185	90,375	85,733	106,953	103,438	116,732	110,622	121,343	96,921	104,619	1,223,079
1881	90,283	83,261	102,359	103,555	102,630	96,586	83,764	117,956	195,307	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,491,345
1881	816,950	805,124	947,959	850,862	828,725	1,227,885	817,135	884,400	965,300	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	121,855	131,631	140,593	184,246	264,714	251,368	287 373	2,373,622
1881	218,243	211,353	226,398	163,027	145,416	132,692	131,009	159,348	209,044	252,921	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,155	151,594	169,326	167,473	178,266	182,087	175,996	2,049,448
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	219,891	205,056	249,885	230,709	215,491	210,856	198,108	2,396,302
1881	189,749	173,614	212,019	212,869	215,271	231,518	246,821	267,515	250,494	.....	.....	.....	.. ..
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,923,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,844	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443 437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	1,787,081	1,772,895	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	487,173	465,588	487,287	440,811	493,008	429,565	.....	.....	.....	... .
Northern Pacific:													
1880	81,390	77,259	119,357	185,700	217,613	261,269	241,277	223,500	330,300	358,456	293,054	215,343	1,255,154
1881	109,805	79,976	145,835	214,755	299,880	368,276	404,180	411,624	490,096	565,485	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,024	308,699	347,532	322,737	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,323	343,742	350,585	291,669	303,849	276,523	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,061	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	267,319	277,817	228,194	290,329	226,063	2,698,371
1881	212,435	178,234	262,050	265,298	283,399	260,254	252,333	286,373	279,064	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	150,207	191,077	216,759	204,295	221,863	188,773	184,503	2,146,741
1881	169,458	170,418	201,009	194,776	163,285	165,896	158,674	179,495	187,299	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490,195	451,560	408,241	349.053	363,484	442,655	565 869	671,219	678 200	626,725	655,100	6,258,41
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	622,529	690,40[illegible]	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,699	243,407	272,089	2[illegible]					
1881	254,187	159,482	320,962	425,685	382,642	405,322	387,488	[illegible]					
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,523	1,934,215	1,913,035	2,[illegible]				
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,393,467	2,690,969	2,528,826	2,638,659	2,844,[illegible]				
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	979,629	892,024	946,773	953,468	1,066,742	1,189,478	1.178,950	1,[illegible]			
1881	811,617	816,922	1,119,591	1 093,482	1,144,660	1,308,993	1,131,751	1,542,838	1,490 027	....			


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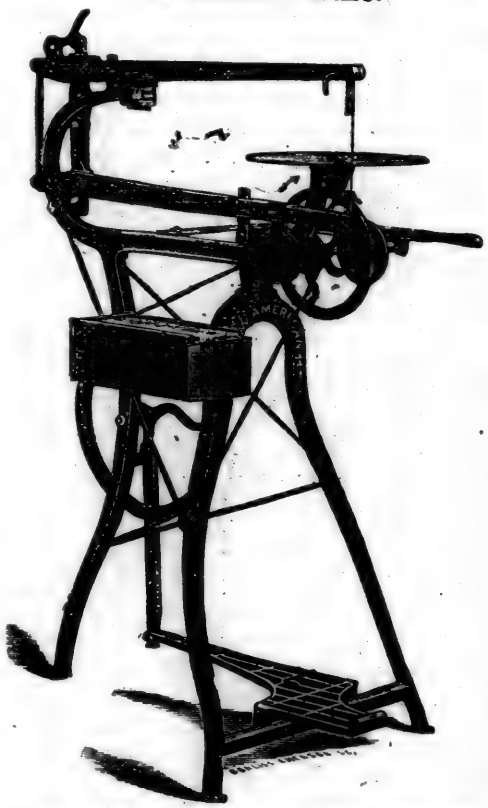
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St. Gothard's Long Tunnel.

From a Letter to the London Times.

A glance at the map of Central Europe will show the importance of the line of railway upon which this enormously long tunnel is situated. A territory lying in the heart of the Continent, and containing the most delightful scenery in the civilized world, is for a distance north and south of 100 miles, (between Lucerne and Milan,) and 300 miles east and west, (Geneva to Innsbruck,) without a line of railway. Nothing but the until recently believed impossibility of working such long subterranean passages has delayed till the present time the construction of railways so urgently needed for the conveyance of the thousands of visitors who annually flock to the summer resorts of grand and beautiful Switzerland. The main line will start from Lucerne and Zurich, the former branch receiving the traffic from the Eastern French and Alsatian lines, while the latter takes that coming from Germany via the Lake of Constance and Schaffhausen. The two forks unite at Zug, and proceeding from there, via the Righi, Goldau, Brunnen, Fluelen, Goschenen-Airolo, (the great tunnel,) Faido to Bellinzona, divide again at the latter station, for the Lake of Como and Milan; also to Lucarno and the Lake Maggiore to Arona and Milan. The distance from Lucerne to Lucarno will be about 80 miles. From Fluelen, at the southern end of Lake Lucerne, the line climbs the valleys through which the waters of the Reuss thunder down to the lake. On the southern side of the St. Gothard group of mountains the railway, after emerging from the great tunnel at Airolo, descends the valley of the Ticino, through some exceedingly wild gorges, to the Italian lakes above mentioned. There are scores of tunnels, precipices, dizzy bridges, and enormous embankments on the whole line, but the chief interest centers in the great tunnel of St. Gothard.

The St. Gothard tunnel, when finished, will measure 8 metres (26½ feet) in width and 6 metres (19 feet 10 inches) from the floor to the crown of the arched roof. It is, therefore, wide enough for a double line of rails, although the railway is being constructed elsewhere as a "single" line. The side walls are laid in *moellon*, (ashlar,) while the roof, which is a semicircle in cross section, is made of "cut" stone. There are places where it was intended to leave the natural rock as a vaulting, but finally it was decided to put masonry throughout the whole tunnel; as the engineer remarked, "If a piece of stone should fall from the roof upon a railway carriage the passengers would write to the journals, the impression would get abroad that the tunnel was unsafe, and the loss of traffic from such possible causes would eventually pay the extra cost of the masonry." At intervals of 100 metres (330 feet) there are small square openings in the side walls about a yard and a half in depth, where tools may be left, while at every kilometer there are spaces in the side walls large enough to permit a dozen men to stand with their implements to avoid passing trains. A short distance from the entrance we come to the "Bad Place," as it has been christened, where millions of francs have been sunk in a space of 70 metres in length; three years have passed in a continual struggle between an ill-natured freak of Mother Earth in the shape of a stratum of soft, plastic material, and the capital and skill of the contractor, M. Favre, plus the science of his assistants and the railway engineers. Near this *mauvais endroit* M. Favre fell dead from a *coup de sang*, the result, no doubt, of his anxiety over the results of this struggle. Many and costly were the expedients tried, but one after another succumbed to the offended genie of St. Gothard, whose internal economy had been so rudely invaded by these presumptuous sons of Adam. The walls of stone were bulged in like paper, and a second line of strong masonry was built, but only to share the fate of the predecessor. A short time since a third wall was begun, and it was so constructed as to form an elliptical cylinder, upon which the pressure, from whatever direction it came, or on whatever point (on the exterior surface) it was exerted, served only to compress more firmly together the stones forming this cylinder, which, of course, is the tunnel itself at this place. Up to the present time this third lining has withstood the utmost efforts of the evidently infuriated genie, and the engineers are confident that the unruly mountain demon has been effectually exorcised. Two miles from the entrance we stopped to exchange our steam power for that of compressed air. These air locomotives make the same noises as the ordinary railway engines when working; they are fitted with whistles, and I was continually shifting about when standing on them, to keep from touching what I could not help thinking were the hot surfaces of an ordinary steam locomotive. The air reservoirs will carry a train from two and a half to three kilometres without reloading when there is a good average pressure in the air compressors at the entrance.

Near the center of the tunnel is the second *mauvais endroit*, which has caused much trouble, although nothing like that resulting from the malevolent efforts of the St. Gothard genie to close up the hole made by intrusive man. Instead of the plastic stratum made by the genie, we have here a singular species of dry, rotton stone, containing a very large proportion of mica. After a short exposure to the air this rotton stratum crumbles to powder. The blasting in the tunnel has all been done by dynamite; until recently this explosive material contained 75 per cent of nitro-glycerine, but they have lately employed as high as 95 per cent of nitro-glycerine in blasting out some of the hardest portions of the floor. So violent have been the explosions that I saw scores of holes in the roof from which the arch stones had been shaken, and the suggestion that more of these loosened masses of granite might fall at any moment was most uncomfortable to a man who had only a greasy silk cap on his head. My happiness was not increased while in the gigantic hole by the official statement that over 200 men had been killed and innumerable others wounded, chiefly by explosions and being crushed by passing railway trucks during the progress of the work.

The scene at this *mauvais endroit* No. 2 was intensely interesting—the flitting figures of numerous workmen stripped to the waist, with perspiration streaming down their brawny figures, myriads of lamps swinging in the hands of moving men or hanging by nails driven into the tree trunks supporting the vaulting, trucks loaded with stone pushed rapidly along by stalwart gnome-looking beings yelling "*grazia*" at every step to warn others of the crushing vehicles' approach; the crashing of masses of granite dumped from the trucks upon the roadside, explosions of dynamite roaring through the subterranean depths and filling the air with the odors of the gases set free, shrill shrieks of the compressed-air locomotives from the unseen distance, creaking windlasses, and the cries of men giving directions, all combined, with the stifling heat and smoke-laden atmosphere, to almost induce the visitor from the outer world to believe that he had fallen into the hands of some modern Virgil, and was being conducted through the realms of grim old Pluto. The tunnel is perfectly straight from end to end, and the engineers met each

other so accurately that their center lines were within a hand's breadth of an exact coincidence.

The Manhattan Company.

CONSOLIDATION OF THE NEW YORK AND METROPOLITAN ELEVATED RAILROAD COMPANIES WITH THE MANHATTAN COMPANY.

The following agreement, embodying the plan of merging the New York and Metropolitan Elevated Railroad companies with the Manhattan Company, was adopted at a meeting of the board of directors of the respective companies on the 14th inst. The agreement was subsequently signed by Jay Gould as President of the Manhattan Company, and by Cyrus W. Field as President of the New York, and Russel Sage as President of the Metropolitan Elevated railroad companies, and the seal of the three companies formally affixed. It is asserted that this agreement does not require the ratification of the stockholders:

The agreement between the Manhattan Railway Company, the New York Elevated Railroad Company and the Metropolitan Elevated Railway Company witnesseth: That the said companies having heretofore, and on the 22d day of October, 1881, made an agreement and supplemental agreement modifying to a certain extent, the tripartite agreement and leases made between the same companies on the 20th day of May, 1879, do now further agree, each with both and each of the others, as follows:

I. That the Manhattan Company shall take a surrender or transfer of the capital stock of the stockholders of each of the other two companies, or of the stock of so many of such stockholders as may choose to make such surrender or transfer, and issue in exchange therefor the like additional amount of the stock of the Manhattan Company, on the terms and conditions following:

II. The stock thus to be issued to the stockholders of the New York Company shall be called first preferred stock, and shall be entitled to the payment of dividends at the rate of six per cent a year, payable quarterly out of the net earnings of the company during the year, before any dividend is paid to a stockholder of any other class; and if the net earnings in any year prove insufficient to pay the six per cent dividend herein provided for, the whole of the net earnings is, nevertheless, to be divided, and any deficiency below six per cent is to remain due and be accumulated and paid so soon as there shall be net earnings sufficient to pay the same, or as far as the net earnings will go; that is to say, the net earnings of each quarter are to be divided among the first preferred stockholders until they shall have received full dividends at the rate of six per cent per year on each share of first preferred stock; the whole of such preferred stock not exceeding six and a half millions of dollars. By net earnings are to be understood the gross earnings, after deducting therefrom operating expenses, the cost of maintaining in efficiency the structure and equipment, all lawful taxes and assessments, and the interest on the then outstanding bonds of the New York and Metropolitan companies. The first preferred stock is not entitled to any dividend beyond that herein provided for.

III. Each stockholder of the New York company shall receive a cash payment of ten dollars a share, on surrendering his stock to the Manhattan company, in addition to his corresponding certificate of first preferred stock of the Manhattan company.

IV. The stock to be issued to the stockholders of the Metropolitan company shall be called second preferred stock, and shall be entitled to the payment of dividends at the rate of six per cent a year, payable quarterly, out of the net earnings of the company during the year after the first preferred stockholders have received full dividends at the rate of six per cent a year on each share of the first preferred stock for all time previous; but, if the net earnings in any year, after payment of the dividends to the first preferred stockholders do not amount to six per cent, the deficiency is not to be made up out of the earnings of any future year, or in any manner whatever. The second preferred stock is not to be entitled to any dividend beyond that herein provided for.

V. The stock not thus issued—that is, the present stock of the Manhattan company, amounting to thirteen millions of dollars—shall be common stock, and shall be entitled to all dividends out of the net earnings of the company after payment of the dividends to the first and second preferred stockholders, according to the terms of this agreement.

VI. All the stock so surrendered or transferred to the Manhattan company shall be retained by it uncancelled, as a muniment of title, or for other use, and subject to such disposition as may be necessary to maintain the rights, not only of the parties hereto, but also of those who have received the stock of this company in exchange for it, and such as may be agreeable to law.

VII. Any further instrument that may be necessary to carry out this agreement and maintain the rights of the said companies and their respective stockholders shall be from time to time executed by the parties hereto.

VIII. Nothing herein contained shall impair the validity or force of the said tripartite agreement and leases, dated the 20th day of May, 1879, and said agreement and supplemental agreement dated the 22d of October, 1881, except as herein expressed, but in all other respects the said tripartite agreement and leases and the said subsequent agreement and supplemental agreement are confirmed.

THE work has been completed on contract 15 of the Canadian Pacific Railway. The road is expected to be handed over to the syndicate on December 1st.

The Law of Guaranty.

A decision was rendered in the United States Supreme Court at Washington, on the 14th inst., in the case of Davis & Patrick vs. Wells, Fargo & Co., which settles some points in the law of guaranty that have hitherto been subjects of controversy. This court holds that where A, "in consideration of one dollar to him in hand paid," executes and causes to be delivered to B an unconditional agreement to guarantee the payment up to a specified amount of C's present and future indebtedness to the said B, it is not necessary for B to formally notify the guarantor A of his acceptance of the terms of the agreement, or to keep the latter informed from time to time of the amount of C's fluctuating indebtedness.

In the opinion of this court the written instrument in question is not merely an offer to do a certain thing, which to be valid must be formally accepted by the party for whose benefit it is made. It is, on the contrary, a completed contract by virtue of the acknowledgment which it contains of the receipt by the guarantor of a valuable consideration for the service to be rendered. The payment to the guarantor of the stipulated consideration is sufficient notice to him that his agreement is accepted, and he is by the instrument estopped now from denying that such consideration was received. The fact that the consideration is merely nominal makes no difference. A stipulation in consideration of one dollar is just as effectual as if the sum were larger.

With regard to the obligation of the guarantee to notify the guarantor of the default of the debtor, the court holds that where the guarantor suffers loss or damage by reason of the failure of the guarantee to give him such notification, he is to that extent released, but but both the laches of the plaintiff and the loss of the defendant must concur to constitute a defence. The judgment of the court below, in favor of Wells, Fargo & Co., is affirmed. Opinion by Justice Matthews.

THE first man who conceived the idea of using steam for moving carriages on land was Solomon De Caus, a Frenchman, who, in the year 1641, was sent to a lunatic asylum for persisting in his idea. An old letter of that date describes a visit paid to the Bicetre at Paris, which was the most celebrated madhouse of the day, by the Marquis of Worcester. Among the inmates it mentions was one who alarmed the visitors by screaming behind the bars of his cell in a hoarse voice, "I am not mad! I am not mad! I have made a discovery which would enrich any country that adopted it." "What discovery," asked our guide. "Oh," said the keeper, "something trifling: you will never guess it; it is the use of the steam of boiling water. To listen to this lunatic, you would think that with steam you could navigate ships, move carriages—indeed, there is no end to the wonders he would have us believe. He has even written a book about it."

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A LAW was introduced into the Connecticut Legislature last session, for compelling the adoption by the railroads of measures looking to the prevention of accidents among employees, one of the requirements proposed being the use of safety car couplers. The matter was laid over for a year, for the purpose of giving the Railroad Commissioners an opportunity to examine various devices and to give the subject proper consideration. The Commissioners, desirous of obtaining the fullest information possible, both from railroad men and inventors, have announced a public hearing upon the subject, to be held in their office at Hartford on November 29. Their report is to be made to the Legislature at the coming session, and will doubtless contain much of practical value. The pains taken by the Commission to arrive at a basis for their report is certainly highly creditable, and the entire movement is one that merits the hearty co-operation of railroad managers, employees, and inventors. The men who are constantly placed in positions of risk as well as of great trust are certainly entitled to all the protection that can possibly be provided; and it is the duty of railroad managers and the public alike to give to the subject more attention than it appears to have received in the past. The action of the Connecticut Commissioners is judicious and timely, and can doubtless be relied upon to give the right direction to the humane movement.

THE reduction of the cost of transportation by rail since 1873 is exhibited in a striking manner by facts given in the annual report on the internal commerce of the United States, just issued by Joseph Nimmo, Jr., Chief of the Bureau of Statistics. Among the facts presented by Mr. Nimmo are the following concerning the freight carried on thirteen leading railroads, and the rate of charges for the same: Tons of freight carried in 1873, 45,557,002; in 1880, 78,150,913; receipts, 1873, $112,004,648; 1880, $143,388,178; receipts per ton per mile, 1873, $1.77; 1880, $1.07. In other words, on these thirteen representative roads, while the increase in freight carried has been 71.5 per cent during the past seven years, the increase in the amount of money received has been only 28 per cent, and there has been a decrease of 39.5 per cent in the receipts per ton per mile. It is also shown that the aggregate traffic of the New York Central and Hudson River, the Pennsylvania, and the New York, Lake Erie, and Western railroads has trebbled since 1868. The practical benefits secured to the public by the improvements in railroad working and management which have made these results possible are illustrated by Mr. Atkinson's statement that the subsistence in grain and meat for one year for an adult workingman can be carried from Chicago to Boston, a distance of a thousand miles, for $1.25, a sum less than his average earnings for a single day.

OPTIMISM—PESSIMISM.

THE above two words have recently come into quite frequent use. In reading the different essays dealing with them respectively, and listening to general conversation of parties leaning to one or the other, we have the feeling that the words used are but little understood by the people at large.

In Webster's Unabridged we learn that Optimism means, "The opinion or doctrine that everything in nature is ordered for the best; or the ordering of things in the universe so as to produce the highest good." Webster, therefore, logically defines an Optimist as "one who holds the opinion that all events are ordered for the best." The same high authority takes the word Pessimism as meaning, "The opinion or doctrine that everything in nature is ordered for or tends to the worst, or that the world is the worst possible." In harmony with this is the statement that a Pessimist is "one who complains of everything as being for the worst," and consequently optimism is opposed to pessimism, and an optimist is the exact opposite of a pessimist. Strange as it may seem, most every human being alternates from one doctrine to the other all through life. He who is an optimist one day is very liable to be a pessimist the next day.

The question in which we are the most interested is, How far is either doctrine true?

If we look upon the world as a moving panorama or show, our minds will incline toward optimism. There is something about the blue sky, the green fields decked with myriad flowers, the gaily plumed birds, when taken as a whole and flooded with sunlight, and the air filled with sweet sounds of music, and fragrant with perfume, which makes the heart of the looker on feel lighter; and in the excess of feeling he becomes an optimist, or "one who holds the opinion that all events are ordered for the best."

Take the same man alone, face to face with his inner self: something has gone wrong, and his outward eyes are blinded that the inner sight may behold himself as he is with greater clearness. So far as his parents are concerned, in the majority of cases he can claim that his birth was the result of an accident. His parents did not want him, but in the gratification of animal desire, were obliged to take him, he being the natural consequence. Being born of parents full of error themselves, his early education was not such as would serve him best when man grown. His associates were not those who would improve his condition, for as "birds of a feather flock together," he inevitably selected those of a like mind with himself. His life, after reaching man's estate, in addition to being a continual struggle for bread and position, is a bitter experience of eating the fruit of a tree whose seeds were sown in his youth. He reaches old age after spending the years of his maturity in striving to undo the evils of early life, and feels that he has learned how to live, when the knowledge that his years are well nigh spent makes him hopeless of accomplishing anything. He can then curse the day in which he was born, and truthfully claim that he came here without any will of his own, that fear of something after death has kept him here, many times against his will, and now that he feels ready and prepared to stay, death is going to remove him without consulting his wishes in the matter at all.

We can now see that there is a great difference between looking at a moving panorama or show, and the being a part of, or a thing connected with, the show.

Many a person has sat in front of the footlights laughing at the grimaces and sallies of a clown, whose performance dispelled all care and trouble from his breast, while the same clown was a piteous suppliant at the feet of a doctor, asking relief from the melancholy in his own breast. These same laughing spectators on the morrow will forget the laughter of the night before, in the remembrance of the pain they sought to dispel. Individual experience, in too many cases, seems to have just cause for leaning toward pessimism.

But waiving individual experience, take the world as it is, and place the doctrine of pessimism against that of optimism, and judge on which side lies the weight of argument. In optimism we are taught that everything in nature is ordered for the best, while pessimism teaches that the world is the worst possible. In the Old Testament history we have the record of a world destroyed by a flood: it was too bad to be tolerated. That event is continually held up as a warning to this, and we are constantly reminded of the forbearance which prevents this world from being destroyed and waits for it to grow better. Surely, the natural inference is, that this world is the worst that could be and possibly exist.

There really, then, is only one argument that can be formed in favor of optimism as against pessimism, and that is the argument of a future life where the wrongs of this life shall be righted, and that which was injustice here shall work out an eternal weight of glory.

But this argument is a question of faith and not of knowledge, and can be accepted only as a belief and not as a fact The life beyond the grave, as a known fact, is no more easily determined than what the life was before it appeared on this earth. We may have lived in some other world and have come here, and from here we may go to some other world, and, at some future time, from the other world to the next, and so on indefinitely. We do not know, but the heart believes in a future life, and believing in it, must believe in optimism, that all things are ordered for the best. Take away this belief in a future life, and pessimism must be true when it states that this is the worst world possible.

Organization.

At the annual meeting of the Manhattan Company, held in this city on the 9th inst., the following board of directors was elected: Jay Gould, Russell Sage, John H. Hall, William R. Garrison, Edward M. Field, Henry F. Dimock, Cyrus W. Field, Samuel Sloan, Sidney Dillon, George L. Gould, Washington E. Connor, George S. Scott and Robert M. Gallaway. A report of the settlement between the New York and Metropolitan Elevated Railroad Companies and the Manhattan Company was read and, on motion, the agreement and releases were ratified and confirmed. It was further resolved that while the the stockholders of the Manhattan Company "regard with satisfaction the settlement thus made with the New York and Metropolitan companies, they recommend that measures be taken to merge into the stock of the two other companies—that is to say, that a surrender or transfer of the capital stock of the New York and Metropolitan companies be made by their stockholders to this company and accepted by it; and for that purpose they approve and authorize the issue of the like additional amount of the stock of this company, not exceeding in the aggregate the stocks of the New York and Metropolitan companies—that is to say $13,000,000—on such terms and conditions as may be agreed upon between the three said companies." At a meeting subsequently of the new board the following officers were elected: President, Jay Gould; vice president, Robert M. Gallaway; secretary, F. E. Worcester; treasurer, John E. Body; general manager, F. K. Hain.

Arrangements were completed at Cincinnati on the 12th inst. for the organization of the Cincinnati, Selma and Mobile Railroad Company. This company will operate 72 miles of road leading from Akron, on the Alabama Great Southern Railroad, to Selma. All but 17 miles, between Akron and Greensburg, of this line, are now in operation, the completed portion having been acquired by purchase. The capital stock has been placed at $1,500,000. Mr. Fred. Wolffe of New York will be the President of the company. This road is a highly important acquisition to the strength of the Cincinnati Southern. It will open the way to Selma, Montgomery, Mobile, Pensacola, and Brunswick, and run through the very heart of "the cotton garden of the South." The natural result will be to bring to the Cincinnati Southern a large volume of traffic which has hitherto sought other outlets for the road will enjoy all the advantages incident to direct communication with the cities named and the country tributary thereto. A long contract for the use of the road from Selma to Montgomery having been made with the Louisville and Nashville Railroad Company, the gap of 17 miles will be put under contract at once and be completed by the middle of January.

The Hudson River Tunnel Construction Company was organized at Jersey City, N. J., on the 14th inst., for the purpose of building the tunnel under the Hudson River between Jersey City and New York, now under construction. The capital of the company is $2,000,000, in shares of $100 each. The stockholders have decided, however, to offer for subscription only $750,000, and of this amount two thirds were immediately taken by the directors. The remainder will be offered for public subscriptions. The directors are D. O. Mills, John P. Jones, Charles G. Francklyn, Trenor W. Park and Joseph G. Mills. Trenor W. Park is president, and Frederick B. Jennings, secretary and treasurer. The contract for completing the tunnel has been made by the company.

Incorporation.

Articles of incorporation were filed on the 11th inst. in Court of Common Pleas No. 3, Philadelphia, for the organization of a company "for encouraging and protecting trade in mining stocks, bonds and other stocks and securities," to be known as "The Philadelphia Mining Board of Trade." The company is to have the power to acquire by purchase or lease suitable rooms or buildings for the purposes of their business, and are to encourage and protect trade in mining stocks and bonds in that city. The term of existence is fixed at twenty years. The management of the corporation is said to be in the hands of the following fifteen directors: James B, Anderson, A. L. Garver, W. H. Ware, James W. Bonta, Enon M. Harris, W. B. Keen, Arthur H. Woodward, H. S. Twining, Dr. Samuel Strohm, Dr. Thomas H. Gruel, James W. Mulford, C. H. Woodruff, K. H. Wilson, W. J. Radcliffe and C. J. Fireng, each of whom is to act for a year. There is to be no capital stock, but the funds accruing from membership, monthly dues and other sources are to be applied to the payment of the necessary expenses.

The Minneapolis, Perham and Manitoba Air Line Railroad Company has been incorporated in Otter Tail County, Minn. The design is to build a railroad and telegraph line from some point on the line of the St. Paul, Minneapolis and Manitoba Railroad between the towns of St. Cloud, in Stearns County, and Alexandria, in Douglas County, by way of Perham, in Otter Tail County, thence to the Red Lake River, crossing the same at some point between Crookston and the Red Lake Indian reservation, and thence to the northern boundary of the State of Minnesota, striking the same at a point between the Red River of the North and a point fifty miles east of Red River. The office of the company will be in Perham, Otter Tail County, Minn. Capital stock, $3,000,000. The incorporators are A. McCrea, F. J. Rothpletz, C. H. Tuesley, P. Schroeder, W. S. Hurst, S. Butler, S. Caughey, H. Kemper and D. Newcomb, all of Perham, Otter Tail County, State of Minnesota.

Articles of incorporation of the Bay Shore Railroad Company have been filed with the Secretary of State of California. The purposes of the company are to construct and maintain a line of railroad from San Bruno Station, in the county of San Mateo, to the Presidio Reservation, in the city of San Francisco, with branches to such points upon the water front of said city as it may acquire the right to run. The estimated length of said road is twenty miles; principal place of business, San Francisco. Directors—James McCord, Charles Hanson, Robert F. Morrow, John Rosenfeld and T.

C. Van Ness. The amount of capital stock is $4,000,000, divided into 40,000 shares.

THE charter of the Kansas Railway Company has been filed in the office of the Secretary of State of Kansas. The object of this company is to construct a railroad from the Missouri State line, in the county of Crawford, westerly to a point on the line of the Indian Territory, in the county of Clark. Branches through the counties of Greenwood, Chautauqua, Kingman and Pratt will also be constructed. The estimated length of the main line and branches is five hundred miles. The general office of the corporation will be at Girard County, and the capital stock is $2,000,000. The directors for the first year are S. G. Clark, A. J. Harding, of Chicago; William Clark, of Girard, Kansas.; T. G. C. Dodd, of Altoona, Kan., and H. B. Harking, of Fredonia, Kan.

A NEW railroad company has been incorporated in Ohio under the name of the Cincinnati, Columbus and Hocking Valley Railroad Company—the object being to connect Cincinnati with the Hocking Valley coal region. It is well known that during a portion of the year the Ohio River is so low as to prevent navigation, and the coal fleets are unable to leave Pittsburg. At such times the supply runs low and prices advance to a high figure. At present Cincinnati has no exclusively coal road, and this need it is proposed that the new road shall fill. The other roads coming into the city receive coal at such a disadvantage that they carry little of it, and complain that there is little profit in its transportation. The new road would win all the business it could take care of from the start, and it is thought could be made to pay handsomely.

ARTICLES of incorporation of the Chicago Railway Transfer Company were filed in the office of the Secretary of State of Illinois on the 9th inst. The object is to construct a line of railway from a point near South Chicago, in the township of Hyde Park, through the township of Hyde Park, Lake, Calumet, Lyons, Cicero, Jefferson and Lake View, to a point in said township of Jefferson, or Lake View, in the county of Cook. The proposed capital stock is $500,000, and the incorporators and board of directors are Victor D. Gowan. Charles Robert, Francis A. Riddle, Richard Gregg, all of Chicago, and Stephen D. Inslee of Elgin.

Consolidation.

THE New York and the Metropolitan Elevated Railroad Companies were consolidated with the Manhattan Company on the 14th inst. with Jay Gould as president, Robert M. Galloway vice president, F. E. Worcester secretary, John E. Body treasurer, and F. K. Hain general manager.

THE Vulcan Steel Works of South St. Louis, the Pilot Knob Iron Works, the Iron Mountain Railroad Company, and the Grand Tower Mining and Manufacturing Company of Illinois have been consolidated into a single interest, with a directory consisting of Jay Gould, Thomas Dickson, C. K. Garrison, Solon Humphreys, H. G. Marquand, and Le Grand B. Cannon, of New York, and Charles P. Chouteau, Thomas E. Tutt, Carlos S. Greeley, J. H. Macon, Edward Walls, Jr., D. K. Ferguson, and E. A. Hitchcock, of St. Louis. The last named gentleman will be president of the company. Extensive changes and repairs will be made to the property of the consolidation. Additions will also be made, among which will be a steel wire mill, to be erected on the recent purchase of five acres of ground adjoining the Vulcan Car Steel Works on the north, which will employ 200 men; a new furnace and other improvements and extensions to the extent of $500,000.

Personal.

CHAS. D. LAW has been appointed Superintendent of the Western Division of the Pittsburg, Fort Wayne and Chicago Railroad.

H. B. STONE has been appointed General Superintendent of the Chicago, Burlington and Quincy Railroad.

WM. M. BUCHANAN has been appointed Second Auditor of the Baltimore and Ohio Company, to succeed Mr. James L. Kirk, who takes a position in the auditor's department of the Wabash, with headquarters at Pittsburg.

CHAS. E. LAMBERT has been appointed General Passenger Agent of the Troy and Boston Railroad Company.

H. H. GORRINGE, of New York; C. W. Slagle, of Iowa, and Thomas J. Minor, of Washington Territory, the Government Commissioners recently appointed to examine 200 miles of the Northern Pacific Railroad in Washington Territory, were recently directed by Secretary Kirkwood to examine and report upon an additional section of twenty-five miles of road (extending eastward into Idaho) which has been completed since the date of their apppintment.

H. F. Kenny, Superintendent Philadelphia, Wilmington and Baltimore Railroad, has returned to Philadelphia from a trip to California, after an absence of a month.

The Pennsylvania Flyer.

The fast train fever is spreading. Already limited trains are running on the Lake Shore and Michigan Southern, the Wabash, St. Louis and Pacific, the Chicago and Alton, the Pennsylvania, and other roads. The Pennsylvania Railroad Company has now had two weeks of fast train experience, and its experiments have proved eminently successful. It has made the time without apparently straining any of its muscles. It is well known that the Pennsylvania has most excellent equipment and rolling stock, and no better piece of road-bed can be found in the country than the Pittsburg, Fort Wayne and Chicago, over which their flyer is daily run. If it comes to a matter of speed and time, it is probably true that the Pennsylvania people can run a train from New York to Chicago fully two hours quicker than any road in the country. It has the double advantage of a shorter route and fewer stations. No matter what its rivals may do, it is generally believed that the Pennsylvania flyer has come to stay.—*Pittsburg Chronicle.*

THE opening of the Fishkill extension of the New York and New England Railroad has been postponed until November 21.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending November 5, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad	174,603	7,378,910	6,550,597
Schuylkill Canal	13,471	520,439	463,356
Lehigh Valley	124,887	5,293,434	4,201,566
Delaware, Lackawanna and Western	98,440	3,593,428	2,949,153
Shamokin	11,608	910,786	766,731
Central R. R. of New Jersey	58,467	3,695,588	3,163,027
United R. R. of New Jersey	33,344	1,314,865	953,433
Pennsylvania Coal	38,023	1,183,578	936,069
Delaware and Hudson Canal	76,066	3,013,779	2,514,820
Huntingdon and Broad Top Mountain	13,446	446,400	369,128
Penn. and New York	37,238	1,399,714	1,040,132
Clearfield, Pa	51,889	2,018,331	1,426,450

The total tonnage of anthracite coal from all the regions for the week ending Nov 5, as reported by the several carrying companies, amounted to 579,700 tons, against 514,974 tons in the corresponding week last year, an increase of 64,726 tons. The total amount of anthracite mined for the year is 23,754,657 tons, against 19,686,525 tons for the same period last year, an increase of 4,068,132 tons. The quantity of bituminous coal sent to market for the week amounted to 110,486 tons, against 88,480 tons in the corresponding week of last year, an increase of 22,006 tons. The total amount of bituminous mined for the year is 4,180,080 tons, against 3,647,954 tons for the corresponding period last year, an increase of 532,126 tons. The total tonnage of all kinds of coal for the week is 690,186 tons, against 603,454 tons in corresponding week last year, an increase of 86,732 tons, and the total tonnage for the coal year is 27,934,737 tons, against 23,334,479 tons, same date last year, an increase of 4,600,258 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending October 29 was 187,632 tons, of which 144,306 tons were coal and 43,326 tons coke. The total tonnage for the year thus far has been 7,444,367 tons, of which 5,478,759 tons were coal and 1,965,608 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended November 5 have not yet been reported. The Reading Railroad shipment for last week, ending November 12 was, 193,500 tons, of which 48,000 tons were sent to and 43,500 tons shipped from Port Richmond, and 14,000 tons sent to and 14,500 tons shipped from Elizabethport.—*Phil. Ledger, Nov.* 14.

JOSE F. NAVARRO, President of the Loan and Improvement Company, has formally surrendered to the Manhattan Company all the real estate and other property placed in the keeping of the Loan and Improvement Company by the Metropolitan Elevated Railway Company.

THE Grand Trunk Railway Company's double track west of Montreal, so far as it is finished, which serves as sidings and for trains to pass each other at way stations, is found to be very serviceable, so much so that the same plan is likely to be extended east. The laying of two tracks in the Victoria Bridge is also being considered.

The Rhinebeck and Connecticut Railroad was sold on the 9th inst. under a mortgage foreclosure at auction to Thomas Cornell, of Kingston, N. Y.

Statement of the Public Debt of the United States, November 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent loan, 1861-'81, continued at 3½ per ct.	$113,926,350 00	$1,329,140 75
6 per cent loan 1863-'81 continued at 3½ per ct	47,949,700 00	559,413 17
5 per cent funded loan of 1881	401,504,900 00	3,089,654 77
4½ per cent funded loan of 1891	250,000,000 00	1,875,000 00
per cent funded loan of 1907	738,749,750 00	2,462,499 16
4 per cent refunding certificates	598,050 00	1,993 50
3 per cent navy pension fund	14,000,000 00	105,000 00
Aggregate of debt bearing interest	$1,566,728,750 00	$9,457,701 35
Interest due and unpaid		2,041,671 15

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due & unpaid.
4 to 6 per cent. old debt, 1837.	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent. bonds, of 1858	8,000 00	....
5 per cent. bonds, of 1860	10,000 00	600 00
6 per cent. 5-20 bonds, 1862, called	370,700 00	8,507 32
6 per cent. 5-20 bonds, June, 1864, called	58,650 00	170 95
6 per cent. 5-20 bonds, 1865, called	77,050 00	18,912 52
5 per cent. 10-40 bonds, 1864, called	534,450 00	112,093 65
6 per cent. Consol. bonds, 1865, called	426,100 00	19,536 75
6 per cent. Consol. bonds, 1867, called	1,199,300 00	207,669 42
per cent. Consol. bonds, 1868, called	371,850 00	26,027 05
6 per cent. loan, Feb. 8, 1861, matured Dec. 31, 1880	174,000 00	7,800 00
per cent. funded loan 1881, called	7,596,850 00	208,564 72
Oregon War Debt, March 2, 1881, matured July 1, 1881.	142,950 00	7,084 50
6 per cent loan of July 17 and Aug. 5, 1861, matured June 30, 1881	1,547,750 00	67,198 50
6 per cent. loan of March 3, 1863, matured June 30, 1881.	575,650 00	21,822 00
1-10 to 6 per cent. Treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. Treasury notes, 1846	6,000 00	206 00
6 per ct. Treasury notes, 1847.	950 00	57 00
3 to 6 per cent. Treasury notes, 1857	1,700 00	99 00
6 per ct. Treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' Treasury notes, 1861	16,300 00	1,104 43
6 per cent. 1 year notes, 1863	43,605 00	2,192 35
5 per cent. 2 year notes, 1863.	35,250 00	1,784 80
6 per ct. compound interest notes, 1863-64	226,920 00	46,290 11
7 3-10 per cent. 3 years' Treasury notes, 1864-65	141,500 00	4,869 71
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates, called.	5,000 00	394 31
Aggregated of debt on which interest has ceased since maturity	$13,746,305 26	$833,955 93

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,040 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of Deposit	8,310,000 00	
Coin certificates, 1863	5,207,920 00	
Silver certificates, 1878	66,327,670 00	
Unclaimed interest		7,256 51
Fractional currency, 1862, 1863 and 1864 $15,469,065 92		
Less amount estimated as lost or destroyed, act of June, 21, 1879 8,375,934 00		
	7 093,151 92	
Aggregate of debt bearing no interest	$433,679,797 92	$7,256 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent., continued at 3½ per cent.	$161,876,050 00	
Bonds at 5 per cent, continued at 3½ per cent.	401,504,900 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,749,750 00	
Refunding certificates	598,050 00	
Navy pension fund, 3 p.c	14,000,000 00	
	$1,566,728,750 00	$11,499,372 50
Debt on which interest has ceased since maturity.	13,746,305 26	833,955 93
Debt bearing no int., viz:		
Old demand and legal-tender notes	$346,741,056 00	
Certificates of deposit	8,310,000 00	
Coin & silver certificates.	71,535,590 00	
Fractional currency	7,093,151 92	
	$433,679,797 92	
Unclaimed interest		7,256 51
	$2,014,154,853 18	$12,340,584 94
Total debt, principal and interest to date, including interest due and unpaid		$2,026,495,438 12

AMOUNT IN TREASURY.

Interest due and unpaid	$2,041,671 15
Debt on which interest has ceased	13,746,305 26
Interest thereon	833,955 93
Gold and silver certificates	71,535,590 00
U. S. notes held for redemption of certificates of deposit	8,311,000 00
Cash balance available November 1,1881	144,493,448 88
	$240,960,971 22
Debt, less am't in Treas'y Nov. 1, 1881	$1,785,534,466 90
Debt, less am't in Treasury Oct. 1, 1881	1,798,855,925 77
Decrease of debt during the month	$13,321,458 87
Decrease of debt since June 30, 1881	$55,064,345 08

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES,-INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64	27,236,512 00	544,730 24
Cent. Branch Union Pacific bonds, 1862-64	1,600,000 00	32,000 00
West'n Pacific Bonds, 1862-64	1,970,560 00	39,411 20
Sioux City & Pacific bonds, 1862-64	1,628,320 00	32,566 40
Totals	$64,623,512 00	$1,292,470 24

Interest paid by the United States, $51,467,272 02; interest repaid by transportation of mails, &c., $14,662,-941 06; interest repaid by cash payments: 5 per cent. net earnings, $655,198 87; balance of interest paid by United States, $36,149,132 09.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, October 31, 1881.

H. F. FRENCH,
Acting Secretary of the Treasury.

The Letter Express in the West.

About two years ago an attempt was made to have the Government prohibit the carrying of letters by Wells, Fargo & Co.'s Express. A general protest was raised by the people and press of this coast against any interference with the additional mail facilities afforded by the company. It was shown to the satisfaction of Postmaster-General Key that the Government suffers no loss by the existence of the letter express. In every instance Wells, Fargo & Co. use a postal-stamped envelope, thus paying the Government 3 cents for each letter and retaining 2 cents as its compensation. Thus, while full postage is paid, every letter is forwarded and delivered without cost to the Postal Department, and the Government becomes the gainer by the transaction. Upon this showing all further opposition to the express company ceased. It is now reported that Postmaster General James has reopened the question. Should he decide against Wells, Fargo & Co. the public which has been so long faithfully served by them will be the sufferers, and, except in adding a trifle to the compensation of a few Postmasters here and there, no interest can be served. The letter express is a peculiar feature in the business correspondence of the country west of the Rocky Mountains. Many prefer it to the mail, because it is more accommodating and expeditious than the regular postal service. The company establishes agencies in a large number of places where there are no Post Offices and carries letters over routes not covered by the mails. But for the increased facilities afforded by the company our people would be entirely cut off from communication with remote points. Whenever a new mining camp is established the express company is right on the heels of the prospectors and settlers with a branch office, and long before a Post Office can be established the new camp is provided by private enterprise with much needed mail facilities.—*Virginia (Nevada) Enterprise.*

Plans for the Tay Bridge.

The plans for the proposed new Tay bridge, prepared by Mr. W. H. Barlow, C. E., are now being exhibited at the North British Railway offices, Edinburgh, for inspection by intending contractors. The new bridge, which is to be built on the girder principle, will commence on the south side, about 16 feet west of the former bridge. At this end four brick arches are shown next the shore, each having a span of 50 feet. The girder work then commences with a span of 118 feet from centre to centre of the piers, and is continued with 10 spans of 129 feet, and 13 of 145 feet from centre to centre of the piers, until navigable portions of the channel are reached. Here there are 13 wider spans, 11 being each 245 feet and two 227 feet each. Of these spans the first four are carrried to the greatest height of the structure, and give 77 feet of clear headway above high-water mark. From this point the line of the bridge commences to fall toward the north or Dundee side, at a gradient of one in 114, there being one span of 162 feet, ten of 129 feet 6 inches, and one of 127 feet 6 inches. These spans carry the bridge on to the commencement of the curve toward Dundee, and 25 more, each of 71 feet, take the structure to the side of the proposed extension of the esplanade. Several other spans take the bridge on to the point where it is run into the level of the existing arches. The bridge is to be constructed for a double line of rails throughout.

The foundations in the river bed will be formed of two wrought-iron cylinders placed at a distance of 26 feet apart from centre to centre, and filled with concrete. These cylinders rise to the height of within two feet of low-water mark, where brick will be used, filled in also with concrete. The brick-work is to be the height of eight feet above high-water mark, at which level the cylinders are connected and made to form a solid foundation, topped with a course of ashlar. Rising from this foundation two piers are

formed of wrought-iron pillers braced together and incased with iron plates of from three-eighths to seven-sixteenths of an inch in thickness. The piers thus constructed are connected with each other near the top, and the whole has the appearance of a high and strongly built arch on which to place the girders. The principal piers are octagonal in shape, with a diameter varying from 11 to 14 feet 6 inches. The spans are each composed of four girders, with the exception of the higher spans. These are of two girders connected together, top and bottom, with bracing and flooring. The bridge throughout its whole length will have a parapet of between 5 feet and 6 feet in heighth, forming a wind guard. The depth of each girder on the piers is 16 feet 6 inches. The middle girders are 28 feet 9 inches in the centre and at the ends 20 feet 3 inches. They are of hog-back lattice form. The other girders are of plain lattice work, and are all connected by cross bracing, on the top of which the train travels, as it did on the old bridge. At the high girders the train travels between them. The platform of the bridge is of wrought-iron throughout. In the construction of the new bridge, the old one will be sufficiently near for anchorage and carnes.

—London Times.

Cincinnati Iron Market.

OFFICE OF E. L. HARPER & Co.
Cincinnati, Nov. 15, 1881.

We have to report a fair demand at reasonable prices. The mills are running up to their full capacity. Swift's Iron and Steel Works mills at New York and Riverside are running double turn. We quote as follows:

	No.		Mos
FOUNDRY.			
Hanging Rock Charcoal	1 29 00	@30 00	4
Strong Neutral Coke	1 26 00	@27 00	4
American Scotch	1 25 00	@26 50	4
GREY FORGE.			
Neutral Coke	23 50	@24 50	4
Cold Short	22 50	@23 50	4
CAR WHEEL AND MALLEABLE.			
Hanging Rock Cold Blast	36 00	@38 00	4
" Warm Blast	30 00	@32 00	4
Lake Superior 1 and 2	32 00	@33 00	4
Lake Superior 3 to 6	34 00	@36 00	4
Southern Car Wheel	34 00	@35 00	4

Canada Atlantic Railway.

The control of the Canada Central Railway running from Brockville to Ottawa by the Canadian Pacific Syndicate, and the recent purchase of the St. Lawrence and Ottawa by them, has led many to think that they have thus, as it were, cornered the Grand Trunk, and cut them off from a connection with Ottawa. The Canada Atlantic Railway, running from Coteau to Ottawa, is destined, however, to play an important part in these Ottawa connections. The work along this road has been pushed along quietly but most vigorously by Mr. Linsley, the contractor, who is a man of deeds rather than of words. The road will by the latter part of this month be within thirty miles of Ottawa and will reach that city by the 1st of August next. The vigor with which the work is being pushed can be understood when it is known that the company has introduced the electric light at its main gravel pit and by its aid are enabled to work night and day in the work of construction. The road has a remarkably flat and even country to traverse, and will be when completed eighty miles in length, thus making the distance from Montreal to Ottawa by this route 117 miles. Very few people will believe that between the rivers St. Lawrence and Ottawa there exists on the line of this road an unbroken forest which is in many places from twenty to thirty feet deep. The opening of this road must be very beneficial to Montreal. —*Montreal Witness.*

Imports of Dry Goods at New York.

The Imports of Foreign Dry Goods at New York for the month of October, were :

	1879.	1880.	1881.
ENTERED FOR CONSUMPTION.			
Manufs. of wool	$1,037,831	$803,150	$1,174,678
Manufs. of cotton	867,690	1,069,000	1,264,471
Manufs. of silk	2,138,109	1,880,377	2,642,016
Manufs. flax	795,043	792,833	1,047,856
Miscell. dry goods	554,481	617,491	675,495
Total ent. for consumption	$5,393,154	$5,162,851	$6,804,516
WITHDRAWN FROM WAREHOUSE.			
Manufs. of wool	$468,289	$854,696	$616,354
Manufs. of cotton	121,454	234,696	167,583
Manufs. of silk	296,112	510,562	386,487
Manufs. of flax	292,580	382,382	337,220
Miscell. dry goods	157,166	206,560	217,999
Total withdr'n from warehouse	$1,335,601	$2,188,896	$1,725,633
Add ent. for con	5,393,154	5,162,851	9,804,516
Total thrown on the market	$6,728,755	$7,351,747	$8,530,149
ENTERED FOR WAREHOUSING.			
Manufs. of wool	$485,669	$611,673	$463,564
Manufs. of cotton	183,060	202,578	194,903
Manufs. of silk	385,276	512,766	473,246
Manufs. of flax	287,813	371,702	349,851
Mis. dry goods	141,754	268,415	171,717
Total ent. for warehouse	$1,483,572	$1,967,134	$1,654,281
Add entered for consumption	5,393,154	5,162,851	6,,804,516
Total entered at port	$6,876,726	$7,129,985	$8,458,797

The Imports of Foreign Dry Goods at New York for ten months from January 1 were:

	1879.	1880.	1881.
ENTERED FOR CONSUMPTION.			
Manufs. of wool	$13,108,840	$17,234,559	$15,727,088
Manufs. of cotton	13,590,413	19,107,103	18,414,978
Manufs. of silk	21,659,863	26,304,272	25,275,549
Manufs of flax	9,430,046	11,549,538	10,573,750
Mis. dry goods	5,362,164	7,397,425	7,190,433
Total entered for consumption	$63,150,626	$81,592,897	$77,181,798
WITHDRAWN FROM WAREHOUSE.			
Manufs. of wool	$5,271,677	$6,962,627	$7,385,623
Manufs. of cotton	2,399,658	3,477,000	3,894,065
Manufs. of silk	3,486,066	6,193,796	4,612,546
Manufs. of flax	2,812,131	3,855,083	4,366,786
Mis. dry goods	1,447,243	1,696,406	2,056,501
Total withdrawn from warehouse	$15,416,775	$21,184,912	$22,315,520
Add entered for consumption	63,150,626	81,592,897	77,181,798
Total thrown on the market	$78,567,401	$102,777,809	$99,497,318
ENTERED FOR WAREHOUSING.			
Manufs. of wool	$5,313,944	$9,200,662	$5,993,208
Manufs. of cotton	2,480,757	3,916,509	3,244,155
Manufs. of silk	3,797,216	5,735,302	4,139,423
Manufs. of flax	2,894,373	5,362,395	3,602,572
Mis. dry goods	1,386,542	2,123,049	2,137,926
Total entered for warehouse	$15,872,832	$26,337,857	$19,117,284
Add entered for consumption	63,150,626	81,592,897	77,181,798
Total ent. at port	$79,023,458	$107,930,754	$96,299,082

Railroad Earnings.

THE earnings of the Chesapeake and Ohio Railway for the month of October, 1881, were $237,303.16, against $211,819.95 for the month of October, 1880, an increase of $25,483.21. For the first ten months of 1881, the earnings were $2,268,521.80, against $2,215,505.24 for the corresponding period of 1880, an increase of $606,-199.80.

THE earnings of the Central Pacific Railroad for the month of October, 1881, were $2,514,000, against $2,120,229 for the month of October, 1880, an increase of $393,771. From January 1, to October 31, 1881, the earnings were $19,-684,790, against $16,403,434 for the corresponding period of 1880, an increase of $3,281,366.

THE gross receipts of the Great Western Railway Company of Canada for the month of September, 1881, (excluding leased lines), were £83,055, the working expenses, including transfers to reserve funds, £58,541, and the net £24,514; for the month of September, 1880, the gross receipts were £87,657, the working expenses £52,958, and the net £34,699—showing a decrease in gross receipts of £4,602, with an increase in working expenses of £5,583, making the decrease in net £10,185. For the two months ending with September, 1881, the gross receipts were £158,384, the working expenses £116,281, and the net £42,103; for the corresponding two months of 1880, the gross receipts were £169,458, the working expenses £106,486, and the net £62,972—showing a decrease in gross receipts of £11,074, with an increase in working expenses of £9,795, making the decrease in net £20,869.

THE gross receipts of the Grand Trunk Railway Company of Canada for the month of September, 1881, were £189,305, the working expenses £134,247, and the net profit £55,058 ; for the month of September, 1880, the gross receipts were £192,511, the working expenses £123,864, and the net profit £68,647—showing a decrease in gross receipts of £3,206, with an increase in working expenses of £10,383, making the decrease in net profit £13,589. For the three months ending with September, 1881, the gross receipts were £539,954, the working expenses £400,609, and the net profit £139,345; for the corresponding three months of 1880 the gross receipts were £555,895, the working expenses £373,406, and the net profit £182,489—showing a decrease in gross receipts of £15,941, with an increase in working expenses of £27,-203, making the decrease in net profit £43,144.

Illinois Central Railroad.

During the month of October, 1881, the traffic on the lines operated by this company was (estimated):

In Illinois	$655,867.00
In Iowa (leased lines)	174,458.00
Total	$830,325.00

The trfflac for the same month in 1880, on the same mileage, was (actual):

In Illinois	$688,110.09
In Iowa (leased lines)	192,101.14
Total	$880,211.23

During October 1881, the land sales were 1,471.03 acres for $8,430.63, and the cash collected on land contracts was $11,513.15.

L. A. CATLIN, *Secretary.*

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Nov. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Adams Express	.....	.....	.....	.....	.....	.....
Albany and Susq	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	105½	.....	.....
American Express	95½	96	95	96	98	96¼
Atlantic & Pac. Tel.	.....	.....	.....	.....	.....	.....
Burl., C. R. & Nor.	81	81¼	81½	.....	.....	.....
1st mortgage 5s	102	.....	.....	101½	102½	102½
Canada Southern	64¾	64	64¼	63¼	63¾	63⅝
1st mortgage guar	99½	99¼	99½	99⅝	99¼	99½
Central of N. Jersey	97¼	96¼	96⅝	96	95⅜	96
1st mort. 1890	.....	118	.....	.....	.....	.....
7s, consol. ass	115½	115	113¾	.....	.....	115
7s, convertible ass	.....	.....	.....	.....	.....	113½
7s, Income	102½	.....	.....	.....	.....	.....
Adjustment	.....	.....	.....	105⅜	106⅜	106
Central Pacific	96¾	96¾	96¾	95⅞	95½	96¼
6s, gold	.....	116	116	.....	116	116¾
1st M. (San Joaq)	.....	.....	.....	.....	.....	.....
1st M. (Cal. & Or.)	.....	.....	.....	.....	.....	.....
Land grant 6s	.....	.....	.....	.....	.....	.....
Chesapeake & Ohio	29¾	.....	28¾	28¼	28⅝	.....
Chicago and Alton	134	134¾	136¾	135¾	134½	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund	.....	.....	.....	.....	.....	.....
Chi., Bur. & Quincy	144	143½	143	141	140½	141¾
7s, Consol. 1903	130	130½	130	.....	130½	.....
Chi., Mil. & St. Paul	109¾	109¾	110	109¼	108½	109¾
Preferred	123	124½	123¾	123¼	123	123¾
1st mortgage, 8s	.....	.....	.....	.....	.....	.....
2d mort., 7 3-10s	.....	120	.....	121	.....	.....
7s, gold	.....	.....	.....	.....	.....	.....
1st M. (La. C. div)	.....	120¾	.....	.....	.....	120½
1st M. I. & M. div.)	.....	.....	.....	.....	.....	.....
1st.M. (I. & D. ext.)	.....	121	.....	.....	.....	.....
1st M. (H.&D. div.)	.....	.....	.....	.....	.....	.....
1st M.(C. & M.div.)	.....	.....	.....	.....	.....	.....
Consolidated S. F.	123½	.....	.....	.....	124	.....
Chi. & Northwestern	129¾	128¾	128¾	127⅞	127¾	128
Preferred	143	142½	133¾	143¼	143	142
1st mortgage	.....	.....	.....	110	.....	.....
Sinking Fund 6s	107¾	107¾	.....	.....	107¾	108
Consolidated 7s	.....	.....	133	.....	131	.....
Consol. Gold bo'ds	.....	.....	.....	.....	124	127
Do. reg	.....	.....	.....	.....	.....	.....
Chi., R. Isl. & Pac.	135¾	136	137	135½	135¾	136¼
6s, 1917, c	.....	125	126	....	127	.....
Clev.,Col.,Cin.&Ind.	93½	93½	92¾	92½	91⅞	93½
1st mortgage	.....	.....	.....	.....	.....	.....
Clev. & Pittsburg gr.	.....	.....	.....	138¼	.....	.....
7s, Consolidated	.....	.....	127	.....	.....	.....
4th mortgage	.....	.....	.....	.....	.....	.....
Col.,Chi.,& Ind. Cent.	22	21¾	21	20¼	20¾	20¾
1st mortgage	.....	.....	.....	.....	125	125
2d mortgage	.....	.....	.....	.....	.....	.....
Del. & Hud Canal.	110¾	110¼	110¾	109¼	109½	110
Reg. 7s, 1891	.....	.....	113	.....	.....	.....
Reg. 7s, 1884	.....	.....	.....	.....	.....	.....
7s, 1894	120	120	.....	.....	.....	.....
Del.,Lack.& Western	128¾	127¾	127¾	126⅞	126⅝	127½
2d mortgage 7s	.....	.....	.....	.....	.....	.....
7s, Consol. 1907	126	.....	.....	.....	.....	.....
Erie Railway	.....	.....	.....	.....	.....	.....
1s mortgage	.....	.....	.....	.....	127½	126
2d mort. 5s, ext	.....	.....	.....	.....	.....	.....
3d mortgage	105	.....	105	.....	.....	105
4th mort. 5s, ext	.....	107	.....	.....	.....	.....
5th mortgage	.....	.....	.....	.....	.....	.....
7s, Consol. gold	127½	127	.....	.....	.....	127½
Great West. 1st mort	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Hannibal & St. Jo	96½	96½	96½	96⅜	95½	95⅝
Preferred	114	114	113⅜	113½	112	112
8s, Convertible	108	.....	.....	.....	.....	108
Houston & Tex. Cen	.....	87	.....	91	90½	91½
1st mortgage	.....	112	.....	.....	.....	.....
Illinois Central	136⅞	135½	135¾	134	134¼	134
LakeShore&MichSo	122¾	125½	121⅞	121	120¾	121¾
Consol. 7s	.....	.....	.....	.....	.....	131
Consol. 7s, reg	128	130	.....	.....	.....	.....
2d Consolidated	.....	.....	.....	.....	.....	125
Leh. & W. B. 7s, Con	.....	.....	.....	.....	.....	.....
Long Dock bonds	.....	.....	.....	.....	.....	.....
Louisville & Nash.	96¾	96	96¾	96	95¼	95¾
7s, Consolidated	.....	.....	.....	.....	.....	.....
Manhattan	55¾	56⅞	56¼	56¼	55¾	56¼
Met. Elevated	100½	101	100	100	97½	99¾
1st mortgage	104	103¾	103½	103¼	103¼	103
Michigan Central	94¾	94½	94¾	93⅞	93	93¾
7s, 1902	.....	.....	.....	.....	122½	.....
M. S. & N. I. 1st, S. F	109¾	.....	.....	.....	.....	.....
Morris & Essex	126	126¼	.....	126¼	125	126
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	114¾	.....	.....	.....
7s of 1871	119	.....	.....	.....	.....	.....
7s, Convertible	.....	.....	.....	.....	.....	.....
7s, Consolidated	.....	.....	.....	.....	.....	124¾
N.Y. Cen. & Hud. R.	140½	139¼	139½	139¼	138⅝	139⅜
6s, S. F., 1883	103	.....	.....	.....	.....	.....
6s, S. F., 1887	110	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg	.....	.....	.....	.....	.....	.....
N. Y. Elevated	109¼	109¼	110	110¼	110½	110⅜
1st mortgage	118¼	.....	.....	118½	118¾	118½
N. Y. & Harlem	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	134	.....	134
1st mortgage, reg	.....	.....	.....	.....	.....	134
N. Y., Lake Erie & W	47½	46¼	46¾	46⅝	46⅜	46⅛
Preferred	92¾	93	94	94¼	92¾	93
2d Consolidated	104¾	104¼	104¾	104¾	104¾	104½
New 2d 5s fund	102½	.....	102⅜	.....	.....	.....
N.Y.,N.Hav'n&Hart	.....	170	.....	.....	.....	174
North Mo. 1st mort	.....	123	.....	.....	.....	.....
Northern Pacific	41	41¾	42¼	42¼	41⅛	41⅞
Preferred	82¾	83¾	85⅛	84¼	.....	85
Ohio & Mississippi	42¼	42	42	41¾	45¾	41¼
Prefer ed	.....	.....	.....	.....	.....	.....
2d mortgage	124	.....	.....	.....	.....	.....
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. S. Fund	.....	120	.....	.....	.....	120
Pacific Mail S. S. Co	45¼	46⅝	47½	46⅜	.....	45½
Pacific R. R. of Mo.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	107¾	.....	108
2d mortgage	114	.....	.....	.....	.....	.....
Panama	.....	.....	.....	.....	.....	195
Phila. & Reading	68½	68	68	68	67¾	67¼
Pitts,Ft.W.&Chi.gtd	.....	.....	.....	.....	.....	137½
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
3d mortgage	.....	.....	.....	.....	.....	.....
Pullman Palace Car	.....	131	.....	131½	.....	131½
Quicksil'r Min'g Co	16½	16¼	16¼	.....	.....	.....
Preferred	64	63	63¼	63½	.....	.....
St. Louis & San Fran	46¾	46½	.....	46	.....	45½
Preferred	.....	71	.....	.....	69	68½
1st Preferred	108½	109	108¾	.....	.....	108½
St. L., Alt'n & T. H.	53	.....	56¼	59	56	56
Preferred	.....	.....	97	98	.....	96
1st mortgage	.....	.....	.....	.....	.....	.....
2d mort. pref	.....	.....	.....	.....	.....	.....
Income bonds	.....	.....	.....	.....	.....	103¼
St. L., Iron Mt. & S	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	115⅝	.....
2d mortgage	109	.....	.....	108	108	107½
Toledo and Wabash	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	109¼	.....	109	109	.....
7s, Consolidated	.....	.....	108	.....	.....	.....
St. Louis Division	107	.....	.....	.....	.....	107½
Union Pacific	121½	121	121½	120¾	120¾	121
1st mortgage	117½	.....	.....	117	.....	.....
Land Grant 7s	113¾	.....	.....	.....	.....	.....
Sinking Fund 8s	.....	.....	.....	.....	.....	.....
United States Ex	73¼	73½	73½	.....	73½	.....
Wabash, St. L.& Pac	49¼	49	49	48⅝	48¼	48⅝
Preferred	90⅛	89¾	89½	89⅞	88¾	89¾
New mort. 7s	.....	.....	.....	.....	.....	.....
Wells-Fargo Ex	133½	135	.....	134¼	.....	.....
Western Pacific b'ds	.....	112	.....	112	.....	.....
Western Union Tel.	87⅝	87¼	87¾	86⅝	88¾	87
7s, S.F. conv., 1900	.....	.....	.....	.....	.....	.....
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	.....	117¼	117¼	.....	117½	.....
U. S. 4s, 1907, coup	116¾	...	117½	117¼	117	117
U. S. 4½s, 1891, reg	.....	112½	.....	112¼	112¾	.....
U. S. 4½s, 1891, coup	.....	113¾	113¼	.....	.....	113¾
U. S. 5s, 1881, reg	102	.....	.....	.....	.....	.....
U. S. 5s, cont'd at3½	.....	.....	102¼	102¾	102½	103
U. S. 6s cont'd at3½	.....	.....	.....	.....	101¼	.....
Dt. of Col. 3-65s, reg	.....	.....	.....	.....	.....	.....
Dt. of Col.3-65s,coup	.....	.....	.....	107	.....	.....

Boston Stock Exchange.

Prices for the Week Ending Nov. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Atch.,Top.&San.Fe.	141	141⅞	141¼	141½	140	138⅞
1st mortgage	.....	121½	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	118½	.....	.....	.....
Boston & Albany	164½	164½	164½	164½	.....	164½
7s reg	.....	.....	127½	.....	127½	.....
Boston and Lowell	.....	.....	.....	110	.....	.....
Boston & Maine	.....	.....	151¼	.....	.....	151
Boston& Providence	.....	.....	.....	.....	162	.....
Bos'n,Hart.& Erie7s	67½	67	.....	67	65¼	65
Burl.& Mo.R.L.G.7s	.....	.....	.....	.....	.....	.....
Burl.& Mo.R.in Neb	.....	.....	.....	.....	.....	.....
6s, exempt	.....	.....	114¾	.....	.....	.....
4s	.....	.....	.....	.....	.....	.....
Chi.,Burl. & Quincy	144¼	143⅞	143	142	143¾	141
7s	.....	.....	.....	.....	.....	.....
Cin.,Sand&Clev($50)	29¼	29	28¾	30	30⅞	30½
Concord ($50)	.....	.....	.....	.....	.....	.....
Connecticut River	.....	.....	.....	.....	.....	.....
Eastern	.....	.....	48	48¾	.....	.....
New 4½ Bonds	.....	109¼	111	.....	.....	109¼
Fitchburg	148½	148½	148	.....	.....	.....
Kan.C., Top. & West	.....	.....	.....	.....	.....	.....
Michigan Central	.....	94¾	.....	93	.....	.....
N.Y. & New England	67	.....	66¼	.....	65	64
7s	116	116¼	116	116	.....	117
Northern N. H	.....	.....	.....	.....	113	.....
Norwich&Worcester	.....	.....	.....	.....	159	.....
Ogden & Lake Cham	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Old Colony	130	130	.....	130	.....	129
Ph.,Wil.&Balt.($40)	.....	65⅞	.....	65	.....	.....
Portl'd,Saco & Ports	.....	.....	.....	.....	.....	.....
Pueblo & Ark Val	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	.....	.....
Pullman Palace Car	.....	131	.....	.....	.....	131
Union Pacific	120¾	121	.....	.....	122⅜	.....
6s	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	.....	.....	.....	.....	.....	.....
Vermont & Canada	.....	.....	.....	.....	.....	122¾
Vermont & Mass	.....	.....	.....	.....	.....	.....
Worcester & Nashua	60	.....	.....	.....	59	....
Cambridge (Horse)	.....	.....	.....	.....	.....	.....
Metropolitan(Horse)	.....	.....	.....	.....	.....	.....
Middlesex (Horse)	.....	.....	.....	.....	.....	.....
Cal.&Hecla Min'gCo	224	224	....	225	225	224
Quincy	41	.....	40	41½	42	42¾

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Nov. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Allegh'y Val. 7 3-10s	.....	.....	.....	.....	.....	.....
7s, Income	.....	52½	.....	.....	.....	.....
Camd'n & Am. 6s, '83	.....	103½	.....	.....	.....	.....
6s, 1889	.....	.....	.....	.....	.....	.....
Mort. 6s, 1889	.....	.....	.....	.....	.....	.....
Camden & Atlantic	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	30	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Catawissa	.....	16¾	.....	.....	.....	.....
Preferred	.....	54x	.....	.....	.....	.....
7s, new	120	.....	.....	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	.....	.....
Elmira&Williamsp't	.....	.....	.....	.....	.....	.....
Preferred	.....	60	.....	.....	.....	.....
Hunt. & B. Top Mt.	16¾	17	16¾	16½	16½	.....
Preferred	.....	30¾	29¾	.....	.....	30½
2d mortgage	.....	.....	.....	.....	.....	.....
Lehigh Navigation	47⅜	47¼	47¼	47⅜	47⅛	47
6s, 1884	.....	.....	.....	.....	.....	.....
6s	.....	.....	.....	.....	.....	.....
Gold Loan	.....	.....	111¾	112	.....	.....
Railroad Loan	.....	.....	.....	.....	.....	.....
Conv. Gold Loan	.....	.....	.....	.....	.....	.....
Consol. Mort, 7s	119	119	.....	.....	.....	119½
Lehigh Valley	61¼	.....	61⅞	61¾	61⅞	61⅞
1st mort. 6s, coup	.....	.....	.....	.....	.....	.....
1st mort. 6s, reg	.....	.....	.....	.....	.....	.....
2d mort. 7s	.....	.....	.....	.....	.....	.....
Consol mort. 6s	.....	.....	.....	.....	118	.....
Consol.mtg.6s,reg	.....	.....	.....	.....	.....	.....
Little Schuylkill	56½	.....	56½	.....	56½	.....
Minehill&Sch.Hav'n	61½	.....	61½	.....	.....	.....
North Pennsylvania	60	60	.....	.....	.....	.....
1st mortgage 6s	.....	.....	.....	.....	.....	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Genl. mtg.7s,coup	.....	.....	.....	.....	.....	.....
Genl. mtg. 7s, reg	.....	.....	.....	.....	.....	.....
Northern Central	52	51¾	.....	51⅞	52	52
6s	.....	.....	99½	.....	99½	99¾
Northern Pacific	40¼	41¾	41¾	42¼	42½	41¾
Preferred	82¾	82¾	83⅞	85¼	84¾	84¾
Pennsylvania R. R.	63¾	63⅞	63⅞	64	64	63¾
1st mortgage	.....	.....	.....	.....	.....	.....
Gen'l mort	.....	.....	.....	.....	.....	.....
Gen'l mort reg	.....	.....	.....	.....	.....	.....
Consol. mort. 6s	.....	.....	.....	.....	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Pa.State 6s 2d series	.....	.....	.....	.....	.....	.....
do 3d series	.....	.....	.....	.....	.....	.....
do 5s, new	.....	.....	.....	.....	.....	.....
do 3s,	.....	.....	.....	.....	.....	.....
Phila. & Reading	34	34¾	34	34	33⅞	33⅞
1st mortgage 6s	.....	.....	.....	.....	.....	.....
7s of 1893	.....	.....	.....	.....	.....	.....
7s, new convert	.....	.....	68	.....	70	.....
Consol. mort. 7s	.....	.....	.....	.....	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Gen'l mort. 6s	95⅜	95½	95½	96¼	97	97⅞
Philadelphia & Erie	21	.....	20⅞	20⅞	21	.....
1st mortgage 5s	105½	.....	.....	105½	.....	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Pittsb.,Cin.&St.L.7s	.....	121	.....	.....	.....	.....
Pitts.,Titusv.&Buff.	23	23	22¾	22⅞	22¾	22½
7s	.....	.....	.....	.....	98	.....
Schuylkill Navi't'n	.....	.....	.....	.....	.....	.....
Preferred	.....	13¼	.....	.....	.....	13
6s, 1872	.....	.....	.....	109¾	.....	.....
6s, 1882	.....	.....	.....	.....	92	.....
United Co. of N. J.	184	184	.....	.....	184	.....
Hestonville, (Horse)	20½	.....	.....	.....	.....	.....
Chestnut&Wal.(do)	.....	.....	.....	.....	.....	.....
Green & Coates (do)	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the Week Ending Nov. 15.

	W. 9.	Th. 10.	F. 11.	Sat. 12.	M. 14.	Tu. 15.
Baltimore & Ohio..	.....	.....	.....	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	.....	.....	.....	.....	.....
Central Ohio ($50)..	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	107¼	107½	.....	.....	.....
Marietta & Cincin'ti	.....	.....	.....	.....	.....	.....
1st mortgage, 7s..	.....	.....	125	.....	.....	124½
2d mortgage, 7s..	95	97½	97½	97	95¾	95½
3d mortgage, 8s..	47½	49⅝	50¼	50½	48¾	49½
Northern Cen. ($50)	.....	.....	.....	.....	.....	.....
2d mort., 6s 1885..	.....	.....	107¼	.....	108¼	.....
3d mort., 6s, 1900.	.....	.....	.....	.....	.....	.....
6s, 1900, gold.....	114⅛	114⅛	.....	.....	.....	114⅛
6s, 1904, gold.....	.....	....	113⅛	.....	.....	.....
Orange & Alex. 1st.	.....	.....	.....	.....	.....	.....
2d mortgage, 6s...	.....	.....	.....	.....	.....	.....
3d mortgage, 8s...	.....	.....	.....	.....	.....	.....
4th mortgage, 8s..	.....	.....	.....	.....	.....	.....
O.,Alex.&Manas's 7s	.....	.....	.....	.....	.....	.....
Pitts.& Connellsv.7s	.....	122	.....	.....	.....	.....
Virginia 6s, Consol.	77¼	75⅛	75¾	74½	77	77
Consol. coupons..	94⅜	94	94	94	93¾	93⅜
10-40 bonds.....	50½	49½	48	45⅞	46⅝	47
Def'd Certificates.	.....	.....	.....	.....	.....	17¼
Western Maryland..	.....	.....	16¼	.....	16¼	16¼
1st M.,end.by Balt	.....	.....	.....	.....	.....	.....
2d M., do .	.....	.....	.....	.....	.....	.....
3d M., do .	.....	.....	.....	.....	.....	.....
1st M.,unendors'd	.....	.....	.....	.....	.....	.....
2d M.,end.WashCo	.....	.....	.....	.....	.....	.....
2d M., preferred..	.....	.....	.....	.....	.....	.....
City Passenger R R.	.....	.....	.....	.....	.....	.....

London Stock Exchange.

	Closing Prices Oct. 28.		Nov. 4.	
Baltimore & Ohio (sterling).....113		115	113	115
Cairo & Viencennes com. stock 49		51	49	51
Do. preferred 5 per cent..... 90		92	90	92
Central of N. J. $100 share..... 93		98	93	98
Do. Cons. Mortgage.....117		119	117	119
Do. Adjustment Bonds.....104		109	104	109
Do. Income Bonds.....103		107	102	106
Det.,G'd Haven & Mil. Equip bds112		114	112	114
Do.Con.M.5p.c.,till'83aft'r6p.c109		111	109	111
Illinois Central $100 shares.....134		136	135	137
Lehigh Valley Cons. mortgage..118		122	118	122
Louisville & Nashville mort 6s.109		111	109	111
Do. Sink. Fund bds (S.&N.Ala)105		107	105	107
Do. capital stock $100 shares. 97		99	97	99
N. Y. Cent. & Hud. R. mt. bds..137		140	137	140
Do. $100 shares.....143		145	144	146
Do mort. bonds (stg.).....123		125	123	125
N.Y.,Lake Erie & West.,$100 shs 45¾		46¼	47⅛	48
Do. 6 p. c. pref. $100 shares.. 91		93	92	94
Do. 1st Con. Mort. bds (Erie) .130		132	130	132
Do. do. Funded Coupon bds.125		128	125	128
Do. 2d Consol Mort. bonds...106		108	105	107
Do. do. Funded Coupon bds..103		105	107	109
Do. Gold Income bonds..... 90		95	90	95
N.Y.,Pa.& Ohio 1st mort. bonds. 56		57	56¼	57⅛
Do. Prior Lien bds (sterling)..103		108	103	108
Pennsylvania, $50 shares..... 68¼		68¾	68	68⅛
Do. Con. Sink Fund Mort....118		120	119	121
Philadelphia & Reading $50 shs 35		36	35	36
General Consol Mortgage.....116		118	116	118
Do. Improvement Mortgage..104		106	104	106
Do.Gen.Mtg.'74,ex-def'd coup. 95		98	97	99
Do. Scrip for the 6 def. ⅝ coup. 94		98	94	98
Pittsb., Ft. W. & Chi. Eq. bds....105		109	105	109
St. L. Bridge 1st mort. gold b'd.126		128	126	128
Do. 1st pref. stock..... 102		104	102	104
Union Pa. Land Grant 1st. mtg.115		119	115	119

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Nov. 17, 1881.

In the forenoon the local money market was easy at 5@6 per cent on stocks, and 3½@4½ on United States bonds. Time loans were 5@6 per cent; prims mercantile paper 6@7 per cent. In the afternoon call loans at the Stock Exchange were 5 per cent; and although in the last hour some of the stock brokers paid as high as 6 per cent plus 1-64 of one per cent per day for money, yet at the very close the rate for money to the stock brokers was offered down to 4 per cent.

The actual rates for prime bankers sterling were 4.80¼@¾ and 4.84¼@½, with the posted rates rates 4.81@½ and 4.85@½ respectively. Cable transfers on London were 4.85@½ and prime commercial bills 4.78¾. The actual rates for continental bills are as follows: francs, 5.20 @⅝ and 5.25@⅝; marks, 94@⅛ and 95, and guilders, 39¾ and 40.

On Wednesday only $38,500 of continued 6 per cent bonds were accepted by the Treasury Department, making, with the $4,550 previously accepted, a total of only $43,100 offered and accepted up to date under the terms of the Treasury circular of November 4th.

In consequence of the loss of a $500 bond Treasurer Gilfillan has issued an order to the effect that hereafter no bonds deposited as security for circulation or public credit shall be surrendered or allowed to pass from the custody of the Treasurer's office, except upon the surrender of circulating notes, deposit of lawful money, deposit of other bonds in the name of the Treasurer of the United States in trust, or, in the case of a depositary bank, upon the order of the Secretary of the Treasury.

The Manhattan Company has notified the New York Stock Exchange that its capital stock would be increased from $13,000,000 to $26,000,000 for the purpose of merging the New York and Metropolitan Elevated Railroad Companies' stocks into the Manhattan.

The refunding operations of the Secretary of the Treasury has been completed. The total of the bonds continued at 3½ per cent is $579,560,050, and the total cost to the Government was about $10,000, of which nearly $6,000 was for paper and printing the bonds. This makes the expense of continuing each million dollars of the bonds about $17.81.

The following securities have been placed on call at the New York Stock Exchange :

American Dock and Improvement Company —The 7 per cent mortgage bonds dated October 1, 1866, now upon the list, have been recalled and the company has replaced them with an issue of $5,000,000 of first mortgage bonds in 5,000 bonds of $1,000 each with interest at 5 per cent. The new bonds are placed on the regular list.

Galveston, Harrisburg and San Antonio Railway Company—First mortgage bonds, Nos. 1 to 4,500, each for $1,000, dated February 1, 1871; Nos. 4,501 to 4,800 each $1,000, Lagrange extension, dated August 1, 1880; both mature February 1, 1910; same rate of interest, payable at some time ; included in the same mortgage; are on an entire equality and are a first mortgage on the total length of road, 256 miles, and sidings twenty miles. They have been on the list and called separately. The company requested that they be united and called as one and the committee ordered that the call of Lagrange extension be discontinued and the whole 4,800 bonds be embraced in one call as first mortgage bonds.

Many stock brokers have sent to Washington their supplementary tax reports of what the Government considered taxable deposits and what the brokers did not and failed to enter in the usual returns. If stock has been sold and the margin not touched for a few days, the Government considers it a deposit. The tax levied is one twenty-fourth of 1 per cent a month, which is equal to one-half of 1 per cent a year.

The total values of exports of domestic provisions, tallow, and dairy products, during the month of October, 1881, were $8,923,420; October, 1880, $11,469,967 ; ten months ended October 31, 1881, $111,728,221; ten months ended October 31, 1880, $115,931,919. The total value of exports of provisions and tallow for twelve months ended October 31, 1881, were $119,172,545; for 1880, $113,991,148. The total values of exports of dairy products for six months ended October 31, 1881, were $13,510,430; for 1880, $16,491,519. The total values of the exports of domestic breadstuffs from the United States during the month of October, 1881, were $14,839,914, and during October, 1880, $25,973,970; for the four months ended October 31, 1881, $80,311,635, and for the four months ended October 31, 1880, $192,292,552, and during the same period in 1880, $235,177,847.

The closing quotations on Thursday were: American District Telegraph, 50@52 ; Adams Express, 143@145; American Express, 97@99; Chicago, Burlington and Quincy, 141⅜@142 ; Canada Southern, 63½@63⅞; Chicago and Northwestern, 128@128¼; do. pref., 142@142½; Chicago and Alton, 134½@135; Central of New Jersey, 96⅛@96¼; Chicago, Rock Island, and Pacific, 135½@136½; Central Pacific, 95⅞@96⅛ ; Chicago, Milwaukee and St. Paul, 108¾@109½; do. pref., 122½@123 ; Cleveland, Columbus, Cincinnati and Indianapolis, 92½@93½; Columbus, Chicago and Indiana Central, 20½@21 ; Delaware and Hudson Canal, 109½@109⅝; Delaware, Lackawanna and Western, 126⅝@127 ; Hannibal and St. Joseph, 95½@95¾; do. pref., 112½@112⅝; Illinois Central, 134⅛@134⅜; Lake Erie and Western, 45@47 ; Lake Shore and Michigan Southern, 121¾@121⅞ ; Metropolitan Elevated, 99⅛@100; Manhattan Elevated, 57⅛@57¼; Michigan Central, 93⅞@93¾ ; New York Elevated, 110@110½; New York, Lake Erie and Western, 46½@46⅝; do. pref., 93½@93½; New York Central and Hudson River, 138¾@139; Ohio and Mississippi, 41½@41¾ ; Ohio Southern, 25@25¾ ; Ohio Central, 26⅜@27⅛ ; Panama, 193@204; Pacific Mail, 45⅜@45½; Union Pacific, 120½@120⅝; United States Express, 74@77; Western Union Telegraph, 86⅞@87 ; Wabash, St. Louis and Pacific, 48⅛@48⅜; do. pref., 88¾@88⅞; Wells-Fargo Express, 134@137.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns.

New York.—American Dock and Improvement Co. ass., 136⅛ ; Atlantic and Pacific inc., 42½ ; do. 1st, 101½ ; Atchison, Colorado and Pacific 1st, 100 ; Belleville and Southern Illinois 1st, 118 ; Buffalo, New York and Erie 7s, new, 123; Cedar Rapids, Iowa Falls and Northern 1st, 105 ; Chicago, St. Paul and Minneapolis 1st, 110 ; Chicago, St. Louis and New Orleans, 85½; Chicago, St. Paul, Minneapolis and Omaha, 41⅛ ; do. pref., 102½ ; do. consol., 104; Chesapeake and Ohio 1st pref., 40½ ; do. 2d pref., 30; do. 1st, series A, 101; do. Series B, 84¾; do. cur. int., 57; Columbus, Chicago and Indiana Central Income, 73 ; do. Trust Co. certif. ass., 108⅛ ; Cleveland, Columbus, Cincinnati and Indianapolis consol., 124; Central Iowa 1st, 115½ ; Chicago, Milwaukee and St. Paul, Southern Minnesota div. 1st, 106¾ ; Chicago, Burlington and Quincy 8s, 106½ ; Cairo and Fulton 1st, 111¾: Denver and Rio Grande,

84⅜; do. 1st, 114½; do. 1st consol., 110⅜; Dubuque and Sioux City, 86; Denver, South Park and Pacific 1st, 104; Delaware and Hudson 1st, Penn. div., 125; East Tennessee, Virginia and Georgia, 16½; do. pref., 28⅛; do. inc., 55½; Evansville and Terre Haute, 64; Frankfort and Kokomo 1st, 110; Gulf, Colorado and Santa Fe 1st, 109; Galveston, Harrisburg and San Antonio 1st, 106½; International and Gt. Northern 1st, 107½; do. 6s, 94; Illinois and Southern Iowa 1st, 110; Indiana, Bloomington and Western, 53½; do. 1st, 92; do. 2d, 80½; do. inc., 75; Indianapolis, Decatur and Springfield, 1st, 104; do. 2d, 76; Jackson, Lansing and Saginaw 1st, 110½; Kansas Pacific 1st consol., 105; do. 6s, J. & D., 1896, 113; do. 6s, Denver Div. ass., 190; Keokuk and Des Moines, 21; do. pref., 50; do. 1st, 105; Louisiana and Missouri River 1st, 118; Louisville and Nashville gen'l mort. 6s, 105¼; Louisville, New Albany and Chicago, 70; do. 1st, 105; Long Island, 55½; Lehigh and Wilkesbarre consol. ass., 109¾; Erie and Western, 45½; do. 1st, Sandusky div., 100½; do. inc., 68; Metropolitan Elevated 2d, 91; Michigan Central 5s, reg., 97½; Minneapolis and St. Louis, 25½; do. pref., 70; Mobile and Ohio, 38½; do. 1st deben., 98; do. 2d deben., 72½; do. 3d deben., 63; do. 4th deben., 63½; do. new mort., 113½; Missouri, Kansas and Texas, 42½; do. consol., 7s, 107⅜; do. 2d, 80; do. 6s, 93; Missouri Pacific, 106½; do. 1st consol., 104; Memphis and Charleston, 78; Milwaukee, Lake Shore and Western, 53½; do. 1st, 102¾; do. inc., 75; Manhattan Beach, 23; Milwaukee and Northern, 54; Nashville, Chattanooga and St. Louis, 86; do. 1st, 117⅝; New York, Ontario and Western, 32¾; Norfolk and Western, 25¾; do. pref., 59½; do. Gen'l mort., 103½; Northern Pacific 1st, 104; New Orleans Pacific 1st, 95; New Jersey Southern 6s, guar., 102; Ohio Central, 27½; do. 1st, 99¾; do. inc., 50½; Ohio Southern, 26; do. inc., 47¼; do. 1st, 96⅝; Oregon Railway and Nav., 170; 1st, 109; Peoria, Decatur and Evansville, 42; Pennsylvania Co. 4½s, 100¼, Quincy and Toledo 1st, 108; Rome, Watertown and Ogdensburg, 39¼; do. 1st consol., 97½; Richmond and Danville, 118½; do. 6s, 103; Richmond and Allegany, 43; do. 1st, 105; Rochester and Pittsburg, 31; do. inc., 42; Southern Pacific of California 1st, 103¾; St. Louis, Kansas City and Northern, Omaha div. 1st, 114½; do. R. E. 7s, 111; St. Louis, Alton and Terre Haute div. bonds, 62; St. Paul, Minneapolis nda Manitoba, 112¾; do. 1st, 111; do. 2d, 106; St. Paul and Duluth pref., 78; South Pacific 1st, 104½; St. Paul and Sioux City 1st, 110; St. Louis and Iron Mountain 5s, 87½; do. Cairo, Arkan6as and Texas 1st, 112; Toledo, Delphos and Burlington, 21¾; do. 1st, 90; Texas and Pacific, 57; do. inc. L G., 76½; do. 1st, 107½; do. Rio Grande div. 1st, 91½; Texas and St. Louis, 34; do. 1st, 90; Utah Southern Gen'l mort. 7s, 110; Wabash, St. Louis and Pacific Gen'l mort. 6s, 99; do. Chicago div., 92; Warren, 119; Winona and St. Peter 1st, 109; do. 2d, 120; Arkansas 7s, M. O. & R. R., 33; do. L. R., P. B. and N. O., 34; do. Central R. R., 17¾; Georgia 7s, Sold, 116; Louisiana consol., 7s, 69; North Carolina S. T, 3d class, 9; South Carolina 6s, non-fund., 12⅞ Tennessee 6s, new, 74⅜; do. old, 74⅜; Virginia 6s, consol. ex mat. coupon, 78; do. 6s, def., 18¼; Sutro Tunnel, 1½; Colorado Coal and Iron, 51½; do, 6s, 91½; Cam. Coal, 39⅞; Spring Mt. Coal, 44; Central Mining, 1⅛; Excelsior, 1⅝; Little Pittsburg, 2½; Robinson, 8⅞; Standard, 22½.

Boston.—Atlantic and Pacific 6s, 98⅞; do. 6s, Income, 41½; Atchison, Topeka and Santa Fe 5s, 94½; Boston Land, 8¾; Boston Water Power, 7¾; Boston, Clinton, Fitchburg and New Bedford, 47; do. pref., 130; Burlington and Missouri River in Nebraska 6s, non-exempt, 103; Connotton Valley, 23; do. 7s, 96¾; do. 7s, Straitsville div., 83½; Chicago and West Michigan, 82½; Connecticut and Passumpsic Rivers 7s, 115¼; Detroit, Lansing and Northern, 114; Evansville and Terre Haute, 32; Flint and Pere Marquette, 28¼; do. pref., 95; Iowa Falls and Sioux City, 87; Kansas City, St. Joseph and Council Bluffs 7s, 119; Kansas City, Fort Scott and Gulf, 87; do. pref., 122½; Kansas City, Lawrence and Southern 5s, 105; Little Rock and Fort Smith, 69; do. 7s, 112½; Massachusetts Central 1st, 98; Mexican Central 7s, 90; do. Block, new, 98; Marquette, Houghton and Ontonagon, 66; do. pref., 117; do. 6s, 102; Northern Pacific 6s, 101⅞; Norwich and Worcester, 159; Ogdensburg and Lake Champlain Inc., 45; do. 6s, consol. 99¾; Oregon Railroad and Nav., 170; Rutland, 5; Republican Valley 6s, W. D., 103; Summit Branch, 17½; Toledo, Delphos and Burlington, 10¾; Wisconsin Central, 23; Atlantic Mining 14½; Brunswick Antimony, 6½; Blue Hill, 1⅛; Crescent, ⅝; Catalpa, ¾; Douglas, 2; Franklin, 12¾; Harshaw, 5; Huron, 3¾; Napa consol. Quicksilver, 7½; Osceola, 29; Pewabic, 12¼; Phœnix, 1½; Ridge, 4; Sullivan, 3¾; Silver Islet, 38.

Philadelphia.—Allegheny Valley Inc. scrip, 50; American Steamship Co.. 28½; do. 6s, 108; Bells Gap 7s, 107; Central Transportation, 40½; Catawissa new pref., 53⅜; Chesapeake and Delaware Canal 6s, 88¾; Huntingdon and Broad Top Mountain consol. mort. 5s, 90; Nesquehoning Valley, 57; Philadelphia and Reading scrip, 67; do. 6s, gold, 115; Pennsylvania R. R. consol. mort. 5s, reg., 105; Philadelphia, Wilmington and Baltimore, 65; do. 4s, 96; Perkiomen 6s, 104; Summit Branch 7s, 102½; Texas and Pacific 1st, 107; do. consol. mort. 6s, 103½; Union and Titusville 7s, 103½; West Jersey and Atlantic, 24; West Chester and Philadelphia 7s, 119. The latest quotations are: City 6s, 110@124; do. free of tax, 129@132; do. 4s new, 105@112; Pennsylvania State 6s, 3d series, 101¾@102¼; do. 5s, new loan, 117¾@118; do. 4s, new, 110@114; Philadelphia and Reading R. R., 33⅜@33⅞; do. consol. mort. 7s, reg., 124½@125; do. mort. 6s, 122@125; do. gen'l mort. 6s, coupon, 97¾@98; do. 7s, 1893, 122@125; do. new, conv., 68@70; United New Jersey R. R. and Canal, 184½@185; Buffalo, Pittsburg and Western, 22½@22⅝; Pittsburg, Titusville and Buffalo 7s, 98@98½; Camden and Amboy mort.. 6s, 1889, 113@116½; Pennsylvania R. R., 63¾@63⅞; do. general mort. coupon, 123@130; do. reg., 121½@122; do. consol. mort. 6s, reg., —@128; Little Schuylkill R. R. 56¼@56¾; Morris Canal, 65@75; do. pref., 165@165½; Schuylkill Navigation, 6@7; do. pref., 13@13¼; do. 6s, 1882, 91½@92½; do. 1872, 109@—; Elmira and Williamsport pref., 55@60; do. 6s, 111@—; do. 5s, 99@—; Lehigh Coal and Navigation, 47¾@47¼; do. 6s, 1884, 106½@106⅝; do. R. R. loan, 116@119; do. Gold Loan, 111@112½; do. consol. 7s, 119⅜@119⅝; Northern Pacific, 16¾@41½; do. pref., 83¾@83⅞; North Pennsylvania, 59½@60; do. 6s, 106@107; do. 7s, 120@122; do. General mort. 7s, reg., 119@124; Philadelphia and Erie, 20⅞@21¼; do. 7s, —@118; do. 5s, 105⅜@105½; Minehill, 61⅜@61½; Catawissa, 16⅝@17¼; do. pref., 53¼@53½; do. new pref., 52¾@53½; do. 7s, 1900, 119¾@120½; Lehigh Valley 61¾@62; do. 6s, coupon, 121½@—; do. reg., 121½@122½; do. 2d mort. 7s, —@132; do. consol. mort. 117@119; Fifth and Sixth streets (horse), 149@150; Second and Third, 100@115; Thirteenth and Fifteenth, 77½@78½; Spruce and Pine, 49@50; Green and Coates, 90@105; Chestnut and Walnut, 94@95; Hestonville, —@—; Germantown, 80@—; Union, 110@125; Lombard and South, 22⅞@23½; West Philadelphia, 114@116; People's 29¾@32; Continental, 100@105.

Baltimore.—Atlanta and Charlotte, 80; do. 1st, 113; do. inc., 94; Atlantic Coal, 1.30; Baltimore City 6s, 1890, 116; do. 5s, 1894, 115; do. 5s, 1916, 121¼; Canton Co. 6s, 107½; Chesapeake and Ohio Canal 6s, 40; Columbia and Greenville 1st, 103; do. 2d, 90½; Maryland Defense 6s, 105½; Norfolk and Western pref., 56⅜; Ohio and Mississippi, Springfield div. 1st, 118; Richmond and Allegany, 43½; South Side 2d, 103½; Virginia and Tennessee 2d, 103; Virginia Peelers, 40½; do. Peeler coupons, 22; Vrginia Midland 4th mort., 53; do. 5th mort., 95; Wilmington, Columbia and Augusta, 109. The latest quotations are: Atlanta and Charlotte, 80@81; do. 1st, 113@—; do. inc., 94@—; Baltimore and Ohio, 190@200; do. 6s, 1885, 106¾@—; Baltimore City 6s, 1890, 115½@116; do. 6s, 1893, —@116; do. 6s, 1900, 135@—; do. 6s, 1886, 109; do. 5s, 1894, 115@117; do. 5s, 1900, —@120; do. 5s, 1916, 122@123½; do. 4s, 1920, 113½@114; Central Ohio 1st, 107½@108; Cincinnati and Baltimore 7s, 110@—; Canton Co. 6s, 107½@107⅝; Columbia and Greenville 1st, 103@103½; Marietta and Cincinnati 1st, 124½@126; do. 2d, 95½@95⅝; do. 3d, 49⅛@49½; Northern Central, 51⅞@52½; do. 6s, 1885, 107@109; do. 6s, 1900, gold, 114½@115; do. 6s, 1904, gold, 112½@115; do. 5s, 1926, 99⅛@100; Norfolk and Western pref., 60@64; Ohio and Mississippi, Springfield div. 1st, 117¾@120; Pittsburg and Connellsville 7s, 121@122½; Richmond and Danville, 118@119¾; Richmond and Allegany, 43½@44½; Union Canal 6s, indorsed, 115½@120; Virginia Midland 4th mort., 53@—; do. 5th mort., 94⅞@96; Virginia consols., 77⅛@77¾; do. consol. coupons, 93½@93¾; do. 10-40s, 46½@46¾; Wilmington and Weldon 7s, 114@—; Wilmington, Columbia and Augusta, 111@—.

THE South Eastern Railway Company are laying down a track of their own in the vicinity of St. Lambert, the Grand Trunk Railway Company having, owing to increasing business, taken entire possession of the one in use by both for about a mile beyond that point.

THE Cairo Branch of the Mobile and Ohio Railroad was opened for freight on the 15th inst. Passenger trains will commence running on the 1st of December.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,378	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	174,351	209,113	221,801	221,748	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,859,000	2,059,000	2,293,000	2,514,000	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,581	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785.199	696,776	543,723	7,687,226
1881	487,890	461,641	511.415	548,675	528,860	616,935	671,466	771,466	768,897	750.359	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326 957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,695,686	1,767,900	2,020,200	2,105,217	1,820,600	1,490,328	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	2,217,711	2,305,703	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1.257,677	1,493,620	1,473,620	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,569,000	1,678,000	1,645,000	1,590,000	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	236,995	251,013	300,833	345,047	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	367,397	355,182	605,708	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	242,627	239,881	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	188,256	178,861	229,858	219,977	212,606	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349 410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	369,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	380,134	417,109	410,965	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,759	126,922	160,883	164,882	193,925	295,455	373,132	400,133	406,583	473,518	408,563	349,196	3,478,067
1881	307,476	317,681	398,493	433,212	514,767	584.230	548,284	606,193	620,643	665 686	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,061	206,735	191,317	179,396	224,312	228,081	233.448	242,214	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,003	194,949	198,110	215,308	202,567	313,433	.....	.....	.....
Houston and Texas Central:													
1880	319,041	272,791	237,745	247.807	188,120	195,329	227,679	289,360	409,367	478,099	432,475	443,165	3,740,998
1881	359,706	434,475	325,209	267,082	226,399	227,323	237,666	305,462	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	832,396	813 610	830,325	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	116,185	90,375	85,733	106,953	103,438	116,732	110,622	196,916	96,921	104,619	1,223,079
1881	90,283	83,261	102,359	103,555	102,630	96,586	83,764	117,956	195,307	181,674	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,491,345
1881	816,950	805,124	947,959	850,862	828,725	1,227,885	817,135	884,400	965,300	1,009,100	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	121,855	131,621	140,593	184,246	264,714	251,368	287.373	2,373,623
1881	218,243	211,353	226,358	162,027	145,416	132,692	131,009	159,348	209,044	252,921	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,155	151,594	169,326	167,473	178 266	182,087	175,996	2,049,448
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	219,891	205,056	249,885	230,709	215,491	210,856	198,108	2,396,302
1881	189,749	173,614	212,019	212,869	215,271	231,518	246,821	267,515	250,494	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,944	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,691	1,794,982	1,787,081	1,772,895	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,136	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	440,811	498,008	429,565	.....	.....	.....	.....
Northern Pacific:													
1880	81,390	77,259	119,357	185,700	217,613	261,269	241,277	223,500	330,300	358,456	293,054	215,343	1,255,154
1881	109,805	79,976	145,835	214,755	299,880	368,276	404,180	411,624	490,096	565,485	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,024	308,699	347,532	322,737	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,323	343,742	350,585	291,669	303,849	276,522	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	267,319	277,817	310,591	290,329	226,063	2,698,371
1881	212,435	178,234	262,050	265,298	283,399	260,254	252,333	286,373	279,064	308,569	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	150,207	191,077	216,759	204,295	221,863	188,773	184,503	2,146,741
1881	169,458	170,418	204,009	194,776	163,285	165,896	158,674	179,295	187,299	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490,195	451,560	408,241	349 053	353,454	442,555	565 869	671,219	688,365	626,725	655,100	6,258,41
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	622,529	690,400	719,239	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	261,699	243,407	272,089	232,579	274,188	345.057	300,675	297,640	3,157,744
1881	354,187	159,482	320,963	425,685	382,642	405,322	387,488	414,954	485,736	605,708	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,529	1,934,215	1,913,035	2,270,179	2,767,860	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	2,528,826	2,638,659	2,844,357	3,289,530	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	978,629	892,024	946,773	953,468	1,066,742	1,189.478	1.178,950	1,501,203	1,131,787	1,060,816	12,428,112
1881	811,617	816,923	1,119,591	1 093,482	1,144,660	1,308,993	1,131,751	1,542,838	1,490 027	1,396,300	.....	.....	.....

THE Alliance Coal Company, at the head of which is Peter Cooper and Abraham S. Hewitt, are extending their coal mining operations in Schuylkill County, Pa. In addition to operating a large tract at Tamaqua, they have made investments about New Philadelphia, in the same county, and will invest $1,000,000 there in opening lands.

THE Iron Works at Boonton, N. J., formerly leased to Fuller, Lord & Co., of New York, and which have been idle for several years, have been leased by Joseph Wharton, an iron manufacturer of Philadelphia and Bethlehem, Pa., who will at once begin the manufacture of muck and merchant bar-iron.

IN the year ending October 31, 1881, the New York elevated roads carried 75,575,245 passengers, on some days handling a number equal to one-fifth the population of the city. There are 3,400 men on the pay-roll, 203 engines, 612 cars, 161 stations and 32 miles of track. The earnings for the year were $5,279,536.

THE sale of the Florida Central Railroad, extending from Pensacola to Lake City, advertised to take place on the 5th inst. under a decree of the United States Supreme Court, was postponed by order of Judge Pardee, to December 11.

THE Ogden Mine Railroad, crossing and connecting the most important iron mines and veins in the upper portion of Morris County, N. J., has been leased to the Central Railroad Company of New Jersey for 999 years. The company will conduct it with their High Bridge Division. The rental to be paid is equal to 5 per cent on the capital stock of the leased road.

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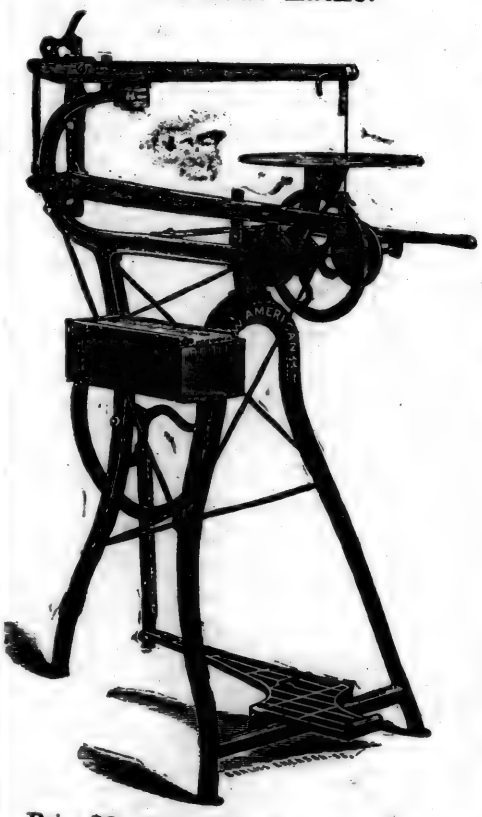
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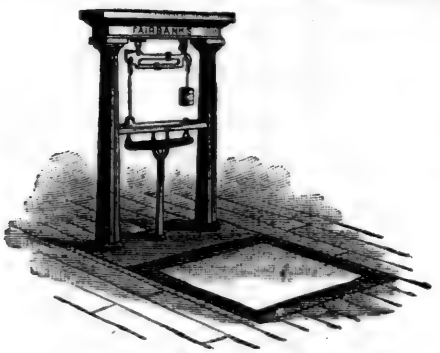
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History of Banks and Banking.

HON. John Jay Knox, Comptroller of the Currency, concluded on the 17th inst. his course of three lectures on the History of the Banking System of the United States, before the students of Johns Hopkins University, at Baltimore, Md. These lectures were largely attended, not only by the students, but also by many of the leading bankers and business men of that city. Being of general interest we concluded to transfer to our columns the following resume of them from the Baltimore Sun:

In the first lecture, which was given on the 10th inst., Mr. Knox commenced by defining the charcter of the business and functions of a bank, and presenting the magnitude and importance of the banking business in this country, after which he announced that his three lectures would consist of a brief review of banking as it has existed in this country since its organization, and would include; first, colonial banking previous to the adoption of the constitution; second, the subsequent systems of banking authorized by the laws of the United States and of separate States; and third, the national banking system, including some of the charcteristics of modern banking. The lecturer then gave a brief sketch of the issue of paper money, first made by the colonies in 1690 and subsequently, and of a project by John Coleman and others of a land bank, which was modeled from a plan proposed and favorably reported by a committee to the House of Commons, in England, a few years before. A graphic description was given from Macaulay of this project, which was finally defeated by the united force of demonstration and derision, which produced an effect even on the most ignorant rustic of the House. The land bank project at Boston was not so easily defeated. It was organized in 1740, and among those who favored it was the father of John Adams. Each stockholder gave to the directors a title to landed estates, and received its equivalent in bank bills. Circulating notes equal to $750,000 were issued, and five per cent of the capital was to be paid annually in the notes issued or articles manufactured. The "manufactures" consisted, among other things, of hemp, cordage, beeswax, tallow and cordwood. The mortgage securities of these banks were insufficient to realize enough to pay the debts, and twenty-eight years after its organization, and many years after its failure, creditors were still clamoring for their just dues from those few stockholders who were solvent.

Many other like incidents of colonial banking were given. A brief sketch of the Bank of North America, organized in Philadelphia in 1782, was then given, and among the incidents mentioned was a letter from Alexander Hamilton to Otho H. Williams, collector of customs in Baltimore, in the year 1779, instructing him to receive the notes of that bank and of the Bank of New York which were payable on or before thirty days from date, in payment of duties as equivalent to gold and silver. It was the moneys received from these two banks, which are still doing a substantial and prosperous business as national banks, that paid the first instalment of salary due President Washington and the Senators and Representatives and officers of Congress during the first session under the constitution, which began at the city of New York, March 4, 1779.

A brief sketch was then given of the Bank of the United States, organized in 1771, and of the efforts made to renew its charter at its expiration, in 1811. A bill for its renewal was lost in the Senate by a tie vote, and in the House by a minority of one vote. The war of 1812 was carried on by the issuing of treasury notes, which were at a discount, and by the notes of State banks, that were issued in large amounts, bringing on a monetary crisis which finally revolutionized the opinion of Congress to such an extent that a bill for the renewal of the charter was passed by Congress, which was vetoed by President Madison in January, 1815.

In the second lecture of the course, given on the 15th inst., the lecturer, after giving a sketch of the plans and powers of the second bank of the United States, which went into operation in 1816, gave an interesting description of the bank at the beginning of the administration of General Jackson, with its capital of $35,000,000—its loans, circulation and deposits being in amount about one-fifth of the whole amount held and issued by all the banks in the country at that time. It had its marble palace in Philadelphia and its twenty-five branches in the principal cities. Its employees were five hundred in number—all men of standing and influence, and all liberally salaried. Its shareholders resided in every State and in nearly every county of the Union. Its bank notes were received at par everywhere at home, and in London, Paris, and other principal monetary centers abroad. Its stock was frequently at a premium of 40 per cent, and it received and disbursed all the revenue of the country. It was not considered a political or partisan institution, and in the presidential campaigns of 1824 and 1828 it was not so much as mentioned. It was a great surprise, therefore, when General Jackson, nine years before the charter expired, presented to Congress constitutional objections to its recharter. His objections were believed to have originated from partisan motives, and a desire that his friends should control the patronage and management of the bank; and a quotation from the speech of Calhoun and from other authors was given in corroboration of this view.

A sketch was given of the bitter party contests, which continued for many years, upon the subject of the removal of the deposits, and subsequently a graphic sketch was presented of the action of Senator Benton, of Missouri, during the proceedings of the Senate in expunging from its records the resolution of censure of General Jackson, which was adopted immediately after the order was given to deposit no more of the public moneys in the Bank of the United States. Following the removal of the deposits the banks expanded their issues and increased their loans beyond all precedent, consequent upon the deposit of public moneys with so many corporations. To the transfer of the public funds to private institutions in a large measure was due the inflation of 1835 and 1836 and the crisis of 1837, and the business depression which continued for five years thereafter. The Bank of the United States suspended with other State banks, and having failed in obtaining a new charter from Congress, obtained one from the State of Pennsylvania just previous to the expiration of the former, Col. Benton ascribing every circumstance of its enactment to corruption, bribery in the members who passed

the act, and an attempt to bribe the people by distributing the bonus among them. The circumstances attending the attempt to obtain a recharter of the bank under the Harrison administration, and the veto of President Tyler in 1841, were then described. The passage of the sub-treasury act, and its repeal and subsequent passage in 1846, were referred to as the final result of this most bitter and pertinacious political controversy, which continued for eight years, from 1833 to 1841.

A rapid sketch was then given of the Suffolk system in New England and the charter safety fund and free-banking systems in New York, and other similar systems, which were organized in Ohio, Indiana and Illinois, and other Southern and Western States. The lecturer closed with a general review of the different State systems in operation at the time of the passage of the national bank act in 1863. The grouping of all the leading events connected with banking in the United States from 1816 to 1863—a period of 47 years—required great condensation, but the subject was presented in a clear and concise manner, and held the attention of the audience closely for more than an hour.

The third and last lecture of the course was delivered by the Comptroller on the 17th inst. Mr. Knox commenced by giving a brief sketch of the passage, in 1694, of the bill establishing the Bank of England. A magazine writer in Philadelphia in 1815 first proposed that the public funds should serve in the absence of specie as a basis of the paper currency, and a plan similar to the present system was proposed by Albert Gallatin in 1831. In 1844 notes to the value of fourteen million pounds sterling were authorized to be issued by the Bank of England on government securities, additional issues to vary with the amount of coin or bullion on deposit. The free banking system of New York was authorized six years previous to the last date mentioned, and was the first system which required securities to be deposited for bank issues. The national banking system was proposed in 1861, and encountered earnest opposition. The organization of banks without capital or with stock notes was one of the great abuses of previous bank systems. The bank act carefully guards against such an abuse.

The lecturer also referred to the frequent failures of State banks and private banks, in comparison with the losses which have arisen in the national banking system, and also compared the expenses of receiverships under previous systems and the present. Under the head of duties of directors and examiners and receivers, he referred also directly at some length to the recent failure of the Mechanics' National Bank of Newark, and stated that while additional legislation may be required, no legislation and no occasional visits of an examiner could prevent the downfall of a bank if subordinates who were robbers and forgers were allowed to have possession and control of its assets, and that there was not so much necessity for additional legislation as there was for increased diligence and sagacity on the part of those who were in charge of great trusts. He closed with a general summary of the advantages of the system, and stated that the rapid reduction of the interest upon the public debt had reduced the profit upon circulation to a minimum; that the national banking system need not be dissolved on account of the reduction of the public debt; that the system could remain legally in existence with but a small issue of circulation and with less than $100,000,000 of United States bonds on deposit. That of itself was an answer to the chief objection of opponents of the system, viz.: That the banks received too much profit upon circulation; for it followed that with the rapid decrease of the public debt there would also be a rapid decrease of the aggregate profit on circulation, unless Congress should authorize some other form of security to be used in place of United States bonds.

Electrical Railways.

THE managers of the street railways in this country have had their attention of late directed to the Siemen's electric engine with the hope that its completion would solve the problem of cheap transit. Mr. Widener, the President of the West Philadelphia Railroad, examined the Siemen's electric road while in Paris recently, where it was on exhibition at the great Electrical Congress. He told Mr. Siemens that the Berlin railroad on stilts, which is somewhat similar to the elevated roads in New York, would not be tolerated in the large cities of the United States, and advised the gentleman not to come here until he had something better. "There was another system of electrical railway," said Mr. Widener, "and that will no doubt be what is wanted when it is perfected. On the front of each car, beneath the platform, is a dynamo box. Then there is a third set of wheels raised above the track. A belt six inches wide extends from these to the other wheels, and the power is given by means of this. Cars with this attached can be used upon surface roads."

In connection with this subject a gentleman well known in scientific circles, and attached to one of our prominent institutions of learning, said that while in Paris at the Congress of Electricians he had examined the Siemen's railway. "So far as its practical use upon our railways is concerned," said the gentleman, "electricity is but in its infancy. It will be years before anything of real use will be developed. Privately, Siemens Brothers regard this railway car more as an advertisement for themselves than anything else; but at the same time they will use all means to perfect it if they find it can be used on American tramway roads. As it stands today it is useless."—Philapelphia Record.

Telegraphing from a Moving Train.

On September 27th, through Messrs. Dewey & Co., a patent was issued to a resident of Santa Barbara, for a method of telegraphing from a moving railroad car. The invention enbles each freight or passenger train to have its own telegraph office. Two wires are required instead of one, and these are suspended directly over the track, and above the moving train. They are parallel, and about eighteen inches apart. One wire is connected with a battery at the station from which the train starts, and the other with a battery at the terminal station. They are so suspended that, by a somewhat ingenious arrangement, light running wheels can move along them from one end of the road to the other. The wheels are insulated from each other, but are connected with wires which pass down through the roof of the car to the operating instrument, and through it complete the circuit. As the car moves, the wheels are drawn along on the wires just above it, and a constant current of electricity is maintained between the initial and terminal stations, through the moving car.

Without attempting to enumerate the advantages of the invention, some of the more obvious may be mentioned. All the train reports and all orders from train dispatchers will be communicated directly to the conductors and engineers while the train is in motion. Passengers can receive and transmit messages at any moment during their journey, without any of the inconvenience now experienced. Directors and distinguished parties traveling in their own private cars will find it especially convenient to have a telegraph office constantly at hand.

But the one great value of the invention after all, will be its preservation of life and property by preventing collisions. Almost every day, heart-rendering accidents are recorded of colliding trains. A lightning express rushes over long stretches of road between stations, without knowing at what moment it may crash into an approaching train. Upon leaving a station all communication is cut off until the next station is reached. With offices upon each moving train, and constant uninterrupted communication, not only with the head office, but with all trains moving on the same track, collisions would be impossible, and the safety of passengers and freight would be enhanced five hundred per cent over the present system. When not in use for railroad business, the lines can be employed for the transmission of ordinary messages.—*Santa Barbara Press.*

Gospel Cars.

A business man recently asked the Boston Transcript why Gospel cars should not be attached to passenger trains as well as smoking cars. Conductor Harris, of the Old Colony railroad, answers through the same paper that the suggestion is a practical one. He writes: "There are hundreds of Christian men, who delight in the worship of God, who spend from six to twelve hours per week on the railroad between home and business. Now, why not utilize this time to the glory of God! What a fitting close it would be for the business of the day. Instead of card tables have an organ or piano, have seats arranged facing the center of the car. Instead of spittoons have a carpet; instead of cards have Bibles and Gospel song books. I venture twenty years' experience that the thing is practicable."

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ONE-MAN POWER IN BANKING.

THE effect of the recent disclosures concerning the mismanagement of certain banks has undoubtedly been temporarily depressing to the financial market, but the ultimate result will be beneficial in so much as it leads to a more general adoption and a more rigid enforcement of cautionary measures. It would seem that a reliance upon a one-man power and its optional straightforwardness had been sufficiently indulged in by easy-going though well-intentioned directors to warrant their waking up now to the truth that eternal vigilance is the price of financial security, as it should become of personal as well as of national liberty. The man who "kept accounts in his head" makes an absurd spectacle at the head of a financial institution when disaster makes him conspicuous. It is lamentable that it needed disaster to show the absurdity.

We remember a carpenter who came trotting down the street one day with both arms extended in front of him, with nothing but air between his hands, which were held at as even a distance apart as possible, shouting to the passers by, "Don't touch me; I've got the measure of a door." The people he met saw plainly the kind of a carpenter he was, and when they wanted doors of a decent fit knew just where not to go. Bank presidents and cashiers of the "one-man power" and "kept-accounts-in-his-head" order unfortunately for depositors do not run through the streets proclaiming their character or announcing the measurements they have taken of their lethargic directing officials. Their character is generally discovered by the officers of other banks first.

It is a strong testimony, in many cases, to the honesty of bank officials generally, though it may not always be complimentary to their sagacity, that they are, as a rule, unsuspecting of evil intent or reckless doing on the part of officials of other banks, as shown by the after reports of transactions between them, in cases made public by disaster. This feature is in a degree reassuring when measured by the rogue catching the rogue standard.

When the officers of one bank do bring to light erroneous workings in other banks, it is usually the result of accident clogging the ordinary routine of business rather than of suspicion. The banks whose affairs are absolutely sound and whose workings are known to be reliable and carefully guarded, are not going to be materially disturbed by the unpleasant lack of confidence that recent developments have created. The staunch banks whose affairs are most cheerfully shown to the public and whose directing power and business routine are supervised by a judicious distribution of trust and management, will stand the stronger and the more cheeringly conspicuous for the overthrow of the institutions that have been left to the mismanagement of an erratic and unjustifiable one-man power. The alarm which has been expressed recently concerning the reliability of our banking system is in the main unfounded. The recent disturbances have come at an opportune time. The atmosphere may be clouded a little for a while, but the clearing away will show that there has been a healthful survival of the fittest and a stronger confidence than ever established in them.

GUITEAU.

ON Saturday, July 2, the wires flashed to all parts of the civilized world that the beloved President of the United States had been shot by Charles J. Guiteau. On Monday, September 19, the same wires flashed the sad intelligence that the wounded President had died. Here are two facts about which there is no dispute—not even the slightest shadow of controversy. The first fact is that Guiteau shot the President, which he acknowledges, and his acknowledgement is vouched for by persons of undoubted truthfulness who witnessed the shooting. The second fact is, that the President is dead, the result, either directly or indirectly, of his being shot. The question of whether the President could have survived had he been treated differently by his physicians, does not alter this second fact so far as Guiteau is concerned. But for the first fact of the shooting, there would have been no need of the President being placed in the hands of physicians, as he was a man of robust constitution and in the enjoyment of perfect health. It was the first fact that made the second fact possible, whether the second fact was the result of the pistol shot or of malpractice. The case then, so far as it stands against Guiteau, hinges entirely on the first fact, the shooting of the President. Did he shoot him? According to his own admission and the testimony of many witnesses, it is proved beyond the possibility of a doubt that he did. Now the questions legally connected with this first fact are not many, and can be settled without the aid of a long and expensive trial. The first question to be settled is, What was the motive? This has been answered by the prisoner himself, "To make Arthur President." We cannot follow out the workings of Guiteau's mind to gather all the reasons for this motive. A few of them are so plain that all who will may know them. He was an office seeker, and failing to procure what he desired from Garfield naturally turned his mind against him. In this turning of his mind he could not help but notice that others, men high in authority, were affected like himself. The unseemly spectacle of two Senators turning traitor to their own party and resigning their positions in the United States Senate, and then return to their own State begging a re-election, that they might have the political backing of their State, with which to brow-beat the President, convinced him that he was in illustrious company. Add to this that he who was once the people's idol, and he who held the second highest post of honor, forsook the President and joined his fortunes with the two Senators, and it is easy to conceive that in the turning of Guiteau's mind away from Garfield, because of disappointed hopes, it was natural to look toward these men as the persons who could realize these hopes for him if Garfield was removed. If he removed Garfield, Arthur would be President, and Grant and Conkling would be leading men once more. In this train of

reasoning we can see that Guiteau was a self-conceited fool courting notoriety, desiring to make himself known; but his self-conceit and desire for notoriety were not sufficient to cause him to commit murder, but for that other reason, that the men he thought he was raising into power by removing Garfield, might in turn reward him by the gift of an office. So much for the motive.

There is only one other question, and that regards his sanity. To settle this question no long and expensive trial is required. All the judges that ever sat on the bench, all the lawyers that ever prepared a brief, all the juries that were ever impanelled, all the witnesses that were ever sworn, amount to nothing when the question of insanity arises. Strictly speaking, there is not a sane person in the world, and the majority of persons are subject, more or less, to greater or lesser paroxysms of insanity.

Insanity is a lack of judgment a species of false reasoning, which causes a person to say or do things out of harmony with the accepted common sense of the majority. Such a person is harmless or harmful according to the degree of violence with which he tries to force the acceptance of his judgment by others.

There is no question that Guiteau was insane, and there is no more question but that the haughty Senator from New York was insane when he resigned his senatorial office. One committed murder; the other used no weapons recognized by the law as deadly. Is the Senator responsible for his acts? No one questions it; but if he had shot the President multitudes would have questioned it, and a great plea made in his behalf that he was insane, and therefore not responsible. This, then, is the one point alone that can morally be raised in regard to Guiteau—Was he responsible? With these two facts, the shooting by Guiteau and the death of the President, standing before fifty millions of people, it is not to be wondered at that some one, tired of his long imprisonment, his tedious trial, the law's delay, sought a more summary method of ridding the world of such a monster. The present trial, in the face of these two facts, seems a great farce, for if Guiteau was not responsible, a medical commission should sit in judgment on his case, and so report.

The judge has but one course before him in such an event, and that is to order him to be confined where he can never do ny more harm. If such a commission reports that he was and is responsible, but one duty remains for the judge—the pronouncing of the sentence specified by the law of the land.

CONSTRUCTION.

THE survey of the Toronto and Ottawa Railway from Perth to High Falls has been completed.

AN additional section of 25 miles of the Northern Pacific Railroad has been completed, extending into Idaho.

A CONTRACT has been signed at Palisade, Nevada, for grading the first 25 miles of the Eureka and Colorado River Railroad.

THE Mexican Pacific Extension of the Galveston, Harrisburg and San Antonio Railroad has been completed to Uvalde, Texas.

TRACK laying on the Georgia Pacific Railroad was commenced at Atlanta, Ga., on the 1st inst. J. B. Gordon, president of the company, drove the first spike.

THE first rail on the Chicago and Great Southern Railroad between Terre Haute, Ind., and Oxford was laid at the latter place on the 8th inst. The road is now being pushed through to Terre Haute.

A NEW railroad has been surveyed parallel with the Muskingum Valley Railroad from Zanesville, Ohio, to McLuney Station, whence it proceeds up Black Fork to the coal region.

WORK has been completed on contract 15 of the Canadian Pacific Railway, and it is expected that the road will be handed over to the syndicate on the 1st of December.

THE contract for grading, bridging and piling the Winnipeg and Duluth Railroad from Duluth to the Mississippi River has been let to E. C. Davis & Co. of Crookston and Boston.

THE Rome, Watertown and Ogdensburg Railroad Company is considering the subject of bridging the Niagara River near Lewiston. It proposes to connect with the Great Western by a branch eight miles long.

A SYNDICATE of which J. Conduit Smith, of this city, is the head, has been formed to build the Southern Georgia and Florida Railroad, from Macon to Jacksonville via Dupont. It will be 161 miles long and will cost $2,500,000.

THE contract for the construction of the extension of the Missouri Pacific Railroad from Atchison, Kansas, to Hiawatha, Brown County, has been let to Bagnell & Co. The contract provides for the completion of the road by the 1st of June next.

TRACK laying was commenced at Pensacola, Florida, on the Pensacola and Atlantic Railroad on the 16th inst. The road is to connect East and West Florida, and the managers say it will be completed to a connection with the Jacksonville Railroad during the year.

A DISPATCH from Guaymas, Mexico, dated November 12th, says that Chief Engineer L. Zamora has accepted the railroad to Hermosillo, and rails and ties are going forward for the construction of the road via Magdalene, which point the company will reach by Dec. 15.

IT is expected that, should an open winter ensue, the extension of the Shenandoah Valley Railroad from Waynesboro to Roanoke, Va., will be completed by February, 1882, and that by the end of March trains will be running through to a connection with the Norfolk and Western Railroad at Roanoke.

THE New York, New Haven and Hartford Railroad Company has decided to add two tracks to its road between this city and Stanford, Connecticut, making four tracks in all. Work will be begun at once.

SURVEYS for the Lake George and Lake Champlain Railroad are completed, and it is estimated that it will cost $50,000 to grade and construct it. It is to start from the Central Vermont Road at Addison Junction.

THE people of Woodstown, N. J., have succeeded in raising the $40,000 demanded by the West Jersey Railroad Company for the building of a branch road connecting them with the Salem branch. The right of way has been secured from Swedesboro, and it is supposed the branch will be speedily finished.

THE Evansville Courier says that the Indianapolis and Evansville Straight Line Railroad between Evansville and the Ohio and Mississippi Railway will be completed in two weeks, and the bridges in three weeks. Laying iron from Evansville will commence at an early day. Over thirty car loads of steel rails are now at Evansville for this purpose.

IT is stated that the Union Pacific Railway Company has completed the survey for a branch of the Utah Northern from Dillon to the Yellowstone National Park, by way of Virginia City, Montana. The road, like the Utah Northern, will be narrow gauge; maximum grade, 160 feet, and 130 miles in length. The construction will not begin till next year.

IT is expected that, should the weather prove favorable, the Baltimore and Delta Narrow Gauge Railroad will be completed to Towsontown by Christmas, and the cars running between that point and Baltimore. The distance between the Baltimore terminus and Towsontown on the line of the road is 7¼ miles, and but three miles of track remain to be laid, the grading being nearly finished, and all the necessary material to lay the track as far as Towsontown on hand.

THE construction of the Louisville, New Albany and St. Louis Railroad is progressing vigorously. The great tunnel in Edwardsville, about six miles west of New Albany, and about a mile long, will shortly be completed. By Dec. 1 the line will be completed from Edwardsville to Mt. Vernon, Ill., on the line of the Louisville and Nashville, making direct connection, via Huntingburg and Princeton, Ind., with St. Louis. The Louisville section will be in operation some time during the early spring.

THE Austin and Northwestern Railway Company of Texas have perfected a contract with the Dubuque (Iowa) Internal Improvement Company to complete its entire line of road. Of this company H. W. McNeill is president, J. K. Graves secretary and treasurer, and J. A. Rhomberg general superintendent. All of these gentlemen are citizens of Dubuque and are said

to have all the capital required to carry out their contract.

THE survey of the proposed new railway from Danby, Vt., to Whitehall, N. Y., was commenced on the 14th inst. The road, it is stated, will be extended to Sackett's Harbor, on Lake Ontario, and if built will form another line via the Bennington and Rutland Railroad between Chicago and Boston, connecting with the Hoosac Tunnel route at the Hoosac Junction by an extension road, 18 miles long, to North Adams, Mass.

INCORPORATION.

ARTICLES of incorporation of the Cincinnati, Shawnee and Wheeling Railway Company were filed with the Secretary of State of Ohio on the 14th inst. The capital stock of the company is fixed at $3,000,000 in shares of $100 each, and the incorporators are: Jonas M. McCune, of Columbus; Wm. C. Maholm, of Newark; Levi J. Burgess, of Logan, and L. M. Lawson and David R. Sickels, of New York. The purpose of this incorporation is to construct and operate a line of railroad from Cincinnati to Wheeling. It is estimated that the length of the entire road will not exceed 220 miles.

THE Canal Dover and Cleveland Railroad Company has been incorporated at Columbus, Ohio, with a capital of $750,000, in shares of $100 each. The road will run from Canal Dover, Tuscarawas county, to Cleveland, passing through the counties of Tuscarawas, Stark, Summit and Cuyahoga. It is the virtual building over of the old line of railway from Canal Dover to Canton, on account of not being able to come to terms with existing lines.

THE charter of the Galveston and Rio Grande Railway Company, which was filed at Austin, Texas, on the 8th inst., provides for a line through the counties of Galveston, Brazoria, Matagorda, Jackson, Victoria, Duval and Encinal to Laredo, Webb County; also a branch from a point on the main line in Live Oak County through Duval County to Rio Grande City in Starr County. The total mileage is about 500. The principal business office is to be located at Galveston. The capital stock is $12,500,000.

CHARTERS have been taken out in Maryland, West Virginia and Ohio for a railroad from Baltimore to Cincinnati, midway between the Baltimore and Ohio and Chesapeake and Ohio Railroads, a distance of 601 miles. A construction company has been formed under the laws of New Jersey, with a capital of $10,000,000.

ARTICLES of incorporation of the Chicago and Northern Railway Company were filed at Springfield, Ills., on the 14th inst. The object of the company is to construct a road from some convenient point in the city of Chicago through the counties of Cook and Lake to the northern boundary line of the State of Illinois to some convenient point in the county of Lake. The capital stock of the company is $1,000,000, and the incorporators and first board of directors are John W. Ulm, M. C. Springer, George M. Sargeant, H. H. C. Miller, all of Cook county, and Frank P. Hawkins of Lake county.

ARTICLES of incorporation have been filed in the office of the Secretary of State of Illinois for the Chicago and Southeastern Railway Company, with a capital stock of $700,000, to construct a railroad from a point in Cook County to a point on the Indiana State line in the county of Kankakee or Iroquois, passing through Will County. The incorporators are John L. Beveridge, Eugene Ellery, David B. Dewey, Alexander Schrader and Robert B. Kendall.

AT a recent meeting at Marshalltown, Iowa, of the directors of the Central Iowa Railway Company the articles of incorporation were amended as follows: First—The object of the corporation shall also be to construct, acquire and operate branches in connection with the main line. Second—The capital stock is increased by $6,000,000. Third—The indebtedness is not to exceed two-thirds of the capital stock.

A CERTIFICATE of incorporation of the Baltimore Union Passenger Railway Co, has been filed at the executive department, with the following incorporators: Osmun Latrobe, Jos. Sloan, Jr., John K. Cowan, E. J. D. Cross and Hugh L. Bond, Jr. The termini of the proposed road in Baltimore are at Conway street, where it intersects the westernmost line of Light street, and at Brunswick street, where the same intersects the centre line of Wilkens avenue. The capital stock is $250,000, of 5,000 shares at $50 per share.

A CHARTER has been granted at Harrisburg, Penn., to the Mutual Mining and Manufacturing Company of Greensburg, Westmoreland county. The company is organized for the purpose of mining coal, manufacturing coke, boring for oil, etc. The directors are Richard Coulter, A. W. Logan, William A. Huff, B. S. Jamison and George F. Huff.

ARTICLES of incorporation of the Louisville, New Albany and Jeffersonville Belt Railroad Company were filed at Indianapolis, Ind., on the 12th inst. The proposition is to build a belt road round the Ohio falls connecting the cities of New Albany, Jeffersonville, Portland and Louisville. The capital stock is $1,000,000.

ORGANIZATION.

THE directors of the New Haven and Derby Railroad Company, elected on the 15th inst., are: J. N. Bartholomew, Charles L. English, N. S. Dawson, E. N. Shelton, G. P. Cowles, Thomas Wallace, N. D. Sherry, Isaac Anderson, Joel A. Sperry, G. W. Shelton, M. F. Tyler, F. Farrell, Charles Atwater.

THE stockholders of the Memphis and Charleston Railroad Company have unanimously elected the following board of directors: V. K. Stevenson, John L. Cadwalader, Chas. Y. Swan, Daniel L. Evans, New York; W. R. Rison, Huntsville; W. M. Farrington, J. A. Hayes, Jr., R. D. Trayser, Memphis; G. M. Fogg, Wm. Duncan, James D. Porter, Jere Baxter, Nashville, Tennessee; C. H. Phinizey, Augusta, Georgia. The directors elected V. K. Stevenson, president; Jere Baxter, vice president.

AT the annual meeting of the stockholders of the European and North American Railroad Company, held at Bangor, Me., on the 16th inst., the following board of directors was elected: Noah Woods, N. C. Ayer, T. J. Stewart, S. H. Blake, F. A. Wilson, Charles P. Stetson, H. N. Fairbanks, Sprague Adams and John S. Ricker. Noah Woods was elected president and treasurer and J. F. Leavitt clerk. F. W. Cram was appointed superintendent and J. F. Leavitt, general ticket agent.

AT the annual meeting of the stockholders of the Boston and Providence Railroad Company, held in Boston on the 16th inst., the following directors were unanimously re-elected: Henry A. Whitney, Thomas P. I. Goddard, J. Huntington Wolcott, William R. Robeson, Francis M. Wild, Joseph W. Balch, Royal C. Taft. At a meeting of the directors, Henry A. Whitney was re-elected president, B. B. Torrey, treasurer, Winslow Warren, clerk, and A. A. Folsom, superintendent.

THE directors of the Lynn and Boston Railroad Company, elected on the 9th inst., are: Amos F. Breed, Asa A. Breed and Philip A. Chase of Lynn, Isaac Stebbins and William R. Pearmain of Chelsea, William Sprague, John Reed, Thomas P. Proctor and E. Francis Oliver of Boston, and George W. W. Dove of Andover.

THE directors of the Monadnock Railroad Company, elected at a meeting of the stockholders held at Peterboro, N. H., on the 15th inst., are: John H. Fairbanks, Peter Upton, Oscar H. Bradley, Henry K. French, Willis Phelps, James S. Rumrill, William G. Livingston. Subsequently H. K. French was elected President and W. G. Livingston Clerk and Treasurer.

AT the regular annual meeting of the stockholders of the Baltimore and Ohio Railroad Company, held on the 21st inst., the following board of directors were elected: William F. Burns, Robert Garrett, John Spear Nicholas, John Gregg, William W. Taylor, Samuel Kirby, James Carey Coale, G. A. Von Lingen, Decatur H. Miller, Joshua G. Harvey, George W. Dobbin, and Henry Smith.

THE directors of the Old Colony Railroad Company elected at a meeting of stockholders held at Middleboro, Mass., on the 22d inst., are: Charles F. Choate, Cambridge; Frederick A. Ames, Easton; Thomas J. Borden, Fall River; John E. S. Brayton, Fall River; Samuel C. Cobb, Boston; Uriel Crocker, Boston; Samuel L. Crocker, Taunton; Francis C. Hayes, Boston; George Marston, New Bedford; John J. Russell, Plymouth; Royal W. Turner, Randolph; Elisha W. Willard, Newport.

We have been requested by Allen Middleton, President of the Continuous Draw Bar Co., whose principal office is at 945 Ridge Avenue, Philadelphia, to state that they have purchased the "Salvater Draw Bar," and now own the Middleton's two patents, D. Hoits, Caum, and Patterson and Griffith's patents, giving them the control of the legitimate Draw Bars of the United States.

THE contract for grading, bridging and piling that portion of the Duluth and Winnipeg Railroad, extending from Duluth to the Mississippi, about 150 miles in length, has been let to E. C. Davis & Co., of Boston. Work is to be commenced at once.

THE Rhinebeck and Connecticut Railroad was sold on the 9th inst. under a mortgage foreclosure at auction to Thomas Cornell, of Kingston, N. Y.

Statement of the Public Debt of the United States, November 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent loan, 1861-'81, continued at 3½ per ct.	$113,926,350 00	$1,329,140 75
6 per cent loan 1863-'81 continued at 3½ per ct	47,949,700 00	559,413 17
5 per cent funded loan of 1881	401,504,900 00	3,089,654 77
4½ per cent funded loan of 1891	250,000,000 00	1,875,000 00
per cent funded loan of 1907	738,749,750 00	2,462,499 16
4 per cent refunding certificates	598,050 00	1,993 50
3 per cent navy pension fund	14,000,000 00	105,000 00
Aggregate of debt bearing interest	$1,566,728,750 00	$9,457,701 35
Interest due and unpaid		2,041,671 15

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due & unpaid.
4 to 6 per cent. old debt, 1837.	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent. bonds, of 1858	8,000 00	....
5 per cent. bonds, of 1860	10,000 00	600 00
6 per cent. 5-20 bonds, 1862, called	370,700 00	8,507 32
6 per cent. 5-20 bonds, June, 1864, called	58,650 00	170 95
6 per cent. 5-20 bonds, 1865, called	77,050 00	18,912 52
5 per cent. 10-40 bonds, 1864, called	534,450 00	112,093 65
6 per cent. Consol. bonds, 1865, called	426,100 00	19,536 75
6 per cent. Consol. bonds, 1867, called	1,199,300 00	207,669 42
per cent. Consol. bonds, 1868, called	371,850 00	26,027 05
6 per cent. loan, Feb. 8, 1861, matured Dec. 31, 1880	174,000 00	7,800 00
per cent. funded loan 1881, called	7,596,850 00	208,564 72
Oregon War Debt, March 2, 1861, matured July 1, 1881.	142,950 00	7,084 50
6 per cent loan of July 17 and Aug. 5, 1861, matured June 30, 1881	1,547,750 00	67,198 50
6 per cent. loan of March 3, 1863, matured June 30, 1881.	575,650 00	21,822 00
1-10 to 6 per cent. Treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. Treasury notes, 1846	6,000 00	206 00
6 per ct. Treasury notes, 1847.	950 00	57 00
3 to 6 per cent. Treasury notes, 1857	1,700 00	99 00
6 per ct. Treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' Treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863	43,605 00	2,192 35
5 per cent. 2 year notes, 1863.	35,250 00	1,784 80
6 per ct. compound interest notes, 1863-64	226,920 00	46,290 11
7 3-10 per cent. 3 years' Treasury notes, 1864-65	141,500 00	4,869 71
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates, called.	5,000 00	394 31
Aggregated of debt on which interest has ceased since maturity	$13,746,305 26	$833,955 93

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,040 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of Deposit	8,310,000 00	
Coin certificates, 1863	5,207,920 00	
Silver certificates, 1878	66,327,670 00	
Unclaimed interest		7,256 51
Fractional currency, 1862, 1863 and 1864 $15,469,085 92		
Less amount estimated as lost or destroyed, act of June, 21, 1879 8,375,934 00		
	7 093,151 92	
Aggregate of debt bearing no interest	$433,679,797 92	$7,256 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent., continued at 3½ per cent.	$161,876,050 00	
Bonds at 5 per cent, continued at 3½ per cent.	401,504,900 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent.	738,749,750 00	
Refunding certificates	598,050 00	
Navy pension fund, 3 p.c	14,000,000 00	
	$1,566,728,750 00	$11,490,372 50
Debt on which interest has ceased since maturity.	13,746,305 26	833,955 93
Debt bearing no int., viz:		
Old demand and legal-tender notes	$346,741,056 00	
Certificates of deposit	8,310,000 00	
Coin & silver certificates.	71,535,590 00	
Fractional currency	7,093,151 92	
	$433,679,797 92	
Unclaimed interest		7,256 51
	$2,014,154,853 18	$12,340,584 94
Total debt, principal and interest to date, including interest due and unpaid	$2,026,495,438 12	

AMOUNT IN TREASURY.

Interest due and unpaid		$2,041,671 15
Debt on which interest has ceased		13,746,305 26
Interest thereon		833,955 93
Gold and silver certificates		71,535,590 00
U. S. notes held for redemption of certificates of deposit		8,311,000 00
Cash balance available November 1, 1881		144,493,448 88
		$240,960,971 22
Debt, less am't in Treas'y Nov. 1, 1881	$1,785,534,466 90	
Debt, less am't in Treasury Oct. 1, 1881	1,798,855,925 77	
Decrease of debt during the month		$13,321,458 87
Decrease of debt since June 30, 1881		$55,064,345 08

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES,-INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64	27,236,512 00	544,730 24
Cent. Branch Union Pacific bonds, 1862-64	1,600,000 00	32,000 00
West'n Pacific Bonds, 1862-64	1,970,560 00	39,411 20
Sioux City & Pacific bonds, 1862-64	1,628,320 00	32,566 40
Totals	$64,623,512 00	$1,292,470 24

Interest paid by the United States, $51,467,272 02; interest repaid by transportation of mails, &c., $14,662,-941 06; interest repaid by cash payments: 5 per cent. net earnings, $655,198 87; balance of interest paid by United States, $36,149,132 09.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, October 31, 1881.

H. F. FRENCH,
Acting Secretary of the Treasury.

Interlocking Switches.

Mr. Jay Gould, upon being elected President of the Manhattan Railway Co., began to consider how the rapid-transit system could be improved. He reported to the Board of Directors that he had found that by means of interlocking switches trains could be run to and from the City Hall and South Ferry stations by the Second and Third avenue roads without transfer of passengers at Chatham Square. In view of the grratly increased comfort and convenience and saving of time which such a change would result in to passengers, he had ordered the improvement to be made without delay. To better accommodate the increasing travel, he had ordered the building of five new stations on the Second avenue line—at Seventieth, Eightieth, Ninety-second, One Hundred and Fifth, and One Hundred and Fifteenth streets, and of three new stations on the Sixth avenue line, namely, at Eighteenth, Twenty-eighth, and Forty-seventh streets.

"It is impossible for an accident to occur here," said Stephen Dodds, the switchman in charge of the tower at the City Hall station, in explaining the system of interlocking switches, "unless the engineer of a train runs by a danger signal. Now all the switches are locked, and I can't change one of them unless I begin by dropping that danger signal." To prove this Dodds tugged vigorously at the upright levers, but did not succeed in budging one of them. Then the incoming train that was expected arrived, and Dodds, dropping the red disk to keep other trains from entering the depot, was able to throw one lever after another till the track was ready for the outgoing train. Last of all, the red disk which held this train was raised, and the train drew slowly out. For each train from five to twelve changes are made in the switches and signals, and in the eight hours he is on duty the switchman at this point throws the levers four or five thousand times. "When the trains are running on two minutes' headway," said Dodds, "one passes here every half minute, and we are kept so busy that to look up here you would think a prize-fight was going on."

The levers are thrown in the same order for every fourth train, and consequently the switchman does the work intuitively after a short experience, as a pianist plays a familiar air. The interlocking system makes it impossible to throw the wrong lever.

The levers are nine in a row in the top room of the little iron tower at the entrance to the City Hall station of the elevated railroad. Three are for raising or dropping the three red signal disks, three are for changing the switches, and the remaining three for locking them after they have been put in position. One signal is beside the track for incoming trains north of the tower; when the disk is down, incoming trains are stopped till the switchman, by raising it, shows that the switches are in position and the track clear. The other two signals are in front of the starting points, and until they are raised the trains cannot start. Two of the three switch-levers move two switches each, while the third moves one. Each of the three is connected with one or more of the green-armed and green-lighted semaphores which show whether the track is straight or whether switches are to be crossed. The switches, once in position, are locked from the tower by means of the remaining three levers, and as an additional precaution against the occurrence of accidents through the over hasty change of switches, long strips of iron, known as protecting-bars, are laid along the switches, and while they are pressed down by the flanges of the wheels of a passing train, it is impossible for the switchman to unlock or change a switch.

The great safeguard of the system lies in the interlocking of the signals and switches, which renders it impossible for any lever to be moved at the wrong time. Each lever is connected at the lower end with an iron plate in which are six slots. Above and beneath the plates and parallel to the row of levers are six steel bars, each one of which is connected with one of the locking or switch levers, and which have clamped on them at intervals steel dogs. When a lever is thrown, the bar is moved backwards or forwards. The dogs are brought by the motion either over the slots or the edge of the plate of

some other lever. If the dog is over the slot, it passes through and the lever can be moved, but if it touches the plate the lever is held immovable. The levers are all made interdependent in this way. The dogs are placed at such intervals and the bars in such a mannar that until the proper lever is thrown no other can be moved. Consequently, if the signals are regarded by the engineers, only one train can be moved at a time. To enable a second to move it would be necessary, for example, to raise a signal disk. This is interlocked with a switch, which is held immovable by the locking lever, and this locking lever cannot be unlocked while the first train is passing over the switch, in consequence of the action of the protecting-bar. Perhaps the best proof of the excellence of the systsm is the fact that accidents do not occur at the City Hall station, although trains pass the tower at the rate of one every half minute during the commission hours. Sometimes they are even more frequent.

The switch-room is in charge of one man, who at night and in foggy weather has a flagman with him, ready with lighted lanterns to go along the track to warn trains, if that should be thought necessary. A switchman is on duty in the tower at all hours of the day and night, so that the City Hall terminus of the road could be used if anything should occur to prevent the running of trains to the South Ferry. Train despatcher Gilroy said that to run trains according to the new plan a signal tower would be needed at Chatham Square like that at the City Hall. Switches and signals would be arranged on the interlocking plan, and while one train was passing, all others approaching Chatham Square would be stopped by signals, which would be set by the action of the switchman in signalling the first train to go on.

PERSONAL.

J. P. Brinton has been re-elected President of the Richmond, Fredericksburg and Potomac Railroad Company.

The officers of the Baltimore and Catonsville Railway Company, elected on the 19th inst., are: President, John C. Holland; treasurer, Herman H. Graue; secretary, Wm. W. Orndorff; ticket agent, F. Megenhardt.

The Executive Committee of the Western Union Telegraph Co. have appointed Cyrus W. Field and E. D. Morgan a committee to arrange with J. S. Morgan & Co., of London, for the transfer of stock and payment of dividends there, and for the placing the stock on the London Stock Exchange.

A. A. Hobart, formerly Superintendent of the Boson and Lowell Railroad, has been appointed Superintendent of the Chicago division of the Wabash, St. Louis, and Pacific Railway.

D. C. Law has been appointed Superintendent of the Western division, Pittsburg, Fort Wayne and Chicago Railway, in place of C. D. Gorham, resigned, and Mr. Joseph Wood, Superintendent of Motive Power, with his office at Fort Wayne, Indiana.

Captain R. P. Rifenberick has been appointed Superintendent of Construction of the Ohio River extension of the Ohio Central Railroad from Corning to Point Pleasant, West Virginia, where it will connect with the Richmond and Alleganey Railroad.

The officers of the Naugatuck Railroad Company, recently elected, are: E. F. Bishop, President; Horace Nichols, Secretary and Treasurer; George W. Beach, Superintendent.

Samuel Spencer has been elected President and Edward W. Mealey Secretary and Treasurer of the Washington County Branch of the Baltimore and Ohio Railroad.

Alfred C. Harvey, of St. Johnsbury, Vt., has received the appointment of traveling agent for New England of the Union Pacific Railroad.

The officers of the Hannibal and St. Joseph Railroad Company, elected on the 17th inst., are: President, William Dowd, of New York; Vice-President, John R. Duff, of Boston; Secretary, John A. Hilton, of New York; Treasurer, Walter J. Hilton, of Hannibal, Mo.

Hon. R. R. Bridgers has been unanimously re-elected President of the Wilmington and Weldon and Wilmington, Columbia and Augusta Railroad Company.

Commerce of New York.

The foreign imports at New York for the month of October were:

	1879.	1880.	1881.
Ent. for cons.....	$16,262,046	$15,544,936	$19,940,594
Do. for warehouseing	4,504,436	6,920,298	5,596,230
Free goods.....	9,939,689	11,560,527	11,558,117
Specie and bullion..	18,303,539	16,248,590	6,969,304
Total ent. at port....	$49,009,710	$50,214,351	$44,064,243
Withdrawn from warehouse.....	7,140,151	9,036,002	9,831,590

The foreign imports at New York for ten months from January 1 were:

Ent. for cons.....	$133,501,823	$197,844,038	$189,447,447
Do. warehouse.....	58,204,038	100,213,196	72,424,935
Free goods.....	76,802,040	104,418,365	103,720,307
Specie and bullion..	58,503,528	49,758,972	52,915,893
Total ent. at port...	$237,011,429	$452,234,571	$418,508,582
Withdrawn from warehouse	57,427,658	77,464,532	84,691,291

The duties received at New York for the ten months ending with October were:

	1879.	1880.	1881.
Six months.	$48,176,921 66	$71,038,523 16	$68,641,439 07
July.....	9,329,895 17	13,360,394 37	12,079,573 95
August.....	10,562,138 82	14,492,361 87	15,204,469 51
September.	11,790,902 26	12,856,636 10	14,104,647 58
October....	10,952,554 48	10,574,333 53	13,011,426 27
Total.....	$90,812,412 39	$122,322,249 03	$123,041,556 38

The exports from New York to foreign ports in the month of October were:

Dom. produce.....	$37,041,310	$37,129,593	$27,118,543
For. free goods.....	80,955	366,914	214,238
Do. dutiable	281,942	649,801	522,547
Specie and bullion...	524,753	1,195,043	1,171,272
Total exports.....	$37,928,958	$39,340,951	$29,026,590
Do. exclusive of specie.....	37,404,205	38,145,908	27,853,328

The exports from New York to foreign ports for ten months from January 1 were:

	1879.	1880.	1881.
Dom. produce.....	$286,866,171	$339,717,413	$302,846,048
For. free goods.....	1,715,336	2,313,541	6,556,742
Do, dutiable.....	3,703,329	4,205,096	4,940,221
Specie and bullion.	13,516,332	7,019,816	10,512,742
Total exports.....	$305,801,568	$353,255,869	$324,855,753
Do. exclusive of specie.....	292,285,236	346,236,050	314,343,011

The Somerset and Cambria branch of the Baltimore and Ohio Railroad between Somerset and Johntown, Pennsylvania, 36 miles, connecting Maryland and West Virginia coal fields and ore mines with coal and iron centers of Pennsylvania, was formally opened on the 3d inst.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending November 12, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad.....	197,253	7,575,964	6,748,128
Schuylkill Canal.....	19,897	540,437	480,539
Lehigh Valley.....	136,155	5,429,589	4,323,642
Delaware, Lackawanna and Western.....	95,153	3,689,081	3,036,203
Shamokin	22,214	933,000	792,813
Central R. R. of New Jersey	106,294	3,801,882	3,265,942
United R. R. of New Jersey	36,609	1,350,875	936,105
Pennsylvania Coal.....	36,652	1,220,230	969,471
Delaware and Hudson Canal	86,049	3,099,828	2,594,370
Huntingdon and Broad Top Mountain.....	10,996	457,397	378,899
Penn. and New York.....	38,137	1,437,851	1,073,228
Clearfield, Pa	57,413	2,075,744	1,462,361

The total tonnage of anthracite coal from all the regions for the week ending Nov. 12, as reported by the several carrying companies, amounted to 677,373 tons, against 635,867 tons in the corresponding week last year, an increase of 41,506 tons. The total amount of anthracite mined for the year is 24,431,830 tons, against 20,332,392 tons for the same period last year, an increase of 4,099,438 tons. The quantity of bituminous coal sent to market for the week amounted to 107,666 tons, against 91,774 tons in the corresponding week of last year, an increase of 15,892 tons. The total amount of bituminous mined for the year is 4,287,746 tons, against 3,739,728 tons for the corresponding period last year, an increase of 548,018 tons. The total tonnage of all kinds of coal for the week is 785,039 tons, against 727,641 tons in corresponding week last year, an increase of 57,398 tons, and the total tonnage for the coal year is 28,749,576 tons, against 24,072,120 tons, same date last year, an increase of 4,647,456 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending November 12 was 196,524 tons, of which 150,229 tons were coal and 46,295 tons coke. The total tonnage for the year thus far has been 7,845,240 tons, of which 5,783,957 tons were coal and 2,061,283 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended November 12 have not yet been reported. The Reading Railroad shipment for last week, ending November 19 was, 191,000 tons, of which 43,000 tons were sent to and 44,700 tons shipped from Port Richmond, and 19,000 tons sent to and 17,500 tons shipped from Elizabethport.—*Phil. Ledger, Nov.* 21.

CONSOLIDATION.

At a meeting of the Allegany Central Railroad Company, held at the office of the company, 34 Pine street, this city, on the 18th inst., articles of agreement and consolidation with the Olean Railroad Company and the Friendship Railroad Company were unanimously adopted. The lines of the Consolidated Allegany Central Railroad Company extends from Olean, New York, to Swains, New York, on the Buffalo division of the New York, Lake Erie and Western Railroad, a distance of sixty-one miles. Some thirty miles of the road are completed.

An extensive scheme of railway amalgamation is on the tapis in Canada. The companies which it is proposed to unite are the Midland, the Victoria, the Toronto and Nipissing, the Whitby, Port Perry and Lindsay, the Grand Junction and the projected Toronto and Ottawa.

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Nov. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Adams Express						
Albany and Susq						
1st mortgage						
2d mortgage				105		
American Express	97½	97	98	97¾	98⅛	98
Atlantic & Pac. Tel.						
Burl., C. R. & Nor.				80		
1st mortgage 5s	102½	102⅛				
Canada Southern	63⅝	63½	62½	62¼	61¾	60⅜
1st mortgage guar.		99¼	99⅜	99	98¾	
Central of N. Jersey	96¼	95	93½	93⅝	93½	93
1st mort. 1890						
7s, consol. ass		114½				
7s, convertible ass.						
7s, Income						
Adjustment	106½	106⅜			106¼	
Central Pacific	96	94	94⅝	94¼	94⅜	93⅝
6s, gold		116				
1st M. (San Joaq)						
1st M. (Cal. & Or.)						
Land grant 6s						105½
Chesapeake & Ohio	29	28½	28	29		
Chicago and Alton		134	133	133⅞	132	131
Preferred						
1st mortgage						
Sinking Fund						
Chi., Bur. & Quincy	142	139	139⅜	139⅜	139½	138
7s, Consol. 1903	129					
Chi., Mil. & St. Paul	108⅞	108¼	108	107¼	107½	106⅜
Preferred		122½	121½	119¾	121¼	
1st mortgage, 8s						
2d mort., 7 3-10s						
7s, gold					121	
1st M. (La. C. div)					118¾	
1st M. I. & M. div.)						122
1st M. (I. & D. ext.)						
1st M. (H.&D. div.)	117¼	117	116⅞			117¾
1st M. (C. & M. div.)						
Consolidated S. F.						
Chi. & Northwestern	128	126¾	127½	127	126⅞	126¼
Preferred	142½		140	140	140	
1st mortgage						
Sinking Fund 6s		107⅞				
Consolidated 7s		130¼				
Consol. Gold bo'ds	127½			127¼		
Do. reg.						
Isl. & Pac.	136½	135½	134¾	134	134½	134¾
Chi., [illegible]						
6s, 1917, [illegible]nd		92¼	92	91¼	91	
Clev., Col., Cin. & [illegible]						
1st mortgage						
Clev. & Pittsburg gr.						
7s, Consolidated						
4th mortgage					19¾	19¾
Col., Chi., & Ind. Cent.	20¾	20⅛	20½	[illegible]		
1st mortgage						
2d mortgage						
Del. & Hud Canal	109¾	109	109	108⅞	108½	108½
Reg. 7s, 1891					108	108
Reg. 7s, 1884					119	119
7s, 1894						
Del., Lack. & Western	126⅞	126	126	125⅝	125⅝	125½
2d mortgage 7s						
7s, Consol. 1907	127½			127		
Erie Railway						
1s mortgage						
2d mort. 5s, ext.						
3d mortgage	105	105			105½	
4th mort. 5s, ext.						
5th mortgage	102⅜					
7s, Consol. gold	126½				127	
Great West. 1st mort						
2d mortgage						
Hannibal & St. Jo.	95½	94½	94⅜	94⅜	95	
Preferred	112⅞	109¾	110¼	110½	109½	109
8s, Convertible		108				
Houston & Tex. Cen	91½	90	90		89¾	
1st mortgage					113	112⅞
Illinois Central	134½		132½	132⅛	131¾	
LakeShore & MichSo	121¾	121⅛	121¾	121¾	121½	113⅛
Consol. 7s						
Consol. 7s, reg						
2d Consolidated		125		125½	127	
Leh. & W. B. 7s, Con						
Long Dock bonds						
Louisville & Nash.	95¼	94½	94	93⅛	93¼	92½
7s, Consolidated					119	119
Manhattan	57⅛	59	57¾	58	57½	53¼
Met. Elevated	99¼	97	97	97½	95½	
1st mortgage	103⅛	103⅜	103½	103⅛	103	102
Michigan Central	93¾	93⅛	93¼	93	92¾	91
7s, 1902		123	122¾			122
M. S. & N. I. 1st, S. F						
Morris & Essex	126¼	126				
1st mortgage						
2d mortgage						
7s of 1871		119				
7s, Convertible						
7s, Consolidated					124½	
N. Y. Cen. & Hud. R.	138¼	138⅛	138⅞	138½	137⅜	137
6s, S. F., 1883		102⅜	103¼	102⅛		
6s, S. F., 1887						
1st mortgage					136	
1st mortgage, reg.						
N. Y. Elevated		110	108⅝	109	108	
1st mortgage			119		118¾	
N. Y. & Harlem		225				
Preferred						
1st mortgage					134½	
1st mortgage, reg						
N. Y., Lake Erie & W	46⅛	46⅛	46	46¼	45⅞	45⅛
Preferred	93⅛	93⅛	92¾	92¾	93¾	92¼
2d Consolidated		104⅜	103¾	104	103⅜	
New 2d 5s fund						
N. Y., N. Hav'n & Hart		175				80⅜
North Mo. 1st mort	123				122	
Northern Pacific	40⅞	40	40	40	39½	39⅞
Preferred	88¾	82	81¾	81⅞	81½	
Ohio & Mississippi	41½	41¼	41¼	41⅛	41	40¼
Preferred						
2d mortgage			122			
Consolidated 7s						
Consol. S. Fund						
Pacific Mail S. S. Co	45½	44¼	44¾	44⅛	44	43⅞
Pacific R. R. of Mo.						
1st mortgage		108				
2d mortgage						
Panama		200		195		
Phila. & Reading	67½		65	65⅜	65½	
Pitts, Ft. W. & Chi. gtd	136½			138		
1st mortgage						
2d mortgage		133		128		
3d mortgage					128	
Pullman Palace Car	131½		130		128	129
Quicksil'r Min'g Co		15			13¾	
Preferred		62½	60	60	60½	
St. Louis & San Fran	46¼	45	43	43⅛	43¼	43¾
Preferred	69½	68	65	66¼	66½	65
1st Preferred	107		105	105		
St. L., Alt'n & T. H.		55	53½			
Preferred	96½	94				
1st mortgage						
2d mort. pref.						
Income bonds						
St. L., Iron Mt. & S						
1st mortgage	115¼	116	117			
2d mortgage		107		107½		107¾
Toledo and Wabash						
1st mortgage						
2d mortgage	109¼					
7s, Consolidated					106	106⅛
St. Louis Division				107½		
Union Pacific	120½	119¼	119	118¼	118½	117⅝
1st mortgage	117¼		117⅞	117¾	117⅝	117¾
Land Grant 7s						
Sinking Fund 8s						
United States Ex	74½		73½		75	77
Wabash, St. L. & Pac	48¼	47⅛	46¾	46¼	45¼	44⅜
Preferred	88¾	88¼	87⅛	87	85⅞	84⅛
New mort. 7s						
Wells-Fargo Ex		134¼		134½		
Western Pacific b'ds						
Western Union Tel.	87	85	85¼	84⅞	85⅛	84¾
7s, S. F. conv., 1900						
Federal Stocks:—						
U. S. 4s, 1907, reg.	117		116½	116¾		
U. S. 4s, 1907, coup.	116⅞	116¾		116¾		
U. S. 4½s, 1891, reg.		112⅜				
U. S. 4½s, 1891, coup.	113½	112½		113½		
U. S. 5s, 1881, reg.						
U. S. 5s, cont'd at 3½		101¾	101⅞	101⅞	102	
U. S. 6s cont'd at 3½			101¾			
Dt. of Col. 3-65s, reg						
Dt. of Col. 3-65s, coup						

Boston Stock Exchange.

Prices for the Week Ending Nov. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Atch., Top. & San. Fe.	138½	137½	136	136¼	137½	137
1st mortgage						
2d mortgage						
Land Grant 7s	119					
Boston & Albany	164¼	164		163½	164	163
7s reg.						
Boston and Lowell			110		110	
Boston & Maine		151	150		149	149
Boston & Providence	162			162		
Bos'n, Hart. & Erie 7s	65	62½	62	64½	68¼	70¼
Burl. & Mo. R. L. G. 7s						
Burl. & Mo. R. in Neb						
6s, exempt				115		115
4s						
Chi., Burl. & Quincy	142½	139¾	139	139¾	139	138½
7s						
Cin., Sand. & Clev. ($50)	30¼	29	27¾	28¾	28½	28
Concord ($50)						
Connecticut River						
Eastern		39½	38½	37	35¼	32¾
New 4½ Bonds					109	
Fitchburg						
Kan. C., Top. & West						
Michigan Central						
N. Y. & New England		62¼	62		67¾	71¼
7s	115	114¾	114½	114¾	114¾	
Northern N. H.			110	110	110	110
Norwich & Worcester						
Ogden & Lake Cham						33
Preferred						
Old Colony	129	129			129	129
Ph., Wil. & Balt. ($40)						
Portl'd, Saco & Ports						
Pueblo & Ark Val						
7s						
Pullman Palace Car	131	131	130½	129	129¾	
Union Pacific		120¼	122¼		118½	
6s						
Land Grant 7s						
Sinking Fund 8s						
Vermont & Canada						
Vermont & Mass						
Worcester & Nashua	60					
Cambridge (Horse)						
Metropolitan (Horse)					67	
Middlesex (Horse)						
Cal. & Hecla Min'g Co	224¾	224		221	226	225
Quincy	44	43	41¼	41⅛	43½	44

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Nov. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.
Allegh'y Val. 7 3-10s						123½
7s, Income						50
Camd'n & Am. 6s, '83						
6s, 1889						
Mort. 6s, 1889						
Camden & Atlantic						
Preferred						
1st mortgage						
2d mortgage						
Catawissa						
Preferred		54⅞				
7s, new					119	
Del. & Bound Brook						
7s						
Elmira & Williamsp't						
Preferred						
Hunt. & B. Top Mt.			16¼			
Preferred				30	30	
2d mortgage						
Lehigh Navigation	47	46¾	46⅞	46¾	47½	45¾x
6s, 1884						
Gold Loan					113	113½
Railroad Loan						
Nav. Gold Loan						
Consol. Mort, 7s		119½				116x
Lehigh Valley	62	61⅞		61¾	61¾	61¼
1st mort. 6s, coup		124				
1st mort. 6s, reg						
2d mort. 7s				131		
Consol mort. 6s					118	118
Consol. mtg. 6s, reg			118½			
Little Schuylkill	56½					
Minehill & Sch. Hav'n	62		62			
North Pennsylvania	60	60				
1st mortgage 6s						106½
2d mortgage 7s						
Genl. mtg. 7s, coup						
Genl. mtg. 7s, reg						
Northern Central	52	51½		51¾		
5s			100	100		
Northern Pacific	41¾	40⅝	40	39¾	40	39½
Preferred	85	83⅞	81¾	81¾	81⅝	81½
Pennsylvania R. R.	63¾		63½	63¾	63½	63½
1st mortgage						
Gen'l mort						
Gen'l mort reg						
Consol. mort. 6s						
Consol. mort. reg						
Pa. State 6s 2d series						
do 3d series	102			102		102¼
do 5s, new			117			
do 3s						
Phila. & Reading	34¾	33¼	32½	32½	33	32⅝
1st mortgage 6s						
7s of 1893	123				123	
7s, new convert				70		
Consol. mort. 7s					127	127
Consol. mort. reg						
Gen'l mort. 6s	97⅞	98	97⅜	98¼	97⅜	97½
Philadelphia & Erie	20¾	20¾	20¾	20¾	21	20½
1st mortgage 5s						
2d mortgage 7s				116½		
Pittsb., Cin. & St. L. 7s			120¾			
Pitts., Titusv. & Buff.	22½	22¾	22⅝	21¾	22¾	21½
7s					98	
Schuylkill Navi't'n				5		
Preferred	13¼		13¼		13	
6s, 1872						
6s, 1882				91½		
United Co. of N. J.	184	184		184	184	
Hestonville, (Horse)						
Chestnut & Wal. (do)						
Green & Coates (do)						

Baltimore Stock Exchange.

Closing Prices for the Week Ending Nov. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.
Baltimore & Ohio..	.....	.....	190½	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	.....	.....	.....	.....	.....
Central Ohio ($50)..	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....	.....	.....
Marietta & Cincin'ti	.....	.....	.....	.....	.....	.....
1st mortgage, 7s..	.....	.....	.....	.....	.....	.....
2d mortgage, 7s..	96¼	96⅛	.....	95½	95½	96¼
3d mortgage, 8s..	49⅛	49	49	48⅜	48	48⅜
Northern Cen. ($50)	.....	.....	.....	51¼	.....	.....
2d mort., 6s 1885..	.....	.....	.....	.....	.....	.....
3d mort., 6s, 1900.	.....	.....	.....	.....	.....	.....
6s, 1900, gold.....	.....	114½	.....	.....	.....	.....
6s, 1904, gold.....	.....	.....	.....	.....	.....	.....
Orange & Alex. 1st.	.....	.....	.....	.....	.....	.....
2d mortgage, 6s...	.....	.....	.....	.....	.....	.....
3d mortgage, 8s...	.....	.....	.....	.....	.....	.....
4th mortgage, 8s..	.....	.....	.....	.....	.....	.....
O.,Alex.&Manas's 7s	.....	.....	.....	.....	.....	.....
Pitts.& Connellsv.7s	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.	77½	79	79¾	79	78	78¼
Consol. coupons..	93¾	93¾	93¾	93⅞	94	93¾
10-40 bonds.....	46¼	47¼	47¾	47¼	47½	47
Def'd Certificates.	.....	.....	.....	.....	.....	19
Western Maryland..	16¼	16¼	.....	.....	.....	.....
1st M.,end.by Balt	.....	.....	.....	.....	.....	.....
2d M., do .	.....	.....	.....	.....	.....	.....
3d M., do .	.....	.....	.....	.....	.....	.....
1st M.,unendors'd	.....	.....	.....	.....	111	.....
2d M.,end.WashCo	.....	.....	.....	.....	.....	.....
2d M., preferred..	.....	.....	.....	.....	.....	.....
City Passenger R R.	.....	.....	.....	.....	.....	.....

London Stock Exchange.

	Closing Prices Oct. 28.		Nov. 4.	
Baltimore & Ohio (sterling).....	113	115	113	115
Cairo & Viencennes com. stock	49	51	49	51
Do. preferred 5 per cent.....	90	92	90	92
Central of N. J. $100 share.....	93	98	93	98
Do. Cons. Mortgage.....	117	119	117	119
Do. Adjustment Bonds.....	104	109	104	109
Do. Income Bonds.....	103	107	102	106
Det.,G'd Haven & Mil. Equip bds	112	114	112	114
Do.Con.M.5p.c.,till'83aft'r6p.c	109	111	109	111
Illinois Central $100 shares.....	134	136	135	137
Lehigh Valley Cons. mortgage..	118	122	118	122
Louisville & Nashville mort 6s.	109	111	109	111
Do. Sink. Fund bds (S.&N.Ala)	105	107	105	107
Do. capital stock $100 shares.	97	99	97	99
N. Y. Cent. & Hud. R. mt. bds..	137	140	137	140
Do. $100 shares.....	143	145	144	146
Do mort. bonds (stg.).....	123	125	123	125
N.Y.,Lake Erie & West.,$100 shs	45¼	46¼	47½	48
Do. 6 p. c. pref. $100 shares..	91	93	92	94
Do. 1st Con. Mort. bds (Erie)	130	132	130	132
Do. do. Funded Coupon bds.	125	128	125	128
Do. 2d Consol Mort. bonds...	106	108	105	107
Do. do. Funded Coupon bds..	103	105	107	109
Do. Gold Income bonds.....	90	95	90	95
N.Y.,Pa.& Ohio 1st mort. bonds.	56	57	56¼	57⅛
Do. Prior Lien bds (sterling)..	103	108	103	106
Pennsylvania, $50 shares.....	68¼	68¾	68	68½
Do. Con. Sink Fund Mort....	118	120	119	121
Philadelphia & Reading $50 shs	35	36	35	36
General Consol Mortgage.....	116	118	116	118
Do. Improvement Mortgage..	104	106	104	106
Do.Gen.Mtg.'74,ex-def'd coup.	95	98	97	99
Do. Scrip for the 6 def. ½ coup.	94	98	94	98
Pittsb., Ft. W. & Chi. Eq. bds....	105	109	105	109
St. L. Bridge 1st mort. gold b'd.	126	128	126	128
Do. 1st pref. stock.....	102	104	102	104
Union Pa. Land Grant 1st. mtg.	115	119	115	119

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

WEDNESDAY EVENING, Nov. 23, 1881.

THE quotation for call loans during the day has been 6 per cent to that rate plus a commission of 1-64 of 1 per cent per day until the last half-hour, when the rate fell at the Stock Exchange to 2 per cent.

The posted rates for prime bankers' sterling was 4.80@4.84 and 4.80½@4.84½. The actual rates were 4.79½@4.80 and 4.83½@4.84, with cables 4.84¼@¾ and prime commercial bills 4.77½@4.78. The actual rates for continental bills are as follows: francs, 5.26¾@5.25⅝ and 5.21¼@5.20⅝; marks, 93⅞@94⅛ and 94⅝@⅞: and guilders, 39⅝ and 40.

We give in another column a statement of the Commerce of New York for the month of October, and for the two months ending October 31, compared with the month and ten months of the two preceding years. It will be seen that the cash duties, (which are collected only upon the dutiable goods thrown on the market) amounted in October to $13,011,427.27, of which $7,881,019.36, or about 39¾ per cent, were collected on $19,940,594 of dutiable goods entered directly for consumption, and $5,130,406.91, or about 52¼ per cent, on $9,831,590 withdrawn from bonded warehouse.

The report of the Philadelphia and Reading Companies for the month of October shows that the total gross receipts by the railroad company were $1,989,947.97; expenses, excluding rentals and interest, $1,104,116.19—profit $885,831.78. Gross receipts of coal and iron company, $1,441,673.57; expenses, excluding interest, $1,295,239.57—profit, $146,434. Profit of both companies for the year to October 31, $9,095,942.94, being an increase of $1,059,382.12 as compared with the corresponding period of last year. The profit of the coal and iron company for the year to October 31 was $971,262.74, an increase of $591,307.10 as compared with the corresponding period of last year.

The Treasurer of the State of North Carolina reports that over $8,000,000 of the old bonds of that State have been funded into new four per cents under the Compromise act of March, 1879. The time within which the act operates is now growing to a close, and all operations of exchange will cease January 1st. There are about $4,000,000 of the old debt still unpresented, the holders not having availed themselves of the act.

The total receipts into the Pennsylvania State Treasury during the fiscal year ending November 15th (including $1,235,891.50 balance from the previous years were $7,241,474.28, and the expenditures $6,740,053.17, leaving balance of cash on hand, $501,421.11, viz: to credit of revenue fund, $254,513.33; sinking fund, $208,265.59; school fund, $38,642.19.

A comprehensive summary is given on another page of the three lectures recently delivered in Baltimore by Hon. John Jay Knox, Comptroller of the Currency, on the subject of Banks and Banking in the United States, in which he is reported to have said that the rapid reduction in the interest of the public debt at the present time indicates hereafter a gradual reduction in the circulation of banks; but even if the public debt should be rapidly paid, the national banking system need not be dissolved, for under the present laws the minimum amount of United States bonds required to be kept on deposit in the treasury by banks as security for their circulation is considerably less than one hundred million dollars.

The stockholders of the Old Colony Railroad Company, at their meeting on the 22d inst., voted to authorize the directors to issue notes to run not more than one year and not to exceed $500,000; also, to extend a road from Weir Junction to some place on the main line in Raynham.

The Supreme Court of the United States at Washington has decided, in the case of the Nevada Bank of San Francisco vs. John Sedgewick, that the capital of a State bank "invested abroad and in foreign countries" can be taxed by the United States.

There are now outstanding $2,200,000 in United States 6 per cent bonds, series of 1880 and 1881, which have matured. The 104th call matured October 1, but quite a large amount of the bonds embraced therein is still outstanding. Of the bonds embraced in the 105th call, which matures on December 24 next, there are more than $9,500,000 outstanding. These bonds are payable at par and accrued interest on presentation.

The closing quotations on Wednesday were: American District Telegraph, 50@52; Adams Express, 143@145; American Express, 95@97; Chicago, Burlington and Quincy, 138½@139; Canada Southern, 60½@60⅝; Chicago and Northwestern, 126@126¼; do. pref., 139@139½; Chicago and Alton, 131½@131½; Central of New Jersey, 92⅞@93; Chicago, Rock Island, and Pacific, 133½@134; Central Pacific, 93½@93⅝; Chicago, Milwaukee and St. Paul, 106½@106¾; do. pref., —@121½; Cleveland, Columbus, Cincinnati and Indianapolis, 90⅝@91; Columbus, Chicago and Indiana Central, 19½@19⅞; Delaware and Hudson Canal, 108⅛@108½; Delaware, Lackawanna and Western, 124¾@125; Hannibal and St. Joseph, 94⅜@94⅝; do. pref., 108⅜@109¼; Illinois Central, 131@132½; Lake Erie and Western, 42@43½; Lake Shore and Michigan Southern, 119½@119⅝; Metropolitan Elevated, 94½@95; Manhattan Elevated, 58½@58⅝; Michigan Central, 90½@90⅞; New York Elevated, 107@107¾; New York, Lake Erie and Western, 45@45⅝; do. pref., 92½@92½; New York Central and Hudson River, 136¾@137; Ohio and Mississippi, 40¼@40⅜; Ohio Southern, 23@23½; Ohio Central, 25½@25½; Panama, 195@200; Pacific Mail, 43¾@44; Union Pacific, 117⅛@117¾; United States Express, 76½@78; Western Union Telegraph, 84½@85; Wabash, St. Louis and Pacific, 44¼@44⅝; do. pref., 84@84⅛; Wells-Fargo Express, 134@135.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns.

New York.—American Dock and Improvement Co. ass., 137; Atlantic and Pacific 1st, 101; Buffalo and Erie 7s, new, 142; Boston and New York Air Line pref., 60; Cedar Rapids, Iowa Falls and Northern 1st, 105½; Columbus, Chicago and Indiana Central Income, 73; Chicago, St. Paul, Minneapolis and Omaha, 39½; do. pref., 100¾; do. consol., 103½; Chicago, St. Paul, and Minneapolis, 1st, 109; Chicago, St. Louis and New Orleans, 83¾; Chesapeake and Ohio 1st pref., 39¼; do. 2d pref., 29; do. cur. int., 55½; do. 1st, Series B, 84; Cairo and Fulton 1st, 112: Chicago, Milwaukee and St. Paul, 1st Southern Minnesota div., 106¾; Chicago and Pacific div., 108; Denver and Rio Grande, 79; do. 1st, 114; do. 1st consol., 110; Dubuque and Sioux City, 83½; Denver, South Park and Pacific 1st, 104; East Tennessee, Virginia and Georgia, 14⅝; do. pref., 24¾; do. inc., 53½; Evansville, Henderson and Nashville 1st, 100; Flint and Pere Marquette pref., 94; Georgia R. R. and Bank, 163; Gulf, Colorado and Santa Fe 1st, 107½; Houston and Texas Central mort., 100; Indianapolis, Decatur and Springfield, 1st, 104½; do. 2d inc., 76; Illinois and Southern Iowa 1st, 100; Indiana, Bloomington and Western, 48; do. 1st, 92; do. 2d, 81; International and Gt. Northern 2d inc., 93½; Keokuk and

Des Moines 1st, 105 ; Kansas Pacific 1st consol., 103⅜ ; do. 6s, 1896, J. & D., 112⅜; Lafayette, Bloomington and Muncie 1st, 104 ; Long Island, 55 ; Lehigh and Wilkesbarre inc., 90½ ; do. consol. ass., 110 ; Louisville, New Albany and Chicago, 72½ ; do. 1st, 104; Lake Erie and Western, 43⅝; do. 1st, 108; do. inc., 60½; Louisille and Nashville gen'l mort. 6s, 104¼; do. Cecilian Br., 109; Lake Shore Dividend bonds, 123 ; Memphis and Charleston, 68½; Manhattan Beach, 21½; do. 1st, 105; Mobile and Ohio, 37; do. 1st deben., 97; do. 2d deben., 72½; Minneapolis and St. Louis, 30 ; do. pref., 70 ; do. 1st, Iowa Ext., 112½; Missouri Pacific, 104; do. 1st consol., 103½; Milwaukee, Lake Shoreand Western, 48; do. 1st, 103½ ; Missouri, Kansas and Texas, 39½ ; do· consol., 7s, 106½; do. 2d, 77; do. 6s, 91 ; Metropolitan Elevated 2d, 91¼ ; Michigan Central 5s, 99 ; New York, Ontario and Western, 30½ ; Norfolk and Western Gen'l mort., 104; New York, Pennsylvania and Ohio inc., 54; Northern Pacific 1st, 103⅜ ; New Orleans Pacific 1st, 96 ; New Jersey Southern 6s, guar., 100½; Nashville, Chattanooga and St. Louis, 83 ; do. 1st, 117½; Ohio Central, 25; do. inc., 49; do. 1st, 99⅛ ; Ohio Southern, 22½; do. 1st, 95½; do. inc., 45; Oregon Railway and Nav., 169; do; 1st, 109 ; Ohio and Mississippi, Springfield div., 118¾ ; Peoria, Decatur and Evansville, 37½; do. 1st, 108; do. inc. Evansville div., 75 ; Pacific of Missouri 3d, 110½ ; Richmond and Allegany, 40⅝ ; do. 1st, 105 ; Rochester and Pittsburg, 26¼; do. 1st, 102½; do. inc., 40; Richmond and Danville, 118; do. 1st, 102⅞ ; Rome, Watertown and Ogdensburg, 36 ; do. 1st consol., 97; St. Louis, Kansas City and Northern, Omaha div., 114¾ ; South Pacific 1st, 104½ ; Southern Pacific of California 1st, 104⅛ ; St. Paul, Minneapolis and Manitoba, 109½; do. 1st, 111 ; do. 2d, 106 ; St. Louis and San Francisco 2d, class A, 102; do. B, 91¾; St. Paul and Sioux City 1st, 110 ; Scioto Valley 1st, 108 ; St. Paul and Duluth pref., 77; St. Louis and Iron Mountain 5s, 87 ; St. Louis, Alton and Terre Haute div. bonds, 60; Texas and Pacific, 52⅛ ; do. inc. L G., 73⅛ ; do. Rio Grande div. 6s, 89½ ; Toledo, Peoria and Western 1st, 116 ; Toledo and Wabash Equip., 62 ; Toledo, Delphos and Burlington 1st, 90 ; Texas and St. Louis 1st, 89¾; Utah Southern Gen'l mort. 7s, 110 ; Union Pacific Collateral Trust 6s, 108¼ ; Wabash, St. Louis and Pacific Chicago div., 92½ ; do. Gen'l mort. 6s, 98½ ; Arkansas 6s, fund, 37; do. 7s, L. R., P. B. and N. O., 33 ; do. L. R. & Ft. S., 34; M., O. & R. R., 34 ; Alabama, Class A, 80 ; Georgia 7s, new, 113½ ; Louisiana consol. 7s, 68; Missouri 6s, 1889-'90, 111½; North Carolina 6s, S. T, 3d class, 9; South Carolina 6s, 106½; do. non-fund., 12⅛; Tennessee 6s, old, 70½; do. new, 71; Virginia 6s, consol., 117; do. 6s, def., 18½; Sutro Tunnel, 1 ; American District Telegraph, 50½ ; Colorado Coal and Iron, 46⅛ ; do. 6s, 91½; Consolidation Coal, 34; Cam. Coal, 39¾; Maryland Coal, 20½; Central Mining,1¼ ; Homestake, 17½; Little Pittsburg, 2½ ; Mariposa, 3 ; Ontario, 32½; Robinson, 8; Standard, 22¾.

Philadelphia.—American Steamship Co., 28 ; do. 6s, 107 ; Catawissa new pref., 52 ; Central Transportation, 40 ; Connecting R. R. 6s, 116; Erie and Western Transp. Co., 59¼ ; Huntingdon and Broad Top Mountain consol. mort. 5s, 90 ; Northern Pacific 1st, Missouri div., 101½; Oil Creek 1st, 100; Philadelphia and Reading R. R. scrip, 68 Pennsylvania Canal 6s, 101; Perkiomen 6s, 104 ; Pittsburg 7s, Water Loan, 126; Philadelphia, Wilmington and Baltimore, 64¾; do. 4s, 96; Sunbury, Hazleton and Wilkesbarre 2d, 20; St. Paul and Duluth, 25; do. pref., 72; Texas and Pacific consol. mort. 6s, 103½; Warren and Franklin 7s, 115; Western Pennsylvania, 6s, Pittsburg Br., 110; West Jersey and Atlantic 6s, 110. The latest quotations are: City 6s, 110@124; do. free of tax, 129@132; do. 4s new, 105@112; Pennsylvania State 6s, 3d series, 102@102¼ ; do. 5s, new loan, 117¾@118; do. 4s, new, 110@114; Philadelphia and Reading R. R., 32¾@32⅝; do. consol. mort. 7s, reg., 125½@—; do. mort. 6s, 122@125; do. gen'l mort. 6s, coupon, 97¾@98¼ ; do. 7s, 1893, 122@125; do. new, conv., 68@70; United New Jersey R. R. and Canal, 184@184½; Buffalo, Pittsburg and Western, 21⅝@21¾ ; Pittsburg, Titusville and Buffalo 7s, 98@98½; Camden and Amboy mort., 6s, 1889, 113@116½; Pennsylvania R. R., 63¼@63⅜; do. general mort. coupon, 123@130; do. reg., 121½@122; do. consol. mort. 6s, reg., —@128; Little Schuylkill R. R. 56¼@56½; Morris Canal, 65@75; do. pref., 165@165½ ; Schuylkill Navigation, 6@7 ; do. pref., 13@13½ ; do. 6s, 1882, 91½@92½ ; do. 1872, 109@—; Elmira and Williamsport pref., 55@60; do. 6s, 111@—; do. 5s, 99@— ; Lehigh Coal and Navigation, 45⅞@46; do. 6s, 1884, 106½@106⅝ ; do. R. R. loan, 117½@118 ; do. Gold Loan, 113⅜@113⅝; do. consol. 7s, 115⅛@116⅛ ; Northern Pacific, 39½@39¾; do. pref., 81¾@81½ ; North Pennsylvania, 59⅜@60¼; do. 6s, 106@107 ; do. 7s, 120@122 ; do. General mort. 7s, reg., 119@124 ; Philadelphia and Erie, 20⅜@20¾ ; do. 7s, —@118 ; do. 5s, 105¾@106 ; Minehill, 61¾@62 ; Catawissa, 16⅝@17¼; do. pref., 54⅜@55 ; do. new pref., 51¾@52¼; do. 7s, 1900, 119@120½ ; Lehigh Valley 61½@62 ; do. 6s, coupon, 121½@— ; do. reg., 121½@122½; do. 2d mort. 7s, —@132 ; do. consol. mort. 118@119 ; Fifth and Sixth streets (horse), 149@150 ; Second and Third, 100@115 ; Thirteenth and Fifteenth, 77½@78¼; Spruce and Pine, 49@50; Green and Coates, 90@105; Chestnut and Walnut, 94@95; Hestonville, —@— ; Germantown, 80@— ; Union, 110@125; Lombard and South, 22⅞@23⅛ ; West Philadelphia, 110@115; People's 28¾@29¼; Continental, 100@105.

Baltimore.—Atlantic Coal, 1.30; Atlanta and Charlotte, 82 ; do. 1st, 112¾ ; do. inc., 95; Baltimore City 6s, 1890, 116 ; do. 6s, 1893, 116 ; do. 6s, 1900. new, 129 ; do. 6s, 1884, 105½ ; do. 5s, 1894, 115¾ ; do. 5s, 1916, 122¾ ; Columbia and Greenville 1st, 105½; Chesapeake and Ohio Canal, 40 ; Canton Co. 6s, gold, 107½ ; Louisville Water bonds, 119 ; Maryland Defense 6s, 105¾; Richmond and Allegany, 41; Richmond and Danville 6s, gold, 103 ; Virginia Peelers, 41¾; do. coupons, 25; Vrginia Midland 4th mort., 53; do. 5th mort., 95½; The latest quotations are : Atlanta and Charlotte, 80@— ; do. 1st, 112½@112¾; Baltimore and Ohio, 190@200; do. 6s, 1885, 106½@— ; Baltimore City 6s, 1890, 111¾@116 ; do. 6s, 1893, 115½@116 ; do. 5s, 1894, 115¾@— ; do. 5s, 1916, 122@123¼; Central Ohio 1st, 107⅜@107½; Chesapeake and Ohio Canal 6s, 39½@40 ; Columbia and Greenville 1st, 105@105½ ; Marietta and Cincinnati 1st, 123@124½ ; do. 2d, 96⅛@96½; do. 3d, 48¼@4⅜; Northern Central, 41½@41⅞ ; do. 6s, 1900, gold, 114@— ; do. 6s, 1904, gold, 112½@—; do. 5s, 1926, 99½@100¼ ; Norfolk and Western pref., 56@58 ; Norfolk Water 8s, 128¼@— ; Richmond and Danville, 115@117½ ; Richmond and Allegany, 40½@41; Virginia Midland 4th mort., 53½@— ; do. 5th mort., 91@— ; Virginia consols., 78½@78⅝; do. consol. coupons, —@93⅜ ; do. 10-40s, 46¾@47.

Boston.—Atlantic and Pacific 6s, 97⅛ ; do. 6s, Income, 35; Atchison, Topeka and Santa Fe 5s, 100; Boston Land, 8¼ ; Boston Water Power, 7¼ ; Boston, Revere Beach and Lynn, 125; Chicago and West Michigan, 82 ; Central of Iowa, 35 ; Connotton Valley, 21½ ; Chicago, Burlington and Quincy 4s, 89½; Detroit, Lansing and Northern pref., 112; Flint and Pere Marquette, 24½ ; do. pref., 93¾ ; Iowa Falls and Sioux City, 86 ; Kansas City, Fort Scott and Gulf pref., 124½; do. 7s, 110 ; Kansas City, St. Joseph and Council Bluffs 7s, 119; Little Rock and Fort Smith, 65 ; do. 7s, 111 ; Mexican Central 7s, 87½ ; do. Block, old, 114; do. new, 96½ ; Marquette, Houghton and Ontonagon, 6s, 103½; New York and New England 6s, 106 ; Ogdensburg and Lake Champlain Inc., 45; Rutland, pref., 25 ; Summit Branch, 16 ; Toledo, Delphos and Burlington, 10⅜ ; Wisconsin Valley 7s, 114¾ ; Wisconsin Central, 20½ ; do. 2d, 50 ; Allouez Mining Co., 3½; Atlantic, 15; Blue Hill, 1¼; Crescent, 62½c.; Catalpa, ⅜; Duncan, 25c. ; Douglas, 1⅜ ; Franklin, 12 ; Huron, 3; Harshaw, 4⅞; Napa consol. Quicksilver, 7½; Pewabic, 13; Sullivan, 3¼; Silver Islet, 24; San Pedro, 1½.

Cincinnati Iron Market.

OFFICE OF E. L. HARPER & CO.
Cincinnati, Nov. 22, 1881.

There is no material change in the tone of the market since our last report. Nearly all grades of Foundry and Forge Iron are very light, and prices are firm at quotations given below. The mills are all running full, and report plenty of orders for unmanufactured Iron. We quote as follows:

	No.		Mos
FOUNDRY.			
Hanging Rock Charcoal	1	29 00@30 00	4
Strong Neutral Coke	1	26 00@27 00	4
American Scotch	1	25 00@26 50	4
GREY FORGE.			
Neutral Coke	2	23 50@24 50	4
Cold Short	2	22 50@23 50	4
CAR WHEEL AND MALLEABLE.			
Hanging Rock Cold Blast	3	36 00@38 00	4
" Warm Blast	3	30 00@32 00	4
Lake Superior 1 and 2	3	32 00@33 00	4
Lake Superior 3 to 6	3	34 00@36 00	4
Southern Car Wheel	3	34 00@35 00	4

Anthracite Coal Tonnage.

THE production of anthracite coal during the month of October is officially reported as 2,686,053 tons, being an increase of 307,243 tons as compared with the same month last year.

Of that amount the Philadelphia & Reading carried 678,051 ; the Lehigh Valley, 549,562 ; the Central of New Jersey, 379,676 ; the Delaware, Lackawanna & Western, 411,266 ; the Delaware & Hudson Canal, 290,077 ; the Pennsylvania Railroad, 198,407 ; the Pennsylvania Coal Company, 144,878, and the New York L. E. and Western, 34,133 tons.

The total production of the year to November 1st, was 23,047,417 tons, an increase of 1,981,697 tons, as compared with the corresponding period of last year.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,326	141,653	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	174,351	209,112	221,801	221,748	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200.614	1,070,487	1,373.438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,613,000	1,874,000	2,068,000	2,063,000	1,855,000	2,059,000	2,293,000	2,514,000	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,7'4	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	771,466	768,897	750.359	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326 957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,767,900	2,020,200	2,105,217	1,820,600	1,490,329	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	2,217,711	2,305,703	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,610,846	1,326,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1.257,677	1,493,620	1,473,620	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,638,000	1,731,000	1,569,000	1,678,000	1,645,000	1,590,000	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232.146	218,093	236,995	251,013	300,833	345,047	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	367,397	355,182	605,708	.....	.....	.....
Cin., Ind , St. L. and Chicago:													
1880	155.697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	242,627	239,881	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	168,256	178,861	229,858	219,977	212,606	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349 410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	380,134	417,109	410,965	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,759	126,922	160,883	164,882	193,925	295,455	373,132	400,133	406,583	473,318	408,563	349,196	3,478,067
1881	307,476	317,681	398,493	433,218	514,767	584.230	548,284	606,193	620,643	665 686	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,061	206,735	191,317	179,396	224,312	228,081	233.448	242,214	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,003	194,949	198,110	215,308	202,567	313.433	.....	.....	.....
Houston and Texas Central:													
1880	319,041	272,791	237,745	247.807	188,120	195,329	227,679	289,360	409,367	478,099	432,475	443,165	3,740,998
1881	359,706	437,475	325,209	267,032	226,399	227,323	237,666	305,462	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,068	535,732	665,120	681,736	724,095	732,755	806,836	680,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	832,386	813 610	830,325	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	116,185	90,375	85,733	106,953	103,438	116,732	110,622	196,916	96,921	104,619	1,223,079
1881	90,283	83,261	102,359	103,555	102,630	96,586	83,761	117,956	195,307	181,674	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,329	772,537	827,088	931,910	1,000,326	953,086	949,184	9,491,345
1881	816,950	805,124	947,959	850,862	828,725	1,227,885	817,135	884,400	965,300	1,009,100	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	121,855	131,621	140,593	184,246	264,714	251,368	287.373	2,373,623
1881	218,243	211,353	226,398	164,027	145,416	132,693	131,009	159,348	209,044	252,921	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,155	151,594	169,326	167,473	178 266	182,087	175,996	2,049,448
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	172,121	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	219,891	205,056	219,885	230,709	215,491	210,856	198,108	2,396,302
1881	189,749	173,614	212,019	212,869	215,271	231,518	246,521	267,515	250,494	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,344	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443 437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	1,787,081	1,772,895	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,136	329.788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	467,173	465,588	487,287	440,811	498,008	429,565	.....	.....	.....	.....
Northern Pacific:													
1880	81,390	77,259	119,357	185,700	217,613	261,269	241,277	223,500	330,300	358,456	293,054	215,343	1,255,154
1881	109,805	79,976	142,835	214,755	299,880	368,276	404,180	411,624	490,096	565,485	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	331,034	308,699	347,532	392,737	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,323	343,742	350,585	291,669	303,849	276,522	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	826,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,668	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,641	197,470	174,502	175,864	173,148	213,955	267,319	277,817	310,581	290,329	226,063	2,698,371
1881	212.435	178,234	262,050	265,293	283,399	260,254	252,333	286,373	279,064	308,569	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	150,207	191,077	216,759	204,295	221,863	188,773	184,503	2,146,741
1881	169,458	170,418	201,009	194,776	163,285	165,896	158,674	179,495	187,299	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,923	490 195	451,560	408,241	349 053	353,484	442,555	565 869	671,219	688,365	636,725	655,100	6,258,41
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	622,529	690,400	719,239	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	243,407	272,089	282,579	274,188	345,057	300,675	297,640	3,157,744
1881	254,187	159,482	320,962	425,685	382,642	405,322	337,488	414,954	485,736	605,708	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,523	1,934,215	1,913,035	2,270,179	2,707,860	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,393,467	2,590,969	2,528,826	2,638,659	2,844,357	3,289,530	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759.451	979,629	892,024	946,773	953,468	1,066,742	1,189.478	1.178,950	1,501,203	1,131,787	1,050,816	12,428,113
1881	811,617	816,923	1,119,591	1 023,482	1,144,660	1,308,993	1,131,751	1,542,838	1,490 027	1,396,300	.....	.....	.....

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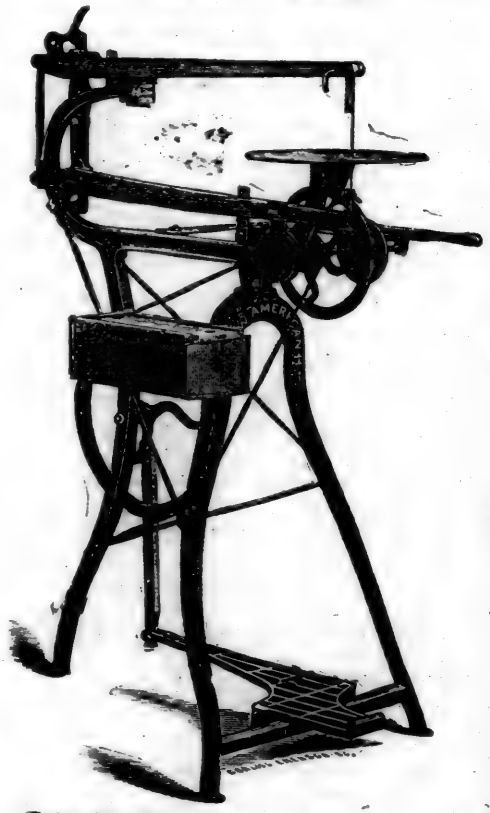
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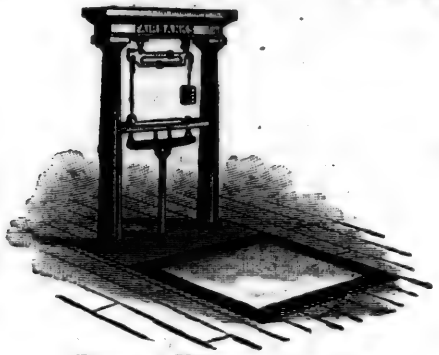
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SECOND QUARTO SERIES.—VOL. XXXVII., NO. 49.] NEW YORK, DECEMBER 3, 1881. [WHOLE NO. 2,380.—VOL. LIV.

The Waterways of New York.

A LECTURE was delivered on the 25th ult. at Chickering Hall, this city, before the American Geographical and Statistical Society, by Dr. Isaac I. Hayes, on "The Waterways of New York considered in Relation to the Transportation Interests of the State and the Commerce of the City."

The first point made by the lecturer was that the drift of commerce has in all ages been along the great waterways. The products of any region naturally were drawn out by way of the river that flowed through it, and large cities sprang up along its course. The Indus, the Euphrates, the Ganges and the great rivers of China, that support a population of 400,000,000 souls, were cited in this connection. There was one notable instance in history of the course of traffic crossing the natural channels of trade as it does in this country to-day. The instance referred to was the manner in which the Phœnicians pulled out the products of Asia by means of caravans traveling west, crossing the Euphrates and Tigris at right angles, and thus reaching the great cities, of which Tyre was the principal, and being shipped to Carthage, founded by these enterprising Phœnician traders. But the great natural law asserted itself in time. When the Arabian merchants crept round into the Persian Gulf and took the produce on board their proas up through the Red Sea to the Isthmus of Suez, the caravans were abandoned, the great cities built up through their traffic fell into decay, and a new series of commercial cities, with Alexandria at their head, grew up along the shores of the Mediterranean. Thus it appeared that the boy who asked his father why rivers always flowed past great cities opened up a very important truth. The most surprising example of the course of traffic running across the natural waterways was presented by the United States. The grain and other products of the vast region known as the Valley of the Mississippi, 924,000 square miles in extent, were being drawn eastward to New York instead of going down the Missouri or the Mississippi, as it might be expected to. New York was an artificial city — commercially speaking — and owed its commercial supremacy to the Erie Canal.

After a rapid survey of the construction of the Erie Canal, the lecturer described the villages that sprang up along its banks, and which, within the memory of a single generation, have grown to be the great cities of the Empire State. As these towns grew in importance, short railroads were built connecting one with another to take the traffic that overflowed from the canal, and to carry freight in winter when that was frozen. Running parallel with the canal, and owing their existence to it, these lines grew into the New York Central and Hudson River railroads of to-day; and if the Erie Canal were to be closed, the freight now carried by that road would be driven from our State into Pennsylvania, which had shorter routes to Chicago and could carry cheaper. The Erie Canal had passed through three distinct stages, the first being from the date of its completion until 1835, during which period it was only 4½ feet deep, intended to float vessels of 75 tons only; the second embracing the time from the year named until 1862, during which it was 7½ feet deep and 40 feet wide; the third stage, already partly entered upon, was the making of the canals free; and the fourth stage, yet in the future, would see them free ship canals, accommodating vessels of the largest tonnage. When the lecturer introduced in the State Legislature in 1878 resolutions looking to making the canals free, he was laughed at by everybody. However, he introduced them again unsuccessfully in 1879–80, and again last winter, when they passed both houses. As making them free necessitated an amendment of the constitution of the State, the question had to go before the people, and the fact that both the Republican and Democratic parties made "free canals" a plank in their platforms, the lecturer regarded as very complimentary to himself. "I think I might say at the risk of being thought conceited," he remarked, "that in the matter I have not only accomplished a purpose, but I have created a State policy.

Dr. Hayes argued that the recent improvement of the Mississippi by Captain Eads, which permits ships drawing thirty feet of water to enter the port of New Orleans, and the movement of grain down the river to that city in barges, for shipment thence direct to Europe, are indications that the products of the great wheat growing regions may follow the natural drainage, and that unless New York makes every effort to encourage commerce her supremacy will become a thing of the past. It was of vital importance to deepen and widen our canals to accommodate ships. In this connection he showed what would follow the completion of the Welland Canal. He deplored the lack of dock and warehouse facilities here. In London or Liverpool a vessel, after discharging her cargo, could be loaded with anything whatever in forty-eight hours direct from the warehouses lining the great docks. In New York a shipmaster had to run all over the city to get an assorted cargo. Boston had her Commercial wharf and her India wharf. Other Eastern cities had facilities. New York had none. Besides, the harbor fees and various other charges were too heavy, and tended to discourage owners of vessels from coming here. The lecturer in closing reflected somewhat upon the alleged lack of public spirit shown by the merchants of New York in grave matters of this kind. West street, he thought, should be lined with warehouses, and the street cars there should be replaced by a steam road connecting the various wharves. It too frequently happens that attention was devoted to trivial things which should be given to these important questions.

Railroads from the West to the Seaboard.

THERE are now being constructed east of Chicago six distinct sections of railroad under different organizations, which, when completed, are to form parts of new trunk lines between the West and the Atlantic. These, says the Commercial and Financial Chronicle, are already so far advanced that three of them will probably be completed and in operation during 1882, and all of them within two years from the first of January next. Three more termini will thus be made on the Jersey side of the Hudson river opposite New York City, doubtless with grain elevators and other facilities for the delievery of grain, provisions, cattle, &c., directly on vessels for Europe. These termini, all new for the above purposes, will be those of the New York, West Shore and Buffalo, near the end of their tunnel at Weehawken; the Delaware, Lackawanna and Western terminus at Hoboken, used hitherto only for their coal and passenger business, and the Central of New Jersey termini at Jersey City and Bergen Point, used heretofore for their passenger and coal traffic. Comparing the respective mileage of all the roads then to be worked, there should be the following:

From Chicago to Buffalo—Lake Shore and Michigan Southern, 540 miles; Michigan Central, via Detroit and the Canada Southern, 540 miles; Chicago and Grand Trunk with Grand Trunk of Canada, 531 miles; New York,

Chicago and St. Louis (approximate), 520 miles.

From Buffalo to New York—New York Central and Hudson, 440 miles; New York, West Shore and Buffalo (approximate), 425 miles; New York, Lake Erie and Western, 422 miles; New York, Lackawanna and Western with Delaware Lackawanna and Western (approximate), 415 miles.

From Buffalo to Boston—New York Central and Hudson with Boston and Albany, 500 miles; Boston, Hoosac Tunnel and Western with Fitchburg Railroad (approximate), 490 miles.

From Chicago to New York—Lake Shore and Michigan Southern with New York Central and Hudson, 980 miles; Michigan Central with Canada Southern and the New York Central and Hudson, 980 miles; New York, Chicago and St. Louis with New York, Lackawanna and Western (approximate), 935 miles; New York Chicago and St. Louis with New York, West Shore and Baltimore (approximate), 945 miles; Chicago and Atlantic with New York, Pennsylvania and Ohio, and New York, Lake Erie and Western, 974 miles; Chicago and Atlantic with New York, Pittsburg and Chicago and Central of New Jersey, 887 miles; Pittsburg, Fort Wayne and Chicago with Pennsylvania and leased lines, 912 miles,

The Baltimore and Ohio has its trains in and out of New York over the Pennsylvania Road on a traffic contract, and probably by 1884 will have secured other arrangements.

Enumerating the several lines according to their location, there is (1) the New York, Chicago and St. Louis, stretching from Chicago to Cleveland and thence to Buffalo; (2) the Chicago and Atlantic, from Chicago to Marion, Ohio, connecting there with the New York, Pennsylvania and Ohio; (3) the Boston, Hoosac Tunnel and Western, from Buffalo to Schenectady and thence to the Hoosac Tunnel; (4) the New York, West Shore and Buffalo, from Buffalo to Schenectady and thence to Weehawken; (5) the New York, Lackawanna and Western, from Buffalo to Binghampton, connecting with the Delaware, Lackawanna and Western; (6) the New York, Pittsburg and Chicago, from Marion, Ohio, to Wampum, Pa., and thence to Red Rank, connecting there with the Central of New Jersey system to New York. So far as yet known there has been no combination between any of the companies constructing the above-named roads. Only one of the new lines is a direct road from Chicago to Buffalo, but three of them run from Buffalo eastward.

The capital already raised, or definitely subscribed, for these six lines can hardly be less than $65,000,000, and yet it is a singular fact that there has been put on the market openly advertised for public subscription only $6,000,000 of bonds—those of the Chicago and Atlantic Road, which is built under the auspices of Erie as a Western connection. All the capital for the other roads has been raised by private subscriptions of capitalists, or, what amounts to about the same thing, through the intervention of construction companies, which take the securities of the respective roads that they are building.

What will be the trunk-line facilities on the first day of January, 1884, if all these roads are completed and in operation? There will be two important roads, under strong managements, added to the eastward lines from Chicago—the New York, St. Louis and Chicago, and the Chicago and Atlantic; three new lines will be added to the roads east of Buffalo—the Boston, Hoosac Tunnel and Western; the New York, West Shore and Buffalo, and the New York, Lackawanna and Western; one new line will be formed running from Marion, Ohio, to Red Bank, Pa.—the New York, Pittsburg and Chicago—connecting with the Central of New Jersey and its leased lines; three new termini for Western freights will be made on the Jersey shore, opposite New York City.

The Texas and Pacific and Southern Pacific Railroads.

The agreement in regard to the settlement of the disputes between the Texas and Pacific and Southern Pacific Railroad companies, and for the interchange of traffic and facilities, made between C. P. Huntington on one side, representing the Southern Pacific and the Galveston, Harrisburg and San Antonio Railroads, and their connections eastward as far as New Orleans, and Jay Gould on the other side, representing the Texas and Pacific, including its New Orleans connection, the St. Louis, Iron Mountain and Southern, the International and Great Northern, the Missouri, Kansas and Texas, and the Missouri Pacific railroad companies, was signed on the 26th ult. It provides that the tracks of the two systems shall be joined when they meet 100 miles or thereabouts east of El Paso, and both parties are to use the portion between the Junction and El Paso on equal terms, the Texas and Pacific reserving the right to run its own trains into El Paso on paying half cost of maintenance, taxes and interest on half cost of construction, $10,000 per mile. Through business is to be done on a pro rata basis by both companies, and this extends all the way to San Diego, Los Angeles and San Francisco, although the franchises of the Texas and Pacific were by its charter limited to San Diego; and the rates are to be as low between competitive points as by any of the other transcontinental routes. No discrimination is to be made by the Gould roads for or against any of the termini on the Mississippi or Gulf, either as to rates, time, or otherwise, or among the railroad lines eastward thereof, but east-bound unconsigned business for points reached by them in Northern Texas, Arkansas and Missouri is to be delivered to them at El Paso, or the Junction, as the case may be.

The agreement does not prevent or interfere with the competition of the Huntington road through Texas via San Antonio and Houston, but provides that after its completion the New Orleans and sea-borne business thereof shall be divided equally between the two lines and their connections, the Huntington road from Houston to New Orleans being accorded the privilege of using 80 to 100 miles of the Texas and Pacific nearest to New Orleans, when necessary, on the above terms.

The two systems of roads intersect and cross each other also at Houston, and between this point and Galveston they will use the Galveston road, running through trains if necessary. The through business to and from El Paso and the Pacific will be divided on the basis of one-third to the Texas and Pacific and its connections and two-thirds to the line via San Antonio, that being the shortest line.

In consideration for the privilege of using jointly the road into El Paso, and of a perpetual privilege into Los Angeles and San Francisco, as well as San Diego, equal to the most favored, the Texas and Pacific has relinquished its claim to the land-grant, right of way and franchises west of El Paso to the Southern Pacific companies. The Texas and Pacific engages not to extend its road west of El Paso so long as the covenants with the Southern Pacific are observed, and the Southern Pacific agrees not to parallel the Texas and Pacific east of El Paso or either of the roads mentioned, in Texas, Arkansas or Missouri.

The usual provision is made for arbitration between any of the parties for the settlement of disputes, and the respective superintendents are to carry out the details of the arrangements as to interchange of traffic and the rates of compensation.

The junction with the Texas and Pacific will take place about December 1, at Sierra Blanca Springs, in Western Texas. The lower line across Texas will not be opened before June or July next. Through trains will commence running between New Orleans and El Paso, and St. Louis and El Paso, about January 1. The distance from New Orleans by either line to El Paso is nearly 1,200 miles; to Memphis about the same. From St Louis to El Paso is 150 miles further; from El Paso to San Francisco is 1,285 miles.

Ericsson's Torpedo Boat.

A trial was made on the 14th ult. in the presence of General Grant, Secretary Hunt, Chief of Engineers Loring Henderson, U. S. N., and a dozen other distinguished officers and public men, of Ericsson's new torpedo boat, the Destroyer. The novel feature of this boat is the submerged gun, which discharges a torpedo with unerring certainty through the water four hundred feet in three seconds, with twelve pounds of powder. The experiment was pronounced a success by all who witnessed it. It was the 52d time the gun had fired the projectile, and at no time since the boat has been put in working order has it failed with the same charge to throw a dummy torpedo 400 feet in three seconds or less. It was thought to be an impossibility to operate a gun constructed on such principles and with a submerged muzzle, and astonishment was depicted on every countenance when they saw the projectile rise to the surface beyond the target after having traversed the distance from the muzzle of the gun and through the netting without making even the faintest ripple on the surface. A fleet of cruisers with a couple of these destroyers on board, ready to launch at a moment's notice, could bid defiance to the most powerful iron-clad fleet in the world.

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RAILROAD LEGISLATION AND THE PEOPLE.

WITHIN the next few weeks the legislatures of the various States will be in session, and the usual amount of ambitious display will be made concerning the introduction of novel and original ideas, much-worn hobbies, and world-revolutionizing theories, in the form of bills, upon which the newly constituted law makers will be expected to take wise action. Prominent among these subjects to be struggled over will be an abundance of measures ostensibly recommended for the benefit of the people and for the judicious management of railroads, which institutions afford a favorite field for exhibitions of devotion to the welfare of the masses and a luminous display of legislative lights that, without this golden opportunity, might long be hidden under the merciful bushel. A plea for less legislation through less frequent sessions of the law makers is not untimely; but the cause aimed at is more deserving than the means appear to be practical. The unwise acts that have already been passed, and that have proven themselves to deserve undoing, are so numerous that as many sessions as possible are advisable just now in some of the States to undo the evils of former work. The trouble with this standpoint, however, is that each new session is more absorbed in adding to the accumulation of useless laws than in weeding them out from the statutes.

The age of progress demands from the ambitious legislator the advancement of new ideas, and the opportunity being given him, he is not loth to make the most of it. He may know nothing of railroad management or railroad needs, or how they can best serve their owners and the people, but he may think he does, and he is quite certain to have a friend among his constituents who has an idea of his own to be presented or an axe to be ground, and this friend is powerful in his influence and in his pockets.

Aside from all direct mercenary motives it must be admitted that the old prejudice and jealousy concerning strong corporations or the individual accumulation of wealth is increasing, and the tendency of this is to lead ambitious and unprincipled men to fan the flames to a more threatening glow even though their advancement be through the elements upon which the worst forms of communism are based. Overlooking the fact that the rich and the poor, the strong and the weak have rights alike that are entitled to respect and protection, they take advantage of this old-time prejudice and attack with unreasoning bitterness the rights of corporations upon whose skillful management in so many cases depend the development, the comfort, and even the honorable existence of the people, whose interests they assume to represent. This prejudice against corporations is apparent enough, and its existence is a freely admitted fact that is recognized and frequently illustrated in courts of justice. The schemers in politics know only too well how to use it for selfish purposes, and the result is seen in the attempts that are made to cripple by legislation the very institutions upon which the prosperity of the people and the strength of the nation depend.

Just and wise legislation is not opposed by worthy managers of reliable corporations. Such men are far sighted enough to see and public spirited enough to recognize that whatever benefits the country in which their property lies, and the people who use it or are employed upon it, it is for their interest to promote and encourage. It is the petty restrictions and prejudiced theories concerning the management of their property that they object to have forced upon them by those who know nothing of the numberless details and complications that skillful managers have constantly to meet and adjust, promptly and with a discretion that can be attained only by years of practical experience. How to legislate less is a subject that is entitled to a careful consideration among those who have laid out for their winter's contemplation and adjustment the problem of harmonizing the relations between the people and the railroads which serve them. The people, especially those in the great commercial centers who take an interest in local development, will become convinced after a while that their supposed representatives are not in all cases free from prejudice, and that their theories are not always backed by needed knowledge and disinterested motive. Too much clamoring in legislative halls this winter will hasten this growing conviction, and a result of it may be that the people will demand that all important enactments affecting their relations with corporations shall be submitted to a direct popular vote. There may be no safer or more satisfactory way to prevent the undue accumulation of injudicious and poorly understood laws affecting the mutual interests of the railroads and the people.

An Action for Usury will not Lie against a National Bank.

A decision has just been rendered by the United States Supreme Court in the case of the appeal of Dr. J. B. Stark from the decision of the District Court at Williamsport, Conn. The suit involved a matter of some $18,000, the plaintiff being the Second National Bank of Wilkes Barre. Mr. Stark had indorsed certain notes, and the drawee having failed, proceedings were instituted against the indorser, who, in defence, alleged usury on the part of the plaintiff. The judgment of the District Court was against Mr. Stark, on the ground that a charge of usury could not be maintained against National Banks in Pennsylvania under

the 30th section of the National Banking Act, as many of the State Banks had the right to issue currency under their charters and to charge discount rates ranging from 6 to 10 per cent, and in some cases even more than this. The judgment of the District Court has now been affirmed by the highest court of appeal. The question is similar to that involved in the case of Tiffany vs. the National Bank of Missouri, 18th Wallace, 409, and decided by Mr. Justice Strong. It contains a principle of great importance to business men generally, and establishes the fact that he who contracts with a National Bank for a high rate of interest cannot escape the obligations by raising the question of usury.

American vs. English Railway Carriages.

THE London Spectator, in referring to the murder of Mr. Gold in an English railway carriage, points out what is obviously true—inasmuch as such murders do not take place in any other country—that prevention is perfectly possible, as soon as the English traveling public becomes convinced that the chance of being killed by ruffians like Lefroy is too serious a risk to be taken for the mere sake of enjoying the luxury of escaping the eye of one's fellow-passengers. The Spectator says :

"It cannot be the railway companies who are responsible for this, inasmuch as it is plainly to their interest to fill their carriages as much as possible. Traffic managers would like, if they only dared, to go on the plan of the great French lines, and put on no more carriages than are wanted to carry the passengers actually traveling by that particular train. It would be quite possible, however, without crowding the carriages more than is done at present, to so construct them as to make it necessary for a man who meditates committing murder or robbery to be not merely alone with his victim in a compartment, but alone with him in a carriage. In the great majority of cases this would be a complete security against the commission of crime ; but up to this time, it is safe to say that the provision of such a security would make a railway company most unpopular. This prejudice on the part of passengers has nothing to do with physical comfort. That may be secured, if the carriage is properly built, though every inmate of the carriage is under the eyes of fifteen fellow-passengers. It is the very fact of being under their eyes, or even in a position where their eyes may possibly be brought to bear upon him, that an Englishman seems to dislike. Whether this feeling will prove superior to the alarm evoked by Mr. Gold's murder we will not undertake to say ; but we shall not be surprised if the lesson is quickly forgotten in presence of the charm which our countrymen find in the prospect of there being only two passengers in a space constructed to carry six or eight."

The Evening Post, in commenting upon the above, says that the introduction of the Pullman cars in England will put this matter to the test. Blood is thicker than water, and both branches of the wonderful Anglo-Saxon race have become recently fond of exulting together over their common traditions, ancestry, language, customs and law ; but with regard to railways they are still very far apart. The charm which the Englishman finds in the prospect of there being only two passengers in a space constructed to carry six or eight, though its nature may be intellectually apprehended by the American, has never fascinated him to the degree of inducing him to like or even tolerate the English railroad carriage in this country. This may be due in part to the generally great length of American railway journeys ; close confinement, which is endurable enough for a few hours, becoming insufferable if it is protracted for a whole day ; but even for short distances, where the English system has been tried, the Pullman car has generally in the end triumphed over its rival. The American system, which is based on a gangway extending through the entire length of the car, is open to the objection that it renders possible the "raiding" of entire trains by gangs of robbers like the "James" boys, which is an unknown danger in England. Such raids, however, can be prevented by efficiently policing the cars, while murders like that committed by Lefroy will inevitably take place, as the Spectator says, as long as the charm of comparatively solitary traveling outweighs the fear of the risks to which it exposes the traveler.

CONSTRUCTION.

THE shareholders of the Chester, Iron Mountain and Western Railroad Company have determined to proceed at once with the building of the road. Bonds to the amount of $2,500,000 have been subscribed, and the surveys, plans and specifications are all completed and the surveys placed on file. The officers of the company are : J. Wyman Jones, of New York, president ; C. B. Cole, of Chester, Ill. vice-president ; Newton Crane, of St. Louis, secretary, and Nathan Cole, of St. Louis treasurer.

THE Henrico Coal Company, of which Hon. W. H. Barnum, of Connecticut, is president, have built a line of road 6½ miles long from their mines at Deep Run, in Henrico county, to Lorraine Station, on the Richmond and Allegany Railroad. This completes a connection between the Richmond and Allegany and the Richmond, Fredericksburg and Potomac Railroads, the coal company having already a line four miles long to Hungary Station, on the latter road

THE work of grading the extension of the double track of the West Jersey Railroad, from Wenonah to Glassboro, is now in progress, and is to be completed, ready for laying the track, in about two months, and the track is to be completed about the first of March. This will complete a continuous double track from Camden to Glassboro, a distance of 17½ miles.

IT is officially stated that Swedesboro' branch of the West Jersey Railroad is to be extended to Woodstown, by joint subscription of the West Jersey road and the residents of Woodstown. The right of way has been contracted for, and it is thought probable that the work will proceed at an early day.

THE track has been laid on the New York, Texas and Mexican Railroad from Rosenberg Junction to East Bernard, a distance of fifteen miles. The track is being laid at the rate of a mile per day, and the road is expected to be completed by March, 1882. A force of eight hundred men is now employed along the route.

THE construction of fifty miles of road for the Chicago, Burlington and Quincy Railroad Company, east from Denver, has been let to Chicago parties, who were to have commenced work on the 1st of December. The work will, it is expected, be finished by the first of next May.

THE Danbury and Norwalk Railroad Company is now having surveys made for the contemplated extension of the road to Wilson's Point. It is under the direction of D. George Ferris, of Watertown, N. Y.

HUGH BURNS, of San Antonio, Texas, has the contract for grading 40 miles of the Trinity and Sabine Branch of the International and Great Northern Railway commencing near Palestine, the work to be completed in five months.

IT is proposed to build a narrow gauge railroad from Woodbridge, San Joaquin county, Cal., to Brack's Landing, on the Mokelumne river, a distance of six miles.

THE Monongahela Navigation Company will receive sealed proposals until the 22d inst. for the building of lock and dam No. 7, located on the Monongahela river, 84 miles above Pittsburg.

A CONTRACT has been made with Mr. Braken, of Barker, Penn., for the completion of the Pittsburg and Western narrow gauge Railway to Foxburg, the work to be completed by the 1st of February.

THE Danville and New River Railroad was formally opened on the 29th ult. to Cascade, 22 miles from Danville, Va.

A BRANCH of the Lehigh Valley Railroad was opened to Clinton, Hunterdon county, N. J., on the 22d inst.

GRADING on the East Line Narrow-gauge railroad extension from Greenville, Texas, to McKinney has commenced.

GROUND was broken on the 22d ult., on the Duluth and Winnipeg Railroad about 1½ miles from Duluth.

IT is expected that the Leavenworth, Topeka and Southwestern Railroad will be completed to Topeka, Kansas, by the 18th of April next.

INCORPORATION.

ARTICLES of incorporation of the Chicago, Missouri and Kansas Railroad Company were filed at Topeka, Kansas, on the 23d ult. The road is to run from a point on the Missouri River in the County of Saline, Mo., to the west line of the State of Kansas, with a branch to Dodge City, the estimated length to be 600 miles. The company's headquarters will be at Oswego, Kan. The capital stock of the company is $15,000,000. The Directors are : A. A. Harris, Fort Scott; B. F. Hobart, C. M. Condon, F. A. Bitters and C. B. Sperry, of Oswego, Kan.

A CHARTER has been issued at the State Department, Harrisburg, Pa., to the Conewago and Clarion Railroad Company, with a capital of $1,000,000. The road will run from a point on the south bank of the Clarion river, in Jefferson county, where the Mahoning and Susquehanna railroads intersect, to Warren, Pa. The directors are Lieutenant-Governor Charles W. Stone, Henry E. Brown, William H. Copeland, Henry J. Miller, of Warren, and C. Powell,

Karr, B. F. Reifsmider and Theodore E. Smith, of New York.

A CHARTER was granted at Harrisburg, Penn., on the 23d ult., to the Ohio River and Lake Erie Railroad Company, which proposes to build a line from the vicinity of Sharpsville, Mercer County, to Girard, Erie County. It is to be 60 miles in length. The capital stock is $300,000. It is designed by the company to make a connection with the New York, Chicago, and St, Louis Railroad at Girard.

THE charter of the Guideau Springs Railroad Company was filed in the office of the Secretary of State of Kansas on the 22d ult. The company propose to build a railroad from Arkansas City, Cowley County, Kan., by way of Mineral Springs, to Dodge City, Kan. The length of the line will be about 200 miles. The capital stock is $300,000. Guideau Springs will be the headquarters of the road.

ARTICLES of association of the New York, Indiana and Western Construction Company were filed at Indianapolis, Ind., on the 25th ult. The object of the company is to take contracts for the construction and equipment of railroad lines. The capital is $500,000. The Directors are A. J. Hadder, J. T. Brady, R. H. Lee, John Byrne, and F. Vanderperrin.

THE Incline Plane Passenger Railroad Company of Pittsburg, Pa., has been granted a charter. The road will be two miles in length. The capital is $20,000. The Directors are: John F. Cinley, J. Guy McCandless, Thomas McMichael, A. E. McCandless and Geo. Linderman.

ARTICLES of incorporation of the Santa Martha Railroad Company were filed with the Secretary of State at Albany, N. Y., on the 26th ult. The road is to be built in the United States of Colombia. The capital is $2,500,000.

THE Syracuse and Ontario Railroad Company filed articles of incorporation at Albany, N. Y., on the 28th ult. Capital $400,000. Length of road 23 miles.

CONSOLIDATION.

ARTICLES of agreement and consolidation of the Olean Railroad Company, the Friendship Railroad Company, and the Allegany Central Railroad Company were filed with the Secretary of State of New York on the 23d ult. The corporate name of the consolidated company will be the Allegany Central Railroad Company. The capital stock is $1,000,000, consisting of 10,000 shares. The officers are: President, Frank E. Smith; Vice President, Archer W. Martin; Secretary and Treasurer, Charles E. Kimball.

ARTICLES of consolidation were filed at Albany on the 29th ult. of the Rochester and Pittsburg, the Rochester and Charlotte, the Buffalo, Rochester and Pittsburg the Great Valley and Bradford, the Bradford, and State Line, and the Pittsburg and New York Railroad Companies The name of the consolidated company is the "Pittsburg and Rochester Railroad Company." The capital stock to $10,000,000. Wallston H. Brown, of New York, is President.

ORGANIZATION.

THE directors of the Wilmington and Weldon Railroad Company, elected on the 22d ult., are: Thomas C. Jenkins, B. F. Newcomer, H. B. Plant, A. J. De Rosset, George Howard, W. T. Walters, S. M. Shoemaker, Donald MacRae, E. B. Borden, W. H. Willard. The directors of the Wilmington, Columbia and Augusta Railroad Company, elected on the same day, are: W. T. Walters, S. M. Shoemaker, B. F. Newcomer, George C. Jenkins, Enoch Pratt, J. C. Cameron, George S. Brown, H. B. Plant, R. R. Bridgers, H. B. Short.

AT the annual meeting of the stockholders of the New York, Lake Erie and Western Railroad Company, held on the 29th ult, the following directors were chosen for the ensuing year: Theron R. Butler, Charles Dana, Thomas Dickson, Harrison Durkee, R Suydam Grant, Jacob H. Schiff, Solomon S. Guthrie, Hugh J. Jewett, John Taylor Johnson, William Mertens, Edwin D. Morgan, Cortlandt Parker, F. N. Drake, Homer Ramsdell, Henry G. Stebbins, William L. Strong, J. Lowber Welsh.

PERSONAL.

GEORGE O. MANCHESTER has been elected General Manager of the Leavenworth, Topeka and Southwestern Railroad.

C. C. GALE has been appointed Superintendent of the Indianapolis division of the Cleveland, Columbus, Cincinnati and Indianapolis Railway, with John Ewan as Assistant Superintendent.

A. A. HOBART has been appointed Superintendent of the Chicago division of the Wabash, St. Louis and Pacific railway.

L. G. CANNON, of Indianapolis, Ind., has received the appointment as General Freight and Ticket Agent of the Chicago, Texas and Mexican Centra railway, headquarters Dallas, Texas.

THE President has approved the report of H. H Gorringe, Thomas T. Minor and C. W. Slogle, Government Commissioners appointed to examine a section of 200 miles of the Northern Pacific Railroad, recently completed in the Territories of Washington and Idaho.

INTEREST AND DIVIDENDS.

THE directors of the New York, Lake Erie and Western Railroad Company at their meeting on the 29th ult., declared a dividend of six per cent on the preferred stock, and ordered the payment of six per cent interest on the income bonds, both dividend and interest payable January 16, 1882. This is the first dividend declared by the company since its reorganization is 1878.

THE directors of the Lehigh Coal and Navigation Company have declared a dividend of two per cent, payable December 3.

THE Delaware and Hudson Canal Company have declared a quarterly dividend of 1¾ per cent, payable December 10.

THE Boston and New York Air Line Railroad Company have declared a quarterly dividend of one per cent on the preferred stock, payable December 1.

THE American Express Company have declared a dividend of three dollars per share, payable January 3, 1882.

THE Northern (N. H.) Railroad Company have declared a dividend of $3 per share, payable December 1.

THE Boston and Albany Railroad Company have declared a quarterly dividend of $2 per share, payable December 31.

THE Union Pacific Railway Company have declared a quarterly dividend of 1¾ per cent, payable January 2, 1882.

SEMI-ANNUAL dividends of three per cent have been declared on the capital stocks of the Wilmington and Weldon and Wilmington, Columbia and Augusta Railroad Companies.

Feeding and Watering Cattle in Transit.

THE plan of the Humane Live Stock Express Co. for feeding and watering cattle in transit without removal from the car is being taken up and adopted on several of the leading cattle-carrying railroads, and it will not be long before there will be a route from the West which can assure dealers and the public that the live stock carried over it will be fed and watered at regular intervals The demand for the humane treatment of cattle in this respect has increased as the subject has been more and more fully considered during the past year, and its importance in its commercial and sanitary relations more fully realized. Railroad managers have been called upon to respond to this demand, and have given much attention to it. Special cars for cattle have not been looked upon with favor by them generally, though there has been much experimenting in this direction. The plan now so prominently before them, however, does away with all need of special stock cars, the ordinary car being used, with the simple alteration of placing on hinges one or two boards in the sides of the car for the insertion of the feed. The simplicity of the device has given it great favor among practical railroad men and shippers, while some of our leading public men and capitalists, looking at the subject chiefly in its bearings upon our export trade and general commercial relations, have heartily and substantially endorsed it. Work is already under way for the manufacture and erection of several of these stations, and arrangements are being expedited as fast as possible for having a through line of them in operation between the West and Eastern seaports. With this effected the demand which has been made by the public, from a humane standpoint and the economical requirements of the subject, would seem to have been fully met. One of the stations will be in operation in a stock yard int he vicinity of this city within a few days, when those especially interested will have an opportunity of examining the device, a very clear idea of which, however, is given by a model in the office of the company, in the United Bank Building, corner of Wall street and Broadway.

CHAIRS IN RAILWAY STATIONS.—It has been suggested, and not without good reason, that in station houses along the several railroad lines, there should in cold weather be loose chairs in the room assigned for ladies. Not a few ladies arrive at a station long before a train starts, and frequently they have cold or wet feet. If they stand before one of the tall red-hot stoves in order to warm or dry their feet, their faces are likely to be scorched. If they had chairs, and men were not allowed to appropriate them, they could sit far enough away from the stove to save their faces, and at the same time could put their feet toward the heat.

New York Lake Erie and Western Railroad.

THE following is a synopsis of the report of the New York, Lake Erie and Western Railroad Company for the fiscal year ending September 30, 1881, which was presented at the annual meeting of the stockholders held on the 29th ult.

The gross earnings arising from the operation of the road, its branches and leased lines for the fiscal year were		$20,715,605 18
Working expenses		13,256,230 06
Net earnings from traffic		$7,459,375 12
To which add income from other sources.		844,305 96
Total		$8,303,681 08
Less interest on funded debt.	$4,148,745 50	
Rentals of leased lines and other charges	2,267,517 84	6,416,263 34
Surplus for one year		$1,887,417 74

This amount, together with $1,193,582.22 received from other sources, making in all $3,080,999.96, has been applied mainly to improvements of the road and property and to the acquisition of equipment and real estate, as will appear in detail in the reports of the Vice-President and Auditor.

The working expenses have been 64 per cent of the earnings—an increase of 2 per cent over the previous year, but a decrease of 6 per cent from 1879. This increase of 2 per cent is accounted for by the large increase in our traffic at reduced rates and the increased cost of labor and material.

The increase in the tonnage, other than coal, over the previous year, was 919,655 tons; in the tons transported one mile, 121,079,362 tons; but the earnings from this source decreased $73,349.13, owing to the decreased rates received, being but 789-1000 cents per ton per mile, against 869-1000 cents in the previous year.

This is due to the long and fierce competition for business which has existed between the different lines, and which has resulted in lower rates for transportation than have been reached in many years.

Had we received the rates of 1880 for this traffic we would have earned an additional sum thereon of $1,125,548.22, and our percentage of operating expenses would thereby have been reduced to 60 7-10 per cent.

The increase in coal tonnnge over the previous year was 1,451,276 tons; in the tons transported one mile 142,203,398 tons; in the earnings, $1,661,810.41; and in the rate per ton per mile 107-1000 cents, being 845-1000 cents against 738-1000 cents in the previous year, a result which is very gratifying.

The increase in total tonnage over the previous year was 2,370,931 tons; in the tons transported one mile, 263,282,760 tons; in the earnings, $1,588,461.28; but the rate per ton per mile decreased 031-1000 cents, being 805-1000 cents against 836-1000 cents in the previous year, and 1 209-1000 cents in 1875, a decrease from the latter year of 33.4 per cent.

The increase in the number of passengers carried, over previous year, was 652,727; in the number carried one mile, 29,023,586; in the earnings, $358,315.85; but the rate per passenger per mile decreased 25-1000 cents, being 2 016-1000 cents against 2 041-1000 cents in the previous year.

The total increase in the gross earnings of the road, its branches and leased lines, including express, mails, &c., over previous year, was $2,022,496.32; in the working expenses, $1,612,304.71, and in the net earnings, $410,191.61.

The increase in the freight-train mileage over the previous year was 940,185 miles; in the passenger-train mileage, 196,173 miles, and in the switching-train mileage, 437,498 miles.

The earnings per freight-train mile were $1.75, against $1.76 in previous year. Expenses per freight-train mile, owing to increased load, $1.15, against $1.12 in previous year. Profit, 60 cents per freight-train mile, against 64 cents in previous year.

The earnings per passenger-train mile were $1.32, against $1.28 in previous year. Expenses per passenger-train mile, 79 cents, against 75 cents in previous year. Profit, 53 cents per train mile, same as in previous year.

The average freight-train load was 218 tons, against 210 tons the previous year, and 134 tons in 1875, an increase over the latter year of 62.7 per cent. The average number of passengers per train was 58, against 55 the previous year, and 48 in 1875, an increase over the latter year of 20.8 per cent.

The expenses per ton per mile were 529-1000 cents, against 534-1000 cents in previous year, and 958-1000 cents in 1875, a decrease from the latter year of 44.8 per cent. The expenses per passenger per mile were 1 372-1000 cents, against 1 361-1000 cents in previous year, and 1 950-1000 cents in 1875, a decrease from the latter year of 29.6 per cent.

Propelling Cars by Springs.

A COMPANY was organized in Camden, N. J., on the 21st ult., under the corporate name of the "United States Spring Car Motor Construction Company," with a capital of one million of dollars. The following are the officers elected: President, Hon. George W. Savage, of Rahway, N. J; Vice-President, Edward W. Patton, member of Select Council, Philadelphia; Treasurer, Frank R. Walton; Secretary, E. P. Michener; Assistant Secretary, J. H. Rowley. The object of this company is to apply a new propelling power to the running of cars on streets and elevated railroads. The motor to be used is obtained from a series of coil springs of from four to eight horse power each. The springs are wound around a cylinder similar to a clock, and propel the cars when unwinding. It is said that fair tests have been made, and the success is satisfactory. The company have purchased of Samuel Austin and R. Steel the patents obtained by them for cars to be propelled by springs. A large factory in Philadelphia has been obtained, in which the springs are being made. It is said by the officers of this company that in less than three months their first cars will be exhibited on the street railways.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending November 19, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad	194,174	7,770,138	6,940,734
Schuylkill Canal	21,685	562,122	515,421
Lehigh Valley	145,785	5,575,374	4,553,120
Delaware, Lackawanna and Western	101,466	3,790,548	3,123,352
Shamokin	18,575	951,575	818,879
Central R. R. of New Jersey	109,616	3,911,499	3,371,852
United R. R. of New Jersey	34,853	1,385,728	1,015,088
Pennsylvania Coal	35,129	1,255,359	1,002,570
Delaware and Hudson Canal	85,870	3,185,699	2,076,594
Huntingdon and Broad Top Mountain	9,868	467,266	383,283
Penn. and New York	32,641	1,470,493	1,105,405
Clearfield, Pa	48,651	2,124,395	1,505,422

The total tonnage of anthracite coal from all the regions for the week ending Nov. 19, as reported by the several carrying companies, amounted to 691,199 tons, against 649,785 tons in the corresponding week last year, an increase of 41,414 tons. The total amount of anthracite mined for the year is 25,123,229 tons, against 20,982,176 tons for the same period last year, an increase of 4,141,053 tons. The quantity of bituminous coal sent to market for the week amounted to 107,373 tons, against 100,696 tons in the corresponding week of last year, an increase of 6,677 tons. The total amount of bituminous mined for the year is 4,395,119 tons, against 3,840,424 tons for the corresponding period last year, an increase of 554,695 tons. The total tonnage of all kinds of coal for the week is 798,572 tons, against 750,481 tons in corresponding week last year, an increase of 48,091 tons, and the total tonnage for the coal year is 29,418,348 tons, against 24,822,600 tons, same date last year, an increase of 4,695,748 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending November 19 was 191,368 tons, of which 143,792 tons were coal and 47,576 tons coke. The total tonnage for the year thus far has been 8,036,608 tons, of which 5,927,749 tons were coal and 2,108,859 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended November 19 were 57,373 tons, and for the year to that date 1,929,593 tons, a decrease of 19,164 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 34,875 tons; year, 1,227,604 tons; increase compared with 1880, 110,665 tons; Chesapeake and Ohio Canal—week, 17,915 tons; year, 449,698 tons; decrease compared with 1880, 142,068 tons. Pennsylvania Railroad—week, 4,327 tons; year, 249,580 tons; increase compared with 1880, 47,856 tons. The Reading Railroad shipment for last week, ending November 26, was 180,000 tons, of which 34,600 tons were sent to and

36,500 tons shipped from Port Richmond, and 17,000 tons sent to and 17,500 tons shipped from Elizabethport.—*Phil. Ledger, Nov. 28.*

Philadelphia and Reading Companies.

The following is the comparative statement of the Philadelphia and Reading Railroad Company and the Philadelphia and Reading Coal and Iron Company for the month of October, 1881 and 1880:

	1881.	
GROSS RECEIPTS.	*Profit for mo.*	*Year to date.*
Railroad traffic	$803,015.49	$7,531,268.72
Canal traffic	48,772.90	341,023.20
Steam colliers	32,629.70	249,980.45
Richmond coal barges	1,413.698	2,407.83
Total Railroad Co	$885,931.78	$8.124,680.20
Reading Coal & Iron Co	146,434.00	971,262.74
Total of all	$1,032,265.78	$9,095,942.04
TONNAGE & PASSENGERS.	*Month.*	*Year to date.*
Tons of coal on railroad	812,499.14	7,246,375.13
Tons of merchandise	648,709.06	6,060,535.13
Passengers carried	990,691	9,692,462
Coal transp by stm colliers	49,461.00	510,341.00
TONS OF COAL MINED.		
By Coal and Iron Company	420,115.17	3,516,216.03
By tenants	147,027.12	1,336,967.11
Total mined from lands owned and controlled by Co. and from leasehold estates	567,143.09	4,853,183.14

	1880.	
GROSS RECEIPTS.	*Profit for mo.*	*Year to date.*
Railroad traffic	$807,933.86	$7,138,672.14
Canal traffic	68,692.12	336,276.32
Steam colliers	25,696.51	186,955.43
Richmond coal barges	785.96	701.25
Total Railroad Co	$903,108.45	$7,662,605.14
Reading Coal & Iron Co	140,758.71	373,955.64
Total of all	$1,043,867.17	$8.036,560.78
TONNAGE & PASSENGERS.	*Month.*	*Year to date.*
Tons of coal on railroad	719,415.11	6,410,004.04
Tons of merchandise	527,944.12	5,409,398.12
Passengers carried	921,470	9,048,277
Coal transp by stm colliers	44,388.00	498,916.00
TONS OF COAL MINED.		
By Coal and Iron Company	361,198.15	1,096,722.15
By tenants	133,493.02	1,096,722.15
Total mined from lands owned and controlled by Co. and from leasehold estates	494,691.17	4,163,325.04

Total of both companies for month of October, 1881: Gross receipts, $3,431.621.54; gross expenses, $2,399,355.76; profit, $1,032,265.78.

South Carolina Railroad.

At Charleston, S. C., on the 26th ult., Judge Bond, sitting in chambers as of the U. S. Circuit Court, signed final orders for the settlement of the case of Calvin Clafflin and others against the South Carolina Railroad Co. and others. In 1878, after an extended argument before Judge Bond, he decided that the road should go into the hands of a receiver. It was sold last July under directions of commissioners appointed by the court for $1,275,000, and purchased by a committee of the bondholders, to which purchase objection was made. A new company was formed bearing the name of "The South Carolina Railroad Co.," with John S. Barnes, of New York, president; James J. Higginson, of New York, vice-president; Francis A. Stout, Samuel Sloan, Wm. H. Bramley, Geo. W. Dillaway, and Edward E. Chase, directors.

The counsel present, representing the different parties, Hon. Henry Buist, Gen. B. H. Rutledge, C. H. Simonton, Samuel Cord, Jr., D. J. Corbin, (attorney of the receiver of the road, John H. Fisher,) all of South Carolina; Archibald Stirling, Jr., of Baltimore, and Hon. S. T. Shearman, of New York. Judge Bond signed orders confirming the compromise made with the syndicate, directing the transfer of the road to the new company, and fixing the expenses of the sale. The road extends from Charleston, S. C. to Columbia, S. C., and to Augusta, Ga.

Cincinnati Iron Market.

OFFICE OF E. L. HARPER & Co.
Cincinnati, Nov. 29, 1881.

The general features of the market continue the same as noted in our previous report. Stocks in the hands of sellers are light, prices strong, and the demand fully up to the supply. The Rolling Mills here are all busy, and report more than the usual quantity of orders coming in daily for this season of the year. The same can also be said for the Iron Foundries and Machine Shops. We quote as follows:

	No.			Mos
FOUNDRY.				
Hanging Rock Charcoal	1	29 00	@30 00	4
Strong Neutral Coke	1	26 00	@27 00	4
American Scotch	1	25 00	@26 50	4
GREY FORGE.				
Neutral Coke		23 50	@24 50	4
Cold Short		22 50	@23 50	4
CAR WHEEL AND MALLEABLE.				
Hanging Rock Cold Blast		36 00	@38 00	4
" Warm Blast		30 00	@32 00	4
Lake Superior 1 and 2		32 00	@33 00	4
Lake Superior 3 to 6		34 00	@36 00	4
Southern Car Wheel		34 00	@35 00	4

Pennsylvania Railroad.

The statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for October, 1881, as compared with the same month in 1880, shows

A decrease in gross earnings of	$209,743
An increase in expenses of	123,619
A decrease in net earnings of	$333,362

The ten months of 1881, as compared with the same period in 1880, show

An increase in gross earnings of	$2,414,885
An increase in expenses of	1,778,744
An increase in net earnings of	$636,141

All lines west of Pittsburg and Erie for the ten months of 1881 show a surplus over liabilities of $2,743,213, being a gain, as compared with the same period in 1880, of $228,478.

Value of a Limited Ticket.

The following decision, rendered at Greenwich, Conn., on the 24th ult., will be read with interest by many people, as the question arising has often been discussed, but not hitherto decided by the courts. It appears that in the summer of 1878 Mr. Shelbourne bought a ticket from New York to Boston, by way of the Sound steamers. The ticket read: "From New York to Boston via Norwich Line. Only on a steamer leaving pier No. 40 North River, New York, and connecting therewith. No stop-over allowed." He left the boat at Norwich and remained two or three days. When resuming his journey he offered his limited ticket. The conductor refused it, and on Mr. Shelbourne's refusing to pay for any other ticket or his fare he was ejected from the cars at Putnam and arrested for evading payment of fare. Mr. Shelbourne at once brought suit against the New York and New England Railroad, claiming that his ticket was good, and asking heavy damages. The case was decided against Mr. Shelbourne. The court held that a limited ticket is worthless except for the trip specified on its face.

Northern Central Railway.

The Northern Central Railway Company furnishes the following comparative statement of its gross earnings and operating expenses for the month of October:

	1881.	1880.
Gross earnings	$449,663.57	$512,917.59
Operating expenses	370,322.14	263,241.27
Net earnings	$79,341.43	$249,676.32
	1881.	1880.
Gross earnings	$4,479,916.64	$4,097,023.13
Operating expenses	3,152,109.32	2,682,413.30
Net earnings	$1,327,807.32	$1,414,609.13

Unique Pay Car.

There is in course of construction at the Lehigh Valleys Co.'s shops at Packerton, Penn., a pay car which, when finished, will be one of the most complete cars for that purpose in the State. It is of the usual dimensions of an ordinary baggage car, and will be divided into four compartments—a cash, sleeping, cook and observation room. In the cash or pay room will be placed sofas, tables, chairs, and a Herring safe. The sleeping room will contain four berths. The cook room will be supplied with a cook stove and a patent Baker heater, a closet for dishes and one for linen. The observation room will be furnished with easy chairs and lounges. The interior of the car will be finished in black walnut and maple, and neatly carpeted, and when completed will be a small railroad palace. The paymaster and his crew will sleep and live on the car during the few days required to pay the men employed on all the branches of the road. The car will be completed for the use of the paymaster in time to make the January trip.

Safety Attachment for Elevators.

Among the novelties exhibited at the monthly meeting of the Franklin Institute, Philadelphia on the 15th inst., was Chamberlain's safety attachment for elevators, designed, in case of the breaking of an elevator rope, to instantly stop the car from falling before it has acquired any momentum. The rope is attached to a yielding draw bar or cross bar, connected by links with a rock shaft under the car. Locking cams act against vertical chains or rods, which are firmly attached at their upper and lower ends to rigid parts of the elevator well, and pass through grooved recesses in the elevator car. When in use the cams are turned so as to allow the car to move freely up or down, but the moment the rope breaks, thus removing strain on the cross bar, springs on the rock shaft are freed, and operating upon the shaft, turns the cams into a position where they are at once engaged in the locking recesses. The inventor claims that this action is instantaneous, and that consequently there is no opportunity for the car to acquire momentum.

The Upper House of the Council of the Choctaw Indian Nation has passed the bill, previously passed by the Lower House, granting the right of way through the Nation to the St. Louis and San Francisco road," and it has been approved by the head of the Nation.

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Nov. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30.
Adams Express	.....	.....	.....	.....	143	.....
Albany and Susq.	.....	.....	.....	.....	133	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
American Express	.....	96	97	96	97	.....
Atlantic & Pac. Tel.	.....	.....	.....	.....	.....	.....
Burl., C. R. & Nor.	.....	.....	80	.....	.....	80¼
1st mortgage 5s	.....	.....	102⅜	102	102	.....
Canada Southern	.....	61¾	61⅝	62½	62⅜	63½
1st mortgage guar	.....	.....	.....	.....	.....	.....
Central of N. Jersey	.....	92¾	94⅛	95⅝	95½	95⅝
1st mort. 1890	.....	118¾	.....	.....	.....	.....
7s, consol. ass	.....	.....	115	.....	114½	105
7s, convertible ass.	.....	.....	.....	.....	.....	.....
7s, Income	.....	.....	.....	.....	.....	.....
Adjustment	.....	.....	.....	107	.....	.....
Central Pacific	.....	94½	94⅝	95¼	95½	95¼
6s, gold	.....	.....	115⅛	115⅛	.....	.....
1st M. (San Joaq)	.....	.....	.....	.....	118¾	.....
1st M. (Cal. & Or.)	.....	.....	.....	.....	.....	.....
Land grant 6s	.....	.....	.....	.....	.....	.....
Chesapeake & Ohio	.....	27¾	28	28¼	28	28
Chicago and Alton	.....	130¾	132¼	133	.....	133
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund	.....	.....	.....	.....	.....	.....
Chi., Bur. & Quincy	.....	138¼	139¾	141¾	141¾	141¾
7s, Consol. 1903	.....	.....	.....	.....	.....	.....
Chi., Mil. & St. Paul	.....	105⅝	107⅛	108	108¼	108⅝
Preferred	.....	121	.....	121¾	.....	122¼
1st mortgage, 8s	.....	.....	.....	.....	.....	.....
2d mort., 7 3-10s	.....	.....	.....	.....	.....	.....
7s, gold	.....	.....	.....	.....	.....	.....
1st M. (La. C. div)	.....	.....	.....	.....	.....	.....
1st M. I. & M. div.)	.....	.....	.....	.....	.....	.....
1st M. (I. & D. ext.)	.....	.....	.....	.....	.....	.....
1st M. (H.&D. div.)	.....	.....	.....	118	117½	117¾
1st M.(C. & M.div.)	.....	.....	.....	.....	.....	.....
Consolidated S. F.	.....	.....	123	.....	.....	.....
Chi. & Northwestern	.....	126¼	127⅛	128⅜	129⅝	129⅝
Preferred	.....	139¾	141⅛	143½	143¼	143
1st mortgage	.....	.....	.....	.....	.....	108
Sinking Fund 6s	.....	.....	.....	107¾	107⅜	107⅜
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. Gold bo'ds	.....	127½	.....	.....	.....	.....
Do. reg	.....	.....	.....	.....	.....	.....
Chi., R. Isl. & Pac.	.....	134½	135½	135¼	135⅝	135¾
6s, 1917, c	.....	.....	.....	.....	.....	.....
Clev.,Col.,Cin.&Ind.	.....	90½	.....	94	93½	93¾
1st mortgage	.....	.....	.....	.....	.....	.....
Clev. & Pittsburg gr.	.....	.....	.....	.....	.....	.....
7s, Consolidated	.....	.....	.....	.....	.....	.....
4th mortgage	.....	.....	.....	.....	.....	.....
Col.,Chi.,& Ind. Cent.	.....	20¼	20	20½	20½	20¼
1st mortgage	.....	.....	.....	.....	125	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Del. & Hud Canal	.....	108½	109⅛	108½	108	108½
Reg. 7s, 1891	.....	.....	.....	.....	.....	.....
Reg. 7s, 1884	.....	.....	.....	.....	.....	.....
7s, 1894	.....	.....	.....	.....	.....	.....
Del.,Lack.& Western	.....	124¾	126¼	126⅞	126⅝	126⅞
2d mortgage 7s	.....	.....	.....	.....	.....	.....
7s, Consol. 1907	.....	.....	.....	.....	.....	.....
Erie Railway	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	126	.....	125	.....
2d mort. 5s, ext	.....	.....	.....	.....	.....	.....
3d mortgage	.....	.....	105	.....	.....	.....
4th mort. 5s, ext.	.....	107	.....	.....	.....	.....
5th mortgage	.....	.....	.....	.....	.....	.....
7s, Consol. gold	.....	.....	127	.....	127½	.....
Great West. 1st mort	.....	.....	.....	.....	109	.....
2d mortgage	.....	108½	.....	.....	.....	.....
Hannibal & St. Jo.	.....	94⅜	95	95½	94⅞	95½
Preferred	.....	109	111	112	111	110
8s, Convertible	.....	.....	.....	108	108	.....
Houston & Tex. Cen	.....	89⅞	89⅞	90¼	90	.....
1st mortgage	.....	.....	.....	112⅞	.....	.....
Illinois Central	.....	130½	132½	133	133¾	133¾
LakeShore&MichSo	.....	119¼	121¼	121⅞	121¾	122½
Consol. 7s	.....	.....	.....	.....	.....	.....
Consol. 7s, reg	.....	.....	.....	.....	.....	.....
2d Consolidated	.....	130	124x	..	.....	.....
Leh. & W. B. 7s, Con	.....	.....	.....	.....	.....	.....
Long Dock bonds	.....	.....	.....	.....	.....	.....
Louisville & Nash.	.....	92½	95½	98⅛	97	93
7s, Consolidated	.....	.....	.....	.....	.....	.....
Manhattan	.....	57¾	58½	57½	57½	58
Met. Elevated	.....	95	97¼	97¼	96¼	96
1st mortgage	.....	102	.....	.....	.....	103
Michigan Central	.....	89⅞	92	92⅝	93¾	93¾
7s, 1902	.....	122½	.....	122¾	.....	125
M. S. & N. I. 1st, S. F	.....	.....	.....	.....	.....	.....
Morris & Essex	.....	.....	.....	125	126	125¾
1st mortgage	.....	.....	.....	.....	134	.....
2d mortgage	.....	.....	.....	.....	.....	.....
7s of 1871	.....	.....	.....	.....	.....	.....
7s, Convertible	.....	.....	.....	.....	.....	.....
7s, Consolidated	.....	.....	.....	125¾	.....	125¾
N.Y. Cen. & Hud. R.	.....	136¾	138½	138½	138½	138⅞
6s, S. F., 1883	.....	102⅛	103	.....	.....	.....
6s, S. F., 1887	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg.	.....	.....	.....	.....	.....	.....
N. Y. Elevated	.....	.....	107	.....	108	107¾
1st mortgage	.....	.....	118¼	.....	118¼	.....
N. Y. & Harlem	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	135	.....
1st mortgage, reg	.....	.....	.....	.....	.....	.....
N. Y., Lake Erie & W	.....	45	45⅞	46½	46⅜	48
Preferred	.....	92¼	93¾	93⅞	95⅞	94½
2d Consolidated	.....	103¾	104¼	104½	105	105
New 2d 5s fund	.....	.....	.....	.....	.....	.....
N.Y.,N.Hav'n&Hart	.....	171	.....	.....	.....	.....
North Mo. 1st mort	.....	122½	.....	.....	.....	.....
Northern Pacific	.....	39¾	40½	40¼	40½	40½
Preferred	.....	80	82	82¼	82	82¼
Ohio & Mississippi	.....	40¼	40⅞	41⅛	40½	40⅜
Preferred	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. S. Fund	.....	.....	.....	.....	.....	.....
Pacific Mail S. S. Co	.....	43¼	44⅞	45¾	45½	45⅛
Pacific R. R. of Mo.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	108	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Panama	.....	.....	195	.....	.....	.....
Phila. & Reading	.....	65⅝	66	66⅝	66⅞	66⅛
Pitts,Ft.W.&Chi.gtd	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	140	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
3d mortgage	.....	.....	.....	.....	.....	.....
Pullman Palace Car	.....	.....	.....	129	129	129
Quicksil'r Min'g Co	.....	13½	.....	.....	.....	.....
Preferred	.....	60¼	61	.....	.....	.....
St. Louis & San Fran	.....	38¼	43½	.....	44½	44
Preferred	.....	65	67	67½	67¾	67
1st Preferred	.....	105¼	105	106	.....	108
St. L., Alt'n & T. H.	.....	.....	.....	55	54	.....
Preferred	.....	.....	.....	95	96	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mort. pref	.....	.....	.....	.....	.....	109
Income bonds	.....	.....	.....	.....	.....	.....
gt. L., Iron Mt. & S	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	107	.....	.....	.....	107¼
Toledo and Wabash	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	109
7s, Consolidated	.....	106	.....	.....	.....	.....
St. Louis Division	.....	107	.....	107½	.....	.....
Union Pacific	.....	117⅜	119	119⅜	120	119¼x
1st mortgage	.....	117⅜	117	117⅞	117¼	117
Land Grant 7s	.....	.....	.....	113½	.....	113¼
Sinking Fund 8s	.....	123	.....	.....	.....	.....
United States Ex	.....	76¾	.....	77½	.....	78
Wabash, St. L.& Pac	.....	44¼	45	44⅞	44⅝	45⅛
Preferred	.....	84¼	85¼	85¼	85¼	85⅛
New mort. 7s	.....	.....	.....	.....	.....	.....
Wells-Fargo Ex	.....	.....	.....	.....	135	.....
Western Pacific b'ds	.....	.....	.....	.....	.....	.....
Western Union Tel.	.....	84¼	85⅛	85⅝	85¾	84¾
7s, S.F. conv., 1900	.....	.....	.....	.....	.....	.....
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	.....	.....	.....	.....	117⅜	.....
U. S. 4s, 1907, coup	.....	117	.....	.....	117½	.....
U. S. 4½s, 1891, reg	.....	.....	.....	.....	.....	113½
U. S. 4½s, 1891, coup	.....	113¾	.....	.....	.....	114⅝
U. S. 5s, 1881, reg	.....	.....	.....	.....	.....	.....
U. S. 5s, cont'd at 3½	.....	102½	.....	.....	102½	102½
U. S. 6s cont'd at 3½	.....	.....	.....	.....	.....	.....
Dt. of Col. 3-65s, reg	.....	.....	.....	.....	.....	.....
Dt. of Col. 3-65s, coup	.....	.....	.....	.....	.....	.....

Boston Stock Exchange.

Prices for the Week Ending Nov. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30.
Atch.,Top.&San.Fe	.....	138	138¾	139	139¼	139
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Boston & Albany	.....	163	163½	164	163⅞	.....
7s reg	.....	.....	.....	.....	.....	.....
Boston and Lowell	.....	.....	.....	.....	110	.....
Boston & Maine	.....	149½	.....	.....	149½	149½
Boston& Providence	.....	.....	.....	.....	.....	162
Bos'n,Hart.& Erie7s	.....	72¾	72	83¼	74	79½
Burl.& Mo.R.L.G.7s	.....	.....	.....	.....	.....	.....
Burl.& Mo.R.in Neb	.....	.....	.....	.....	.....	.....
6s, exempt	.....	.....	.....	.....	.....	.....
4s	.....	.....	.....	.....	.....	.....
Chi.,Burl. & Quincy	.....	139	140	141	141¼	141¼
7s	.....	.....	.....	.....	.....	.....
Cin.,Sand&Clev($50)	.....	28¾	.....	.....	29	29½
Concord ($50)	.....	.....	.....	.....	.....	.....
Connecticut River	.....	.....	.....	.....	.....	.....
Eastern	.....	33½	35	36¾	36	36⅞
New 4½ Bonds	.....	107	104¾	104	105¾	106
Fitchburg	.....	.....	142	.....	.....	140
Kan.C., Top. & West	.....	.....	.....	.....	.....	.....
Michigan Central	.....	.....	.....	.....	.....	.....
N.Y. & New England	.....	71	71	73	73¼	73¾
7s	.....	.....	.....	115¾	.....	116
Northern N. H.	.....	109	.....	.....	.....	.....
Norwich&Worcester	.....	.....	.....	.....	.....	.....
Ogden & Lake Cham	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Old Colony	.....	129	.....	.....	.....	.....
Ph.,Wil.&Balt.($40)	.....	.....	.....	.....	.....	.....
Portl'd,Saco & Ports	.....	.....	.....	116	.....	.....
Pueblo & Ark Val	.....	.....	.....	.....	.....	.....
7s	.....	.....	116	.....	.....	.....
Pullman Palace Car	.....	.....	128	129	129	129
Union Pacific	.....	120½	119⅛	119½	120	.....
6s	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	.....	.....	.....	120	.....	121
Vermont & Canada	.....	.....	.....	.....	.....	.....
Vermont & Mass	.....	.....	.....	.....	.....	.....
Worcester & Nashua	.....	60	.....	60	.....	60
Cambridge (Horse)	.....	.....	.....	.....	.....	.....
Metropolitan(Horse)	.....	.....	.....	.....	.....	.....
Middlesex (Horse)	.....	.....	.....	.....	.....	.....
Cal.&Hecla Min'gCo	.....	226	227	230	227	235½
Quincy	.....	44¼	.....	47	47½	48⅝

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Nov. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.
Allegh'y Val. 7 3-10s	123½	.....	123¼	.....	.....	.....
7s, Income	50	....	50	50	50½	50
Camd'n & Am. 6s, '83	.....	.....	.....	.....	.....	.....
6s, 1889	.....	.....	.....	.....	107	.....
Mort. 6s, 1889	.....	.....	.....	.....	.....	.....
Camden & Atlantic	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Catawissa	.....	.....	.....	.....	.....	16
Preferred	.....	.....	.....	54	54	.....
7s, new	.....	.....	.....	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....	.....
7s	.....	.....	124	.....	.....	.....
Elmira&Williamsp't	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Hunt. & B. Top Mt.	.....	.....	.....	.....	16	.....
Preferred	.....	.....	29¼	29⅞	29⅜	29⅜
2d mortgage	.....	.....	.....	.....	.....	.....
Lehigh Navigation	44	.....	44¾	44½	44⅞	44⅝
6s, 1884	.....	.....	.....	107½	.....	.....
Gold Loan	.....	.....	.....	113½	113⅜	.....
Railroad Loan	.....	.....	.....	116½	.....	.....
Conv. Gold Loan	.....	.....	.....	.....	.....	.....
Consol. Mort, 7s	.....	.....	.....	.....	.....	.....
Lehigh Valley	61⅜	.....	61½	61⅞	61¾	61⅞
1st mort. 6s, coup	.....	.....	.....	.....	.....	.....
1st mort. 6s, reg	.....	.....	.....	.....	.....	.....
2d mort. 7s	.....	.....	132	.....	.....	.....
Consol mort. 6s	.....	.....	.....	.....	.....	.....
Consol.mtg.6s,reg	.....	.....	.....	.....	.....	.....
Little Schuylkill	56½	.....	.....	56¾	56	.....
Minehill&Sch.Hav'n	.....	.....	.....	.....	.....	62¼
North Pennsylvania	.....	.....	59½	.....	.....	60
1st mortgage 6s	.....	.....	.....	.....	.....	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Genl. mtg.7s,coup	.....	.....	.....	.....	.....	.....
Genl. mtg. 7s, reg	.....	.....	.....	.....	.....	.....
Northern Central	.....	.....	51¾	.....	51	51
6s	.....	.....	.....	100	.....	.....
Northern Pacific	39¾	.....	40¾	40¼	40¼	40¼
Preferred	80¾	.....	81¾	81⅞	82¾	82¼
Pennsylvania R. R.	63	.....	63	63	63¼	63⅛
1st mortgage	.....	.....	.....	.....	.....	.....
Gen'l mort	.....	.....	.....	.....	.....	.....
Gen'l mort reg	.....	.....	.....	.....	.....	.....
Consol. mort. 6s	.....	.....	.....	.....	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Pa.State 6s 2d series	.....	.....	.....	.....	.....	.....
do 3d series	102¼	.....	.....	.....	.....	.....
do 5s, new	.....	.....	.....	.....	.....	.....
do 3s	.....	.....	.....	.....	.....	.....
Phila. & Reading	32¾	.....	33	33¾	33¼	33¼
1st mortgage 6s	.....	.....	.....	.....	.....	.....
7s of 1893	.....	.....	.....	.....	.....	.....
7s, new convert	.....	.....	.....	.....	.....	.....
Consol. mort. 7s	.....	.....	.....	.....	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Gen'l mort. 6s	97¼	.....	.....	.....	98¼	98
Philadelphia & Erie	.....	.....	.....	22¾	22	21¼
1st mortgage 5s	.....	.....	.....	.....	.....	.....
2d mortgage 7s	.....	.....	.....	.....	117	117
Pittsb.,Cin.&St.L.7s	.....	.....	.....	.....	120¾	121
Pitts.,Titusv.&Buff.	21¼	.....	21½	21¾	22½	22¼
7s	.....	.....	.....	.....	.....	.....
Schuylkill Navi't'n	.....	.....	.....	6	.....	.....
Preferred	.....	.....	.....	13	.....	.....
6s, 1872	.....	.....	.....	.....	.....	.....
6s, 1882	.....	.....	.....	.....	91½	91¼
United Co. of N. J.	185	.....	185	185	185	185
Hestonville, (Horse)	.....	.....	.....	.....	.....	.....
Chestnut&Wal.(do)	.....	.....	.....	.....	.....	.....
Green & Coates (do)	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the Week Ending Nov. 22.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.
Baltimore & Ohio..	.....	.....	.....	.....	.....	191
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	.....	.....	.....	.....	.....
Central Ohio ($50)..	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....	.....	.....
Marietta & Cincin'ti	.....	.....	.....	.....	.....	.....
1st mortgage, 7s..	.....	.....	124	124⅛	124⅛	.....
2d mortgage, 7s..	96½	.....	96	97¼	98	98
3d mortgage, 8s..	48⅝	.....	48⅜	48½	48¾	.....
Northern Cen. ($50)	.....	.....	.....	.....	.....	.....
2d mort., 6s 1885..	.....	.....	.....	.....	.....	.....
3d mort., 6s, 1900.	.....	.....	.....	115	.....	.....
6s, 1900, gold.....	.....	.....	114½	.....	.....	.....
6s, 1904, gold.....	.....	.....	.....	.....	.....	.....
Orange & Alex. 1st.	.....	.....	.....	.....	.....	.....
2d mortgage, 6s...	.....	.....	.....	.....	.....	.....
3d mortgage, 8s...	.....	.....	.....	.....	.....	.....
4th mortgage, 8s..	.....	.....	.....	.....	.....	.....
O.,Alex.&Manas's 7s	.....	.....	.....	.....	.....	.....
Pitts.& Connellsv.7s	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.	77½	.....	77	76¾	77⅛	75¾
Consol. coupons..	93⅜	.....	93¼	93¼	92½	.....
10-40 bonds.....	47¼	.....	.....	.....	46¾	.....
Def'd Certificates.	.....	.....	.....	.....	.....	.....
Western Maryland..	16¾	.....	16	16½	.....	.....
1st M.,end.by Balt	.....	.....	.....	.....	.....	.....
2d M., do .	.....	.....	.....	.....	.....	.....
3d M., do .	.....	.....	.....	.....	.....	.....
1st M.,unendors'd	.....	.....	.....	111	.....	.....
2d M.,end.WashCo	.....	.....	.....	.....	.....	.....
2d M., preferred..	.....	.....	.....	.....	.....	.....
City Passenger R R.	.....	.....	.....	.....	.....	.....

London Stock Exchange.

	Closing Prices Nov. 11.	Nov. 4.
Baltimore & Ohio (sterling).....113	116	113	115
Cairo & Viencennes com. stock 49	51	49	51
Do. preferred 5 per cent..... 90	92	90	92
Central of N. J. $100 share..... 93	98	93	98
Do. Cons. Mortgage.....117	119	117	119
Do. Adjustment Bonds.....104	109	104	109
Do. Income Bonds..... 102	106	102	106
Det.,G'd Haven & Mil. Equip bds112	114	112	114
Do.Con.M.5p.c.,till'83aft'r6p.c109	111	109	111
Illinois Central $100 shares.....138	140	135	137
Lehigh Valley Cons. mortgage..118	122	118	122
Louisville & Nashville mort 6s.109	111	109	111
Do. Sink. Fund bds (S.&N.Ala)105	107	103	105
Do. capital stock $100 shares. 97	99	97	99
N. Y. Cent. & Hud. R. mt. bds..137	140	137	140
Do. $100 shares.....144	145	144	146
Do mort. bonds (stg.).....123	125	123	125
N.Y.,Lake Erie & West.,$100 shs 48½	49	47½	48
Do. 6 p. c. pref. $100 shares .. 95	97	92	94
Do. 1st Con. Mort. bds (Erie) .131	133	130	132
Do. do. Funded Coupon bds.127	129	125	128
Do. 2d Consol Mort. bonds...108	110	105	107
Do. do. Funded Coupon bds..104	106	107	109
Do. Gold Income bonds..... 90	95	90	95
N.Y.,Pa.& Ohio 1st mort. bonds. 55	56	56½	57⅛
Do. Prior Lien bds (sterling)..105	110	103	108
Pennsylvania, $50 shares..... 68	68⅛	68½	68¼
Do. Con. Sink Fund Mort....119	121	118	120
Philadelphia & Reading $50 shs 34⅛	35¼	35	36
General Consol Mortgage.....116	118	116	118
Do. Improvement Mortgage..104	106	104	106
Do.Gen.Mtg.'74,ex-def'd coup. 98	100	97	99
Do. Scrip for the 6 def. ⅛ coup. 94	98	94	98
Pittsb., Ft. W. & Chi. Eq. bds....105	109	105	109
St. L. Bridge 1st mort. gold b'd.126	128	126	128
Do. 1st pref. stock..... 102	104	102	104
Union Pa. Land Grant 1st. mtg.115	119	115	119

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Dec. 1, 1881.

IN the loan market this morning 6 per cent was the ruling rate for call loans on stocks, and 3½@4½ on Governments. In the afternoon, and at the close, the rate at the Stock Exchange was 6 per cent and a commission of 1-64@1-32 of 1 per cent per day.

The posted rates for prime bankers' sterling were 4.81@4.85; the actual rates were 4.80@¼ and 4.84¼, with cable transfers 4.84⅜@4.85¼, and prime commercial bills 4.78¼@¾. The actual rates for continental bills are as follows: francs, 5.25⅝ and 5.20⅝@5.21¼; marks, 94@⅜ and 94⅞@95, and guilders, 39⅝@40½.

The Secretary of the Treasury issued on the 30th ult. the 106th call for the redemption of bonds, the principal and accrued interest on which will be paid January 29, 1882, after which date the interest will cease, viz: Registered bonds of the acts of July 17, and August 5, 1861, continued during the pleasure of the Government under the terms of circular No. 42, dated April 11, 1881, to bear interest at the rate of 3½ per centum per annum from July 1, 1881, as follows: $50—No. 1,811 to No. 1,850, both inclusive; $100—No. 12,701 to No. 13,000, both inclusive; $500—No. 9,221 to No. 9,600, both inclusive; $1,000—No. 45,721 to No. 47,000, both inclusive; $5,000—No. 15,531 to No. 16,000, both inclusive; $10,000—No. 27,861 to No. 30,100, both inclusive; total $20,000,000, many of the bonds originally included in the above numbers have been transferred and canceled, leaving outstanding the amount above stated.

The Assistant Treasurer accepted on the 30th ult. $2,714,500 of three and a half per cent bonds which were offered under the recent letters of the department authorizing the receipt of five millions.

The decrease in the public debt during the month of November was $7,249,126.25; and since June 30, 1881, $62,373,471.33.

The Secretary of the Treasury gave notice on Monday that he had authorized the Assistant Treasurer at New York to redeem on Wednesday, the 30th ult., without rebate of interest, bonds embraced in the one hundred and fifth call to an amount not to exceed $5,000,000. The Assistant Treasurer is also authorized to redeem, on and after Wednesday, 7th inst., without rebate, the remainder of the bonds of that call which may then be outstanding. The bonds will also be paid in like manner at the Treasury Department in Washington on and after Wednesday next.

The stockholders of the Cincinnati and Eastern Railroad Co., at a meeting held at Batavia on the 19th ult., by unanimous vote, agreed to increase the capital stock from $500,000 to $2,000,000 and to increase the bonded debt to such a sum as the Directors may determine. The object is to complete the main line to Portsmouth, Ohio, and run a branch from Brush Creek, in Scioto county, to Gallipolis.

At the recent annual meeting of the Wilmington and Weldon Railroad Company it was decided to increase the capital stock, not to exceed $200,000, to provide for building the Scotland Neck branch and for the company's proportion of sleeping-car equipment for the Atlantic Coast Line. The board resolved to purchase with stock, at par, such of the $571,000 7 per cent gold bonds recently issued as the holders will dispose of at not exceeding 110.

The stock interest in the New York and New England Railroad Company is created by virtue of a clause in the Berdell mortgage, which amounted originally to $20,000,000. When the mortgage was foreclosed the condition defined in that clause became operative, by which any holder of the bonds could at any time exchange his bonds for an equal amount in face value of the stock. Thus the extreme limit of stock which may be put on the market, or become available for voting purposes in the annual elections is $20,000,000. There was no provision in the mortgage making it obligatory on a bondholder to so exchange, nor was any limit of time named within which it must be done. Accordingly, the exchange has but slowly been made. Year before last $7,000,000 or $8,000,000 of the possible $20,000,000 had been issued; last year the total issue was about $9,000,000; during the present year it has been increased to $12,000,000 or $13,000,000, which leaves $7,000,000 or $8,000,000 yet remaining in the form of bonds. Of the $12,000,000 or $13,000,000 of stock the State owns $3,470,000.

The following securities have been admitted to dealings at the New York Stock Exchange:

Missouri, Kansas and Texas Railway general consolidated mortgage bonds, Nos. 33,102 to 34,101, inclusive for $1,000 each, issued on 50 miles of road from Fort Worth south toward Waco and Austin, Texas.

Chicago, Milwaukee and St. Paul Railway, Hastings and Dakota Division, 7 per cent bonds, from No. 4,061 to No. 5,291, inclusive of $1,000 each. Issued on 82 miles of new road.

Richmond and West Point Terminal Railway and Warehouse Company, 30,000 shares of capital stock, aggregating $3,000,000.

Ohio Central Railroad first mortgage 6 per cent bonds of Mineral Division, from No. 1 to No, 300, inclusive, of $1,000 each; also, Mineral Division income bonds, similarly numbered, of same amount, to bear interest not exceeding 7 per cent, payable only out of the net earnings of the division for any one year, not cumulative.

Chicago, Burlington and Quincy Railroad mortgage sinking fund (Iowa Division) 5 per cent bonds, from No. 1 to No. 3,000, inclusive, of $1,000 each; also, 4 per cents, same title, No. 6,001 to No. 15,000, inclusive, $1,000 each.

Oregon and California Railroad 6 per cent bonds of $1,000 each, from No. 1 to No. 6,000, inclusive.

United States National Bank, capital stock $500,000.

The closing quotations on Thursday were: American District Telegraph, 50@52; Adams Express, 143@145; American Express, 96@97; Chicago, Burlington and Quincy, 138@138¾; Canada Southern, 61⅞@62¼; Chicago and Northwestern, 128⅛@128¼; do. pref., 140@142; Chicago and Alton, 133@133½; Central of New Jersey, 94⅛@94¾; Chicago, Rock Island, and Pacific, 134½@135; Central Pacific, 94⅜@94⅞; Chicago, Milwaukee and St. Paul, 107⅜@107¾; do. pref., —@121; Cleveland, Columbus, Cincinnati and Indianapolis, 92@92¾; Columbus, Chicago and Indiana Central, 19¾@20; Delaware and Hudson Canal, 107⅜@107⅞; Delaware, Lackawanna and Western, 127¼@127⅜; Hannibal and St. Joseph, 95½@95¾; do. pref., 110@110½; Illinois Central, 133½@133⅝; Lake Erie and Western, 43@46; Lake Shore and Michigan Southern, 120⅝@120¾; Metropolitan Elevated, 95½@96; Manhattan Elevated, 57½@57¾; Michigan Central, 92@92½; New York Elevated, 107½@108⅛; New York, Lake Erie and Western, 45@45⅝; do. pref., —@94; New York Central and Hudson River, 137½@137¾; Northern Pacific, 39⅝@39½; Ohio and Mississippi, 40½@40¾; Ohio Central, 25¾@26½; Panama, 195@200; Pacific Mail, 44¾@45; Union Pacific, 119½@119½; United States Express, 77@79; West-

ern Union Telegraph, 84⅜@84½ ; Wabash, St. Louis and Pacific, 43⅞@44 ; do. pref., 83⅜@38½; Wells-Fargo Express, 134½@137.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns.

New York.—American Dock and Imp. 7s, ass., 137 ; Boston and New York Air Line pref., 61 ; Chesapeake and Ohio 1st pref., 40 ; do. 2d pref., 29¾ ; do. 1st, Series A, 101 ; do. Series B, 84⅝ ; do. cur. int., 55; Chicago, St. Paul, Minneapolis and Omaha, 40¼ ; do. pref., 102⅝; do. consol., 104; Chicago, Milwaukee and St. Paul S. W. div. 6s, 109 ; do. S. M. div., 106¾ ; Columbus, Chicago and Indiana Central 1st, Trust Co. certif. ass., 118; do. Income, 70½; Cleveland, Columbus, Cincinnati and Indianapolis consol., 125; Cedar Falls and Minnesota 1st, 115; Cedar Rapids, Iowa Falls and Northern 1st, 105 ; Denver and Rio Grande, 79¾; do. 1st, 114; do. 1st consol., 109⅞ ; Denver, South Park and Pacific 1st, 102½ ; East Tennessee, Virginia and Georgia, 14⅞ ; do. pref., 24⅞ ; do. inc., 53½; Flint and Pere Marquette 95; Gulf, Colorado and Santa Fe 1st, 109¾ ; Galena and Chicago 1st, 102 ; Hudson River 2d, S. F., 111; Houston and Texas Central 1st, Western div., 109½; do. 2d M. L., 125 ; Indiana, Bloomington and Western, 51 ; do. 1st, 92 ; do. 2d, 81 ; Indianapolis, Decatur and Springfield, 1st, 101; do. 2d inc., 74 ; Kansas Pacific 6s, 1896, 113; do. 1st consol., 104½ ; do. 6s, Denver div. ass., 109½; Keokuk and Des Moines pref., 51; do. 1st, 105 ; Lake Shore Dividend bonds, 123½; Louisille and Nashville gen'l mort. 6s, 104¾; do. Cecilian Br. 1st, 109; do. Pensacola div. 6s, 104 ; do. St. Louis div., 107¾ ; Louisville, New Albany and Chicago, 71½ ; do. 1st, 103¼ ; Lake Erie and Western, 45 ; do. 1st, 107 ; do. inc., 62 ; Lafayette, Bloomington and Muncie 1st, 103 ; Lehigh and Wilkesbarre consol. ass., 110 ; Manhattan Beach, 22 ; Minneapolis and St. Louis, 30½ ; do. pref., 70 ; do. 1st, 118; do. do. 1st, Iowa Ext., 112½; Mobile and Ohio, 37; do. 1st deben., 97; do. 3d deben., 62; Missouri, Kansas and Texas, 41¼ ; do. 6s, 91; do. consol., 107⅜ ; do. 2d, 77⅜; Missouri Pacific, 105⅞ ; do. 1st consol., 103¼ ; Memphis and Charleston, 72; Milwaukee, Lake Shore and Western, 51¼; do. 1st, 103 ; Marietta and Cincinnati 1st pref., 17; Metropolitan Elevated 2d, 92 ; Michigan Central 5s, 98; Nashville, Chattanooga and St. Louis, 86½ ; New York, Ontario and Western, 31⅜ ; New York City and Northern Gen'l mort., 85; New Orleans Pacific 1st, 95 ; Norfolk and Western Gen'l mort., 104; Northern Pacific 1st, 103⅝ ; Ohio Central, 26½ ; do. 1st, 99⅞ ; do. inc., 48 ; Oregon Railway and Nav., 165 ; Ohio Southern 1st, 95; do. inc., 45⅞; Peoria, Decatur and Evansville, 40½; do. 1st, 107; do. inc. Evansville div., 80 ; Renssalaer and Saratoga 1st, 136 ; Rochester and Pittsburg, 29¾ ; do. inc., 39½ ; Richmond and Danville, 119½ ; do. 1st, 102⅝ ; Rome, Watertown and Ogdensburg, 30 ; do. 1st consol., 96 ; Richmond and Allegany, 39¼ ; do. 1st, 105 ; St. Louis, Kansas City and Northern, Omaha div., 114 ; St. Paul and Duluth, 31 ; do. pref., 75 ; St. Paul, Minneapolis and Manitoba, 113⅜; do. 1st, 111½ ; do. 2d, 106; Scioto Valley, 32½ ; Southern Pacific of California 1st, 103⅞ ; South Pacific 1st, 105 ; St. Louis and San Francisco, Series B, 91 ; do. C, 90; do. Equip., 103; St. Louis and Iron Mountain 1st pref. inc., 97; do. 5s, 86½ ; do. Arkansas Branch, 1st, 110; Texas and Pacific, 54⅝ ; do. inc. L G., 76½ ; do. Rio Grande div. 6s, 90⅞ ; Texas Central 1st, 106; Toledo, Delphos and Burlington 1st, 90 ; do. inc., 35 ; Toledo, Peoria and Western 1st, 116 ; Wabash, St. Louis and Pacific, Gen'l mort. 6s, 97⅜ ; do. Chicago div., 107½ ; Winona and St. Peter 2d, 120; Alabama, Class A, 80¼ ; Arkansas 7s, Central R. R., 18 ; Louisiana consol. 7s, 68 ; Missouri 6s, 1888-'89, 111½; do. 6s, Asylum, 112½ ; do. 6s, Fund., 1894-'95, 117½ ; do. 6s, H. & St. J. issue, 1887, 109 ; North Carolina fund act 1866@1868, 13 ; do. S. T, 3d class, 9 ; South Carolina 6s, non-fundable, 12⅞; Tennessee 6s, old, 73½; do. new, 73 ; Sutro Tunnel, 1¼ ; Colorado Coal and Iron, 50 ; do. 6s, 90⅜ ; Cam. Coal, 38¾ ; Maryland Coal, 20⅛ ; New Central Coal, 25 ; Central Mining, 1¼ ; Excelsior, 1 ; Homestake, 17½; Ontario, 35½ ; Robinson, 4⅞ ; Standard, 23½.

Philadelphia.—American Steamship Co., 28½; do. 6s, 108½ ; Central Transportation, 40¼; Connecting R. R. 6s, 116½ ; Chesapeake and Delaware Canal 6s, 90 ; Catawissa new pref., 54 ; Huntingdon and Broad Top Mountain consol. 5s, 89 ; Northern Pacific 1st, Missouri div., 101½; Nesquehoning Valley, 57¼; People's Pass. R. R., 26½; do. 5s, 101 ; Philadelphia, Wilmington and Baltimore, 64¾; do. 4s, 95; Pennsylvania and New York Canal 7s, 129; Pennsylvania Canal 6s, 101 ; Pennsylvania Company 4½s, 98 ; St. Paul and Duluth, 25 ; do. pref., 73 ; Texas and Pacific consol. mort. 6s, 104¼ ; do. Rio Grande div. 6s, 89¾; West Jersey and Atlantic, 24 ; Western Pennsylvania, 6s, 107 ; Warren and Franklin 7s, 115. The latest quotations are: City 6s, 110@124; do. free of tax, 129@132; do. 4s new, 105@112; Pennsylvania State 6s, 3d series, 102¼@102½ ; do. 5s, new loan, 117@118; do. 4s, new, 110@114; Philadelphia and Reading R. R., 33⅛@33¼ ; do. consol. mort. 7s, reg., 126½@—; do. mort. 6s, 122@—; do. gen'l mort. 6s, coupon, 97⅝@97⅞ ; do. 7s, 1893, 122@125; do. new, conv., 68@70; United New Jersey R. R. and Canal, 184⅞@185¼; Buffalo, Pittsburg and Western, 22⅛@22⅜ ; Pittsburg, Titusville and Buffalo 7s, 98@98½; Camden and Amboy mort.. 6s, 1889, 113@— ; Pennsylvania R. R., 63⅜@63½; do. general mort. coupon, 123@130; do. reg., 121½@122; do. consol. mort. 6s, reg., —@128; Little Schuylkill R. R. 56¾@56½; Morris Canal, 65@75; do. pref., 165@165½ ; Schuylkill Navigation, 6@7 ; do. pref., 13@13¼ ; do. 6s, 1882, 91@91½ ; do. 1872, 108⅛@—; Elmira and Williamsport pref., 58@60; do. 6s, 110@—; do. 5s, 99@— ; Lehigh Coal and Navigation, 44½@44¾; do. 6s, 1884, 106½@106⅝ ; do. R. R. loan, 117@118 ; do. Gold Loan, 113½@113⅝ ; do. consol. 7s, 115@116 ; Northern Pacific, 40½@40¼ ; do. pref., 82@82⅛ ; North Pennsylvania, 59¾@60¼; do. 6s, 106½@107 ; do. 7s, 120@122 ; do. General mort. 7s, reg., 119@124 ; Philadelphia and Erie, 21⅛@21½ ; do. 7s, 117@117⅓ ; do. 5s, —@105½ ; Minehill, 62@62¼ ; Catawissa, 15⅝@16⅛; do. pref., 53½@54 ; do. new pref., —@53½ ; do. 7s, 1900, 118@— ; Lehigh Valley 61¾@62 ; do. 6s, coupon, 123@125; do. reg., 121½@122½; do. 2d mort. 7s, 131½@132⅛ ; do. consol. mort. —@120 ; Fifth and Sixth streets (horse), 149@150 ; Second and Third, 100@115 ; Thirteenth and Fifteenth, 77@77¼; Spruce and Pine, 45@59; Green and Coates, 90@105; Chestnut and Walnut, 94@95; Hestonville, —@— ; Germantown, —@70 ; Union, 110@125 ; Lombard and South, 23@23⅛ ; West Philadelphia, 110@117 ; People's 25@26; Continental, 100@105.

Boston.—Atlantic and Pacific 6s, 98 ; do. 6s, Income, 37¼ ; Atchison, Topeka and Santa Fe 5s, 94½; Boston Water Power, 7¼; Boston Land, 8¼ ; Boston, Hartford and Erie 7s, guar., 74½ ; Burlington and Missouri River in Nebraska 6s, non-exempt, 103; Connotton Valley, 21 ; do. 7s, Straitsville div., 80; Cedar Rapids and Missouri River, 145 ; Central of Iowa, 32 ; do. 2d pref., 50 ; Cincinnati, Sandusky and Cleveland 7s, 105; Chicago, Burlington and Quincy 4s, 85½; Flint and Pere Marquette, 25½ ; do. pref., 96½ ; Fort Scott Branch 7s, 110; Iowa Falls and Sioux City, 84¾ ; Jackson, Lansing and Saginaw 8s, 115; Kansas City, Lawrence and Southern 5s, 104 ; Kansas City, Fort Scott and Gulf pref., 125; do. 7s, 110½ ; Little Rock and Fort Smith, 65⅛ ; do. 7s, 111¼ ; Mexican Central 7s, 88 ; do. Block, old, 113 ; New York and New England 6s, 107 ; Northern Pacific 6s, 101½ ; Portsmouth, Great Falls and Conway 4½s, 85 ; Rutland pref., 26½ ; Republican Valley 6s, W. D., 108 ; Summit Branch, 15 ; Toledo, Delphos and Burlington, 10¾ ; Wisconsin Central, 20½ ; Wisconsin Valley 7s, 114 ; Allouez Mining Co., 3¾ ; Atlantic, 16½; Aztec, ½; Catalpa, ¾ ; Copper Harbor, 2¾; Douglas, 1½ ; Franklin, 14½; Harshaw, 4; Huron, 4½; Napa consol. Quicksilver, 7¾; National, 3; Osceola, 32½; Pewabic, 16¾; Phœnix, 1⅞; Ridge, 4⅝; Silver Islet, 24½; Sullivan, 3¼.

Baltimore.—Atlanta and Charlotte, 80 ; do. 1st, 112 ; Atlantic Coal, 1.25 ; Baltimore City 6s, 1886, 108½; do. 6s, 1890, 115⅞ ; do. 6s, 1893, 116 ; do. 5s, 1916, 123 ; do. 5s, 1894, 116 ; Columb and Greenville 1st, 105½ ; Maryland Defense 6s, 105½ ; Richmond and Allegany, 40½ ; Richmond and Danville bonds 1890, 105½; Virginia Midland 1st pref., 72; do. 1st mort., 111 ; do. 4th mort., 54 ; do. 5th mort., 96 ; Virginia Peeler coupons, 26⅛. The latest quotations are : Atlanta and Charlotte, 80@80½ ; do. 1st, 111⅞@112 ; Baltimore and Ohio, 191@200; do. 6s, 1885, 106½@— ; Baltimore City 6s, 1886, 108@109; do. 6s, 1890, 115@115¼; do. 5s, 1916, 122@124; do. 5s, 1900, —@120 ; do. 4s, 1920, —@114 ; Columbia and Greenville 1st, —@106 ; Chesapeake and Ohio Canal 6s, 40@41 ; Central Ohio 1st, 107½@108½; Marietta and Cincinnati 1st, 125@— ; do. 2d, 98@98½; do. 3d, 48⅛@49 ; Northern Central, —@51½ ; do. 6s, 1885, 107½@108½ ; do. 6s, 1900, 115@— ; do. 6s, 1900, gold, 114½@115; do, 6s, 1904, gold, 112½@114 ; do. 5s, 1926, 100@100½ ; Norfolk and Western pref., 58½@59½ ; Norfolk Water 8s, 130@132 ; Pittsburg and Connellsville 7s, 122@125 ; Richmond and Allegany, 40@40½ ; Richmond and Danville, 118@122 ; do. bonds, 1885, 102@103; Virginia Midland 1st pref., 69@72 ; do. 2d pref., 64@70 ; do. 2d mort., 109@109½ ; do. 5th mort., 95@⅞— ; Virginia consols., 77@77⅛; do. consol. coupons, —@91¾ ; do. 10-40s, 46½@47 ; Western Maryland 16@16¼ ; do. 1st unindorsed, 111@—; do. 2d, Washington Co. guar., 110@—.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	174,351	209,112	221,801	221,748	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964 997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,859,000	2,059,000	2,293,000	2,514,000	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,581	327,370	335,394	421,937	447,7?4	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785.199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	528,860	616,935	671,466	771,466	768,897	750.359	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896.073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,767,900	2,020,200	2,105.217	1,820,600	1,490,323	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	2,217,711	2,305,703	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1,257,677	1,493,620	1,473,620	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,569,000	1,678,000	1,645,000	1,590,000	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	318,093	236,995	251,013	300,833	345,047	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	364,680	367,397	355,182	605,708	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	242,627	239,881	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	168,256	178,861	229,858	219,977	212,606	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	380,134	417,109	410,965	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,759	126,922	160,883	164,882	193,925	295,455	373,132	400,133	406,583	473,318	408,562	349,196	3,478,067
1881	307,476	317,681	398,493	433,212	514,767	584.230	548,284	606,193	620,643	665 686	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,061	206,735	191,317	179,396	224,312	228,081	233.448	242,214	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,002	194,949	198,110	215,308	202,567	313,433	.....	.....	.....
Houston and Texas Central:													
1880	319,041	272,791	237,745	247,807	188,120	195,329	227,679	289,360	409,368	478,099	432,475	443,165	3,740,998
1881	359,706	432,475	325,209	267,082	226,399	227,323	237,666	305,462	381,517	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	761,354	717.094	832,386	813 610	830,325	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	116,185	90,375	85,733	106,953	103,438	116,732	110,622	196,916	96,921	104,619	1,223,079
1881	90,283	83,261	102,359	103,555	102,630	96,586	83,764	117,956	195,307	181,674	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,491,345
1881	916,950	805,124	947,959	850,862	828,725	1,227,885	817,135	884,400	965,300	1,009,100	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	121,855	131,621	140,593	184,246	264,714	251,368	287,373	2,373,623
1881	318,243	211,353	226,358	162,027	145,416	132,692	131,009	159,348	209,044	252,921	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	144,155	151,594	169,326	167,473	178 266	182,087	175,996	2,049,448
1881	178,143	190,866	207,710	183,525	164,430	154,549	150,430	168,317	171,000	172,121	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	219,891	205,056	219,885	230,709	215,491	210,856	198,108	2,396,302
1881	189,749	173,614	212,019	212,869	215,271	231,518	246,821	267,515	250,494	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,923,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,844	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,54?	1,661,812	1,580,976	1,606,674	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	1,787,081	1,772,895	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,918	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	487,173	465,588	487,287	440,81?	498,008	429,565	449,664	.....	.....	.....
Northern Pacific:													
1880	81,390	77,259	119,357	185,700	217,613	261,269	241,277	223,5?0	330,300	358,456	293,054	215,343	1,255,154
1881	109,805	79,976	145,835	214,755	299,880	368,276	404,180	411,624	490,096	565,485	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,37?	327,678	334,947	311,470	331,024	308,699	347,532	322,737	.....	.....	.....	.....
1881	224,303	225,501	285,573	293,333	343,742	350,585	291,669	303,849	276,523	292,392	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,644	197,470	174,502	175,864	173,148	213,955	267,319	277,817	310,581	290,329	226,063	2,698,371
1881	212,435	178,234	262,050	265,298	283,399	260,254	252,333	286,373	279,064	308,569	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	150,207	191,077	216,759	204,295	221,863	188,773	184,503	2,146 74?
1881	169,458	170,418	204,009	194,776	163,285	165,896	158,674	179,295	187,299	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,983	490.195	451,560	408,241	349.053	363,454	442,655	565 869	671,319	688,365	626,725	655,100	6,256,4?
1881	570,957	560,791	692,023	535,042	480,300	468,400	517,340	622,529	690,400	719,239	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	243,407	272,089	252,579	274,188	345.057	300,675	297,640	3,157,744
1881	254,187	159,483	320,962	425,685	382,642	405,322	387,488	414,954	485,736	605.708	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,523	1,934,215	1,913,035	2,270,179	2,707,86?	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	2,528,826	2,638,659	2,844,357	3,289,35?	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	776,790	759,451	978,629	892,024	946,773	953,468	1,065,742	1,189,478	1,178,950	1,501,203	1,131,787	1,050,916	12,426,113
1881	811,617	816,923	1,119,591	1 093,482	1,144,660	1,308,993	1,131,751	1,542,838	1,490,027	1,396,300	.....	.....	.....

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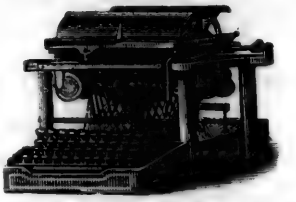
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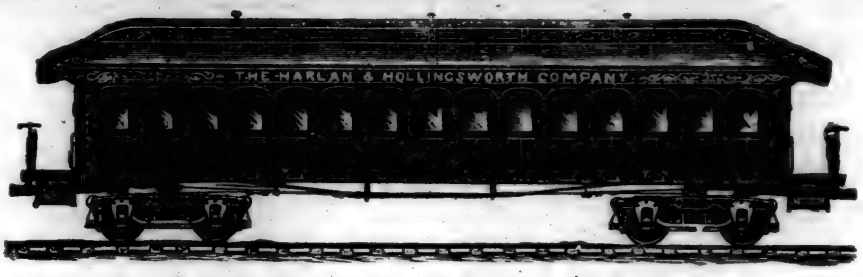
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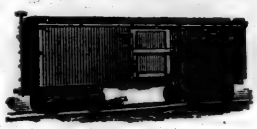
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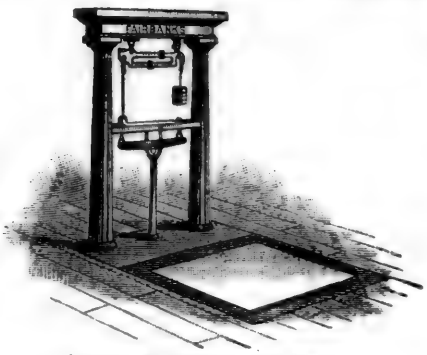
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SECOND QUARTO SERIES.—VOL. XXXVII., No. 50.] NEW YORK, DECEMBER 10, 1881. [WHOLE No. 2,381.—VOL. LIV.

Marietta and Cincinnati Railroad Settlement.

THE Baltimore Sun says that the agreement, or settlement, which it is understood has been reached between the Baltimore and Ohio Railroad Company on one side and the bondholders' committee on the other, while not yet made public in all its details, is sufficiently well known to enable those interested to understand the situation. The general outline of the agreement as regards the different mortgages is given in the Sun, on good authority, to be as follows:

1. The first mortgage 7 per cent bonds are to be funded, principal and interest, into a new long bond, bearing 4½ per cent, interest, guaranteed by the Baltimore and Ohio, which, in "street" parlance, makes it "gilt-edged." On August 1st, 1881, eight first mortgage coupons were over due, or $28 on every $100 bond, making $30.33⅓ over due on December 1st. The amount of first mortgage bonds outstanding is given at $3,500,000, and the overdue interest to 1st August, 1881, to be funded into the new 4½ per cent. bond would be $980,000; total, $4,480,000.

2. The $2,500,000 second mortgage 7 per cent bonds outstanding are to be funded into a new long 5 per cent bond. The overdue interest is giving as about $800,000, of which $500,000 is to be funded into the new second mortgage bond, making that loan $3,000,000 in all. The other $300,000 is to be funded at its face value into the new third mortgage long bond described in the next paragraph.

3. The third mortgage outstanding 8 per cent bonds are to be funded into a new third mortgage bond at 66⅔ per cent of the principal. That is, for every $100 bond, $66.66⅔ is allowed in the new bond, which bears 3 per cent interest for ten years and 4 per cent thereafter. The balance of the principal (33⅓ per cent) and all the accrued interest goes into a first income bond, bearing 5 per cent interest. By income bond is meant that the interest will be paid if earned. The third mortgage bonds outstanding are given at $3,000,000. On January 1, 1882, ten coupons will be due, making $1,200,000.

4. The $4,000,000 fourth mortgage 8 per cent bonds, nearly all owned by the Baltimore and Ohio and the Messrs. Garrett, are to be funded into a second income bond. October 1, 1881, the overdue fourth mortgage interest aggregated $1,440,000.

5. The floating debt and other addenda in the way of stock, etc., are to go into preferred and common stock. Baltimore has held very little of the stock of the company. The old first preferred stock is given at $8,105,600; second preferred, $4,440,100; common, $1,386,350.

6. All the lines operated by the Marietta and Cincinnati are to be consolidated into one continuous line from Cincinnati to Parkersburg, it being understood that the leased lines will be combined with the company when reorganized. The Marietta and Cincinnati line has been as follows: From Cincinnati and Baltimore Junction, Ohio, to Main Line Junction, Ohio, 157 miles. Branches and Extensions—Main Line Junction to Scott's Landing, 31 miles; Marietta to Belpre, 11 miles; Portsmouth to Hamden, 55 miles; Blanchester to Hillsborough, 22 miles. Leased—Cincinnati and Baltimore Railroad, 66 miles; Baltimore Short Line, 30 miles. Total operated, 312 miles. The Marietta and Cincinnati guaranteed the stock and bonds of the Baltimore Short Line Railway, and, when in default on its own bonds, this rental of the Baltimore Short Line and the rental of the Cincinnati and Baltimore Railroad were paid.

7. It is supposed the sale of the road will be secured under the first mortgage. The proceedings, as understood, will go along in due course, when the details are arranged and the case is made up.

The Marietta and Cincinnati's troubles commenced so far as the public are concerned, on July 1, 1877, when default was made on the third mortgage, and since then the road has been in the hands of receivers. Baltimore was a large holder of the first three mortgages, and the dealings in them have been mainly on the Baltimore Stock Exchange. The proposition to reorganize the company was started in this city, and of the bondholders' committee of seven to secure that end three of the gentlemen are Baltimoreans. Since they took hold the bonds have advanced in the aggregate about $1,000,000, as estimated, and it is said they congratulate themselves on having aided in adding that much to the value of the securities, at the same time that they have obtained the best terms practicable under the circumstances.

The fixed interest charges of the road, as reorganized under the above plan, will be $201,600 on the first mortgage, $150,000 on the second mortgage and $69,000 on the third mortgage, making a total of $420,600 yearly. The total yearly interest on the first three mortgages under the old system was $660,000.

Vermont Central and Vermont and Canada Railroads.

At St. Albans, Vt., on the 29th ult., Chancellor Royce filed his *pro forma* decree in the case of Langdon et al. against the Vermont and Canada Railroad Company et al. It is decreed that the indebtedness of the Receivers and Managers proved before the Masters, payment of which it is ordered by the decree, constitutes a charge and lien in the nature of an equitable mortgage upon the Vermont Central and the Vermont and Canada Railroads, their privileges and appurtenances, franchise, equipment and all property claims and assets, superior to the claims of the Vermont and Canada Railroad and its first and second mortgage bondholders. The defendants are ordered to pay to the Clerk of the Court, for the benefit of the holders of the first equipment bonds, $3,196 36; for holder's income and extension bonds, issued in exchange for first equipment bonds, $288,821 66; for holders of second equipment bonds, $410,729 20; for holders of third equipment bonds $235,744.60; for holders of third equipment bonds (second issue), $217,328 20; for holders of income and extension bonds not stamped, $469,261 68; for holders of guaranteed bonds, $384,480 96; for holders of Stanstead, Shefford and Chambly bonds, $144,369 99, all with interest from Nov. 1, 1881; for holders of notes representing floating debts proved before masters, $503,750, with interest; for Grand Trunk Railway Company, $547,973 69, with interest from December 31, 1880, less $10,000, and same interest all on or before November 26, 1882, and all sums becoming due hereafter of principal and interest on the above bonds when due. In default of such payment defendants to be foreclosed on all equity redemption in the property above held subject to said claims, and they are ordered to deed and release all title in the same to W. H. H. Bingham of Stowe in trust for the orators and such other trust creditors as may be entitled. The claim of the Vermont Central Railroad is dismissed without prejudice on the objection of the Vermont and Canada Company, because their accounts as receivers and managers are unsettled. An appeal will taken to the Supreme Court.

THE Supreme Court of Missouri issued on the 17th ult. an alternative writ in the case of the Hannibal and St. Joseph Railroad Co. vs. the State Treasurer and the hearing is set for the 28th inst. This is under the proceedings for a writ of mandamus to compel the State Treasurer to certify that the Hannibal and St. Joseph Railroad Co. has liquidated all its indebtedness to the State.

Is a Sealed Railroad Note Negotiable?

A CRITICISM of Mr. A. J. Hirschl, which was recently published in the Albany "Law Journal," upon a recent decision of Judge Blatchford, of the United States Court, seems to us to be timely and justifiable. The case turned upon the question of the jurisdiction of the Federal courts in a suit brought upon a railroad company's note, to which the corporate seal was attached. Judge Blatchford held that such a note was not a "promissory note negotiable by the law merchant," and hence did not come within a statute giving Federal courts jurisdiction in suits brought upon such notes after they have come into the hands of a party outside of the district in which the maker resides, in case the original holder was a resident of the same district. See § 1, Act of Congress of March 3, 1875, 18 Stat. at Large, 470.) He says, in the case of Coe vs. The Cayuga Lake R. Co., 8 Fed. Rep., 534, "The instrument without the corporate seal will be a promissory note, negotiable by the law merchant, and the instrument with the corporate seal will be a specialty, and not a promissory note negotiable by the law merchant. If the capacity to make the instrument without as well as with the seal exists, it cannot, when made with a seal, be a promissory note by the law merchant." That is to say, if a negotiable promissory note has a seal attached to it, its negotiability, so far as suing upon it in the United States court is concerned, is destroyed. This decision, though supported by authorities, is contrary to the custom of trade, and seems to us to be a technical decision, to say the least. It is true that there are several decisions in the English reports, that say simply and broadly that an instrument under seal is a specialty and non-negotiable, but the recent decisions upon this point do not so clearly support this doctrine. In Imperial Land Co. of Marseilles, in re 40 L. J. Chanc. 93 and 11 L. R. Eq. 478—V. C. M., it was held that "instruments issued by a company (whose directors were empowered to draw, accept, or endorse negotiable instruments) in the form of debenture bonds, but which bound the company to 'pay to the bearer,' were promissory notes, which passed to the bearer free from any equities which might have attached to them as between the company and the original holders." In a recent decision of Judge Wells, late of the Supreme Court of Massachusetts, Haven vs. Grand Junction Railroad Co., 109 Mass., 96, it was held that coupons detatched from mortgage bonds under seal are negotiable by mere delivery, and may be enforced against the corporation by a bona fide holder, though such coupons are still a part of the mortgage debt and entitled to share pro rata with the holders of the remainder of the debt. This doctrine is also held in Beaver Co. vs. Armstrong, 44 Penn., Stat. 63, and Thompson vs. Lee Co., 3 Wallace, 327. There can be no doubt but that railroad notes under seal are universally treated by merchants and brokers as negotiable instruments, and if judicial proof were needed we might cite Crouch vs. Credit Foucier Company, 42 L. J., Q B. 183, where the opinion states that "of late years a custom of trade has prevailed to treat such bonds as negotiable instruments."

Bonner defines the law merchant as "the general body of commercial usages in matters relating to commerce. . . . It does not rest exclusively on the positive institutions and local customs of any particular country, but consists of certain principles of equity and usages of trade which general convenience and a common sense of justice have established to regulate the dealings of merchants and mariners in all the commercial countries of the civilized world."

Mr. Hirschl pertinently suggests that as the Act of Congress under discussion was passed in 1875, when it names promissory notes as "negotiable by the law merchant," it cannot mean as the law was considered in England, for there the notes were not at all negotiable by the law merchant, but only by statute, but that the meaning is evidently to embrace notes negotiable by the law merchant, whatever that law may from time to time be. The distinction that the note under discussion would, in the hands of a bona fide holder, be protected against defenses existing between the original, but would not be negotiable, is a very nice one, and one that will not be likely to be favorably regarded by the business men and holders of railroad securities. Mr. Hirshl's conclusion so well expresses our own belief in the matter that we quote it in full. He says:—

"The railroad note in question was fully negotiable under the 'law merchant;' it would have been taken without question by any banker or business man in the civilized world; it is in substance the same as the millions and millions worth of county, city, railroad, and other corporate bonds, notes, or securities which all Europe, including even England itself has been buying from America for these many years; and if now the greater part of such paper must be enforced through the State courts (for in most instances the maker and payee are residents of the same district), before courts and juries frequently of defendant's own election and choice, then the sooner Congress is persuaded to change the law, the better will it be for those, on the one hand, who hold these investments, and for those, on the other, who expect by their issue and by their sale at fair prices to realize needed funds from them."

A Tunnel Through the Pyrenees.

AT Madrid, Spain, on the 22d of November, the Chamber of Deputies passed a bill authorizing the construction of the Huesca and Canfranc Railway, with a subvention of 60,000 pesetas per kilometer. The cost of boring a tunnel through the Pyrenees is estimated at 13,000,000 pesetas, which will be borne equally by France and Spain. The news that a tunnel is likely soon to be made through the Pyrenees will surprise nobody in this age of gigantic engineering works. That which has been done twice over in the Alps can obviously be done in the second great chain of mountains in Europe, and, indeed, probably with a great deal less difficulty, considering the narrowness of the Franco-Spanish chain, as compared with the solid phalanx of mountains composing the Alpine group.

From the accounts now given of the project it would seem that the great range which separates Spain from France is to be pierced at a point nearly midway between the sea on the east and west. This would naturally connect it with the railway already formed on the North as far as St. Girons, and with the Spanish railway at Levida on the South. Such a course would enable the connecting lines of rails to come up the valley of the small river Salat on the French side to within a very few miles of the source of the Noguerra, in Spain. The railway from St. Maitory to St. Girons already follows for some miles the course of the river Salat, and a prolongation of some fifteen miles would take the road up nearly to its source on the northern slope of the Pyrenees. Thus, supposing the mouth of the tunnel on the other side to open close to the springs of the Noguerra River, a line of rails would be laid along the whole course of that stream, having Vogel and the Republic of Andopra on the east and Mount Maladetta on the west.

The most striking incident is not that the scheme should have come forward at this time, but that it should have been suggested by the Spanish and not by the French Government. It is the Cortes which is first to be asked to sanction the scheme, and it is the government of King Alphonso which first undertakes to find half the necessary funds.

Tennessee State Debt.

JUDGE FREEMAN, of the Supreme Court of Tennessee, is credited with saying that there is no prospect of the case involving the constitutionality of the act for the settlement of the Tennessee State debt being advanced upon the docket. It will have to await its regular order, and hence a hearing may be delayed for several months. This bill, which recognizes the full debt of the State, and promises to pay three per cent interest annually upon it, was passed at the last session of the Legislature, and received the signature of the Governor, but before the bonds were printed an injunction was gotten out, and a case to test the constitutionality of the law was carried to the Suprome Court of the State. The Nashville "World," the organ of the low-tax party, states that even if the law is declared constitutional "a large majority of the people of the State will use all legal means to defeat it." It further declares that "it is the merest bosh to talk about forever fixing a State law upon a majority of people who are opposed to that law."

Circular Elevated Railway in Vienna.

A project for constructing a circular elevated railway in Vienna, which for the last fifteen months has found employment for a large staff of English and Austrian engineers, is about to be carried out. The proposal is that wherever it may be possible it shall be carried above ground on iron columns. While the greater part of the railway would be elevated on iron pillars, yet, owing to the rise of the ground, it would have to pass along the Gartel Grasse in a cutting, the cross streets being carried over it on bridges. Before reaching the Wahringer Line, a length of tunnel, about 1,200 feet, would have to be made under the space in front of the grounds of the asylum for idiots. The length of the circular railway as projected is about 8½ miles, but it is proposed to make six branches, which would give a total length of about twenty-eight miles. The locomotives, weighing twenty-five tons, would be fireless and charged with steam from a stationary boiler. The cost of carrying out the scheme is estimated at $20,000,000. The population of Vienna and its suburbs, according to late returns, is 1,400,000.

Cincinnati Iron Market.

OFFICE OF E. L. HARPER & Co.
Cincinnati, Dec. 6, 1881.

The market is stiff for all grades. Sellers' quotations are readily accepted by buyers. Strong Neutral and Red Short Forge Irons are scarce. There is a good demand for Soft Foundry Irons.

We quote as follows:

	No.			Mos
FOUNDRY.				
Hanging Rock Charcoal	1	29 00	@30 00	4
Strong Neutral Coke	1	26 00	@27 00	4
American Scotch	1	25 00	@26 50	4
GREY FORGE.				
Neutral Coke		26 50	@24 50	4
Cold Short		22 50	@23 50	4
CAR WHEEL AND MALLEABLE.				
Hanging Rock Cold Blast		36 00	@38 00	4
" Warm Blast		30 00	@32 00	4
Lake Superior 1 and 2		32 00	@33 00	4
Lake Superior 3 to 6		34 00	@36 00	4
Southern Car Wheel		36 00	@40 00	4

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Contributed articles relating to Railroad matters generally, Mining interests, Banking and Financial items, Agricultural development, and Manufacturing news, by those who are familiar with these subjects, are especially desired.

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THE PRESIDENT'S MESSAGE.

PRESIDENT Arthur's message has been looked for with a peculiar interest owing not only to the painful circumstances by which it devolved upon him to prepare this important work, but also from the fact that there are at the present time an unusual number of international questions which our people are carefully studying, especially those prominent in commercial and financial matters. There had been many surmises concerning the tenor of the message, and as so little had been announced in advance as to its contents, an additional interest in it was created, as there must always be in unfolding a well-guarded secret to the public. There has been an unusually close criticism of the document from all quarters, but it is accepted almost universally as a clear, business like, and valuable statement, showing that a vast amount of hard study and work has been bestowed upon it during the past few weeks, and indicating a substantial and conservative policy. It contains a very distinct account of our relations with the various governments, embodying much interesting information. In the main the statement of our foreign relations and the reports touching upon our domestic commercial and financial affairs will be regarded as satisfactory and encouraging, and will serve to strengthen faith in the continuance of the prosperity which our country is witnessing.

A part of the President's message which will attract special attention here and abroad is that relating to the Panama Canal. The proposal of Colombia to the European powers to guarantee the neutrality of the canal has given rise to complications which have warranted our Government in defining its position plainly and promptly, as has been done by Secretary Blaine. President Arthur's message approves the representations of the case as they have been made, and announces that a modification of those clauses of the Clayton-Bulwer treaty bearing upon the subject has been formally presented to the British Government. The position of affairs at present and in the recent past of this important matter are stated as follows:

"This Government has not been unmindful of the solemn obligations imposed upon it by its compact of 1846 with Colombia, as the independent and sovereign mistress of the territory crossed by the canal, and has sought to render them effective by fresh engagements with the Colombian Republic looking to their practical execution. The negotiations to this end, after they had reached what appeared to be a mutually satisfactory solution here, were met in Colombia by a disavowal of the powers which its envoy had assumed, and by a proposal for renewed negotiation on a modified basis. Meanwhile this Government learned that Colombia had proposed to the European powers to to join in a guarantee of the neutrality of the proposed Panama Canal, a guarantee which would be in direct contravention of our obligation as the sole guarantor of the integrity of Colombian territory and of the neutrality of the canal itself. My lamented predecessor felt it his duty to place before the European powers the reasons which make the prior guarantee of the United States indispensable, and for which the interjection of any foreign guarantee might be regarded as a superfluous and unfriendly act. For seeing the probable reliance of the British Government on the provisions of the Clayton-Bulwer treaty of 1850, as affording room for a share in the guarantees which the United States covenanted with Colombia four years before, I have not hesitated to supplement the action of my predecessor by proposing to her Majesty's government the modification of that instrument, and the abrogation of such clauses thereof as do not comport with the obligations of the United States toward Colombia, or with the vital needs of the two friendly parties to the compact."

The President speaks of the continuing decline of the merchant marine of the United States as being deplorable, and says:

"In view of the fact that we furnish so large a proportion of the freights of the commercial world, and that our shipments are steadily and rapidly increasing, it is a cause of surprise that not only is our navigation interest diminishing, but it is less than when our exports and imports were not half so large as now, either in bulk or value. There must be some peculiar hindrance to the development of this interest, or the energy and enterprise of American mechanics and capitalists would have kept this country at least abreast of our rivals in the friendly contest for ocean supremacy. The substitution of iron for wood and of steam for sails has wrought great revolutions in the carrying trade of the world; but these changes could not have been adverse to America if we had given to our navigation interests a portion of the aid and protection which have been so wisely bestowed upon our manufactures. I commend the whole subject to the wisdom of Congress, with the suggestion that no question of greater magnitude or further-reaching importance can engage their attention."

The importance of the railroad construction now being pushed in Mexico by American capitalists is recognized as follows:

"As is natural with contiguous states, having like institutions and like aims of advancement and development, the friendship of the United States and Mexico has been constantly maintained. This Government has lost no occasion of encouraging the Mexican Government to a beneficial realization of the mutual advantages which will result from more intimate commercial intercourse, and from the opening of the rich interior of Mexico to railway enterprise. I deem it important that

means be provided to restrain the lawlessness so common on the frontier, and to suppress the forays of the Reservation Indians on either side of the Rio Grande."

CONSTRUCTION.

THE first train over the Aroostook River Railroad arrived at Pasque Isle, Me., on the 2d inst.

THE track of the Northern Pacific Railway was laid to Fort Keogh, Montana, on the 1st inst.

THE Atlantic and Pacific Railroad has been completed to a point 290 miles west of Albuquerque.

THE track of the Chicago, Texas and Mexican Railroad was completed to Cedar Hill, Texas, on the 30th ult.

THE Mexican Central Railroad has been completed to San Juan del Rio, a distance of 190 kilometres from the city of Mexico.

THE double track of the Troy and Greenfield Railroad between Greenfield and West Deerfield was put in operation on the 5th inst.

THE link of railway connecting the Toronto and Nipsissing with the Midland Railway at Woodville Junction, Ca., has been completed.

THE survey of the Gatineau Valley (Ca.) Railway is progressing satisfactorily. The engineers have extended their surveys to the Peche.

THE York Springs Railroad, to run from York Penn,, and connect at Dillsburg with the Harrisburg and Potomac Railroad is to be built at once.

THE track of the Toronto, Grey and Bruce Railway, running from Toronto to Owen Sound and Teeswater, was changed on the 3d inst. from narrow to standard gauge.

THE survey of the railroad from Corinne, Utah, to Yankton, Dakota, by the Central Pacific engineers, has been completed. The line crosses the Missouri 50 miles above Yankton.

The survey of the Texas and St. Louis Narrow gauge line from Mount Pleasant to Dallas, Texas, has been completed, and the grading is being pushed vigorously between those two places.

THE surveys of the different routes for the ship canal across the peninsula of Maryland and Virginia are about completed, and the engineers are now engaged in making maps of the surveys.

THE contracts for all the heavy work on the extention of the Valley Railroad from Staunton, Va., to Lexington have been let. Seventeen miles, or about one-half of the line, are now under contract.

THE laying of the third rail on the Denver and Rio Grande Railway, from Denver to Pueblo, 120 miles, will be completed by January 1st, 1882. On the 3d inst. there were about 30 miles to be laid.

THE track of the Gulf, Colorado and Santa Fe Railway was connected with the Texas and Pacific at Fort Worth on the 3d inst. It is expected that the line will be opened for business by the 15th inst.

THE extension of the Arkansas division of the St. Louis and San Francisco Railway, south from Fayetteville to Brentwood, Washington county, Arkansas, eighteen miles distant from Fayetteville, was opened on the 1st inst.

THE Chicago, Milwaukee and St. Paul Railway is being built through to Omaha from Chicago. The grading is finished and there are about 40 miles to be completed in the spring. It will be the shortest line between Chicago and Omaha, only 475 miles. The entire road through Iowa will be ballasted with rock.

THE Denver and Rio Grande Railway has now five separate divisions in which lines are in complete operation, viz: Denver and Leadville, Pueblo and Mexico, Gunnison, Kokomo, and the divisions embracing the local points on the Missouri river. The branches are the Silver Cliff, Elmoro and Manitou.

CONNECTION was made on the 1st inst. about 5 p. m., between the tracks of the Texas and Pacific Railway and the Southern Pacific Railroad. The junction was formed at Sierra Blanco, Texas, from 85 to 90 miles east of El Paso.

THE surveying parties engaged in running the line of the St. Louis and San Francisco Railway from Fort Smith to Texas are now 80 miles south of Fort Smith in the Choctaw nation, the right of way having recently been granted by the Choctaw council. The line is being surveyed through from Fort Smith to Paris, Texas, a distance of 160 miles.

THE Cleveland Plaindealer says that a contract has been signed between the Baltimore and Ohio and Buffalo, Pittsburg and Western Railroad Companies for an interchange of business, and that the latter company is to build an extension of 136 miles from New Castle, Pa,, to Chicago Junction, where it connects with the Baltimore and Ohio, thus giving the latter an outlet to Lake Erie.

THE Grand Rapids and Indiana Railroad Company let the contract, on the 1st inst., for building the northern extension of its road from the present northern terminus to the straits of Mackinaw, to L. A. Rose of Bronson & McDonald Bros., Grand Rapids. The terms of the contract are that the road is to be completed by June 15, next, and it is expected that passenger trains will be running to the straits by July 15th.

GEN. G. M. Dodge says that the New Orleans Pacific Railway from Shreveport to New Orleans, 300 miles in length, will be completed by the 1st of January, that a branch of the Missouri Pacific Railroad will be built from Alexandria to the Arkansas State Line, where a connection will be made with the St. Louis and Iron Mountain Railroad, that the latter road is being built from Noble, Ark., to the State Line, and that these two lines will be connected before the expiration of the coming year, when direct rail communication between St. Louis and New Orleans will be established and known as the St. Louis and New Orleans Short Line, and the building of the International and Great Northern from San Antonio to Laredo, Texas, will be finished by December 15. As soon as this work is completed an iron bridge will be built over the Rio Grande River, and then Mexican extension will be pushed forward rapidly. The extension will be known as the Mexican, Oriental, Interoceanic and International Railroad Company. It will be 700 miles in length and run almost an air line from Laredo to the City of Mexico.

ORGANIZATION.

THE directore of the Richmond and Petersburg Railroad Company, elected on the 29th ult., are : Fred. R. Scott, president, Bolling W. Haxall, D. W. Lassiter, H. K. Ellyson, R. R. Bridgers and W. T. Walters.

THE directors of the Parkersburg Branch of the Baltimore and Ohio Railroad Company, elected on the 28th ult., are : Samuel Spencer, president, John W. Garrett, Thomas Swann, W. W. Taylor, Decatur H. Miller, George R. Dennis, Robert Garrett, W. F. Burns, Johnson N. Camden, W. N. Chancellor and Caleb Bogges.

THE directors of the Boston and Winthrop Railroad Company, elected on the 3d inst., are: John H. Buttrick of Lowell, Samuel W. Hale of Keene, N. H., Samuel Ingalls of Winthrop, John Lowell, Jr., of Newton, Clarence A. Parks of Wakefield. The officers are: President, Samuel Ingalls; vice president, John H. Buttrick ; treasurer, Nelson K. Baker; clerk, C. N. Goodrich.

AT the annual meeting of the stockholders of the Pittsburg and Connellsville Railroad Co., held at Pittsburg, on the 5th inst., the following directors were elected : Robert Garrett, Mendes Cohen, Hugh Sisson, and Charles Webb, of Baltimore; William S. Bissell, John D. Scully, George A. Berry and Charles. L. Fitzhugh, of Pittsburg; William Baldwin, of Connellsville ; William H. Markle, of Greensburg; C. C. Markle, of West Newton ; and William H. Koontz, of Somerset. At a directors meeting held later, Robert Garrett was elected president, and J. B. Washington secretary and treasurer.

AT the annual meeting of the Iron Steamboat Company, of New York, held at Long Branch, N. J., on the 1st inst., the following gentlemen were elected directors for the ensuing year: George S. Scott, A. R. Whitney, Lewis May, William M. Earl, N. G, Miller, Samuel Carpenter, Washington E. Connor, C. E. Quincy, James D. Smith, William J. Hutchinson, Charles J. Osborn, Edward M. Field, Charles E. Loew, Christopher Meyer, George F. Baker, John H. Hall, Sidney Dillon, G. M. Dodge and G. P. Morosini. Resolutions of thanks were passed to George S. Scott, the President, Lewis May, Treasurer, and William M. Earl, Secretary, for serving the past year without compensation.

AT the annual meeting of the New York and New England Railroad Company, held in Boston on the 6th inst., the following board of directors was elected ; Jesse Metcalf, Jay Gould, Sidney Dillon, Cyrus W. Field, W. T. Hart, James H. Wilson, Jonas H. French, Eustace C. Fitz, George B. Roberts, H. J. Jewett, LeGrand B. Cannon, Russell Sage, Frederick J. Kingsbury, R. Suydam Grant and Henry L. Higginson. The board subsequently organized, and made choice of the following officers for the ensuing year: President, James H. Wilson; treasurer, George B. Phippen; secretary, James

W. Perkins ; executive committee, Jay Gould, Le Grand B. Cannon, Jonas H. French, William T. Hart and James H. Wilson, ex-officio. It was voted that the new board of directors choose four additional directors so that the board shall consist of nineteen members.

CONSOLIDATION.

THE Queen Anne and Kent Railroad has been formally united with the Delaware Division of the Philadelphia, Wilmington and Baltimore Railroad, and I. N. Mills has been appointed General Agent of the entire line, which now consists the New Castle and Wilmington, New Castle and Frenchtown, Delaware, and Queen Anne and Kent Railroads, and the Townsend and Smyrna branches.

THE articles of consolidation of the Texes and St. Louis Railroad Company of Arkansas and the Little River Valley and Arkansas Railroad Company of Missouri, under the name of the "Texas and St. Louis Railroad in Missouri and Arkansas," have been filed with the secrearry of state of Missouri. The consolidated roads will form an unbroken and continuous line of railroad from Texarkana, Ark., to Bird's Point, in Mississippi county, Mo.

ARTICLES were filed at Harrisburg, Penn., on the 2d inst., of the consolidation of the six railroad companies, mentioned in our last issue, under the name of the "Pittsburg and Rochester Railroad Company." With the construction of the road a new outlet will be furnished for the transportation of coal and oil in the western and northwestern portion of the State. Among other things, the road will be used to carry the products of the Rochester and Pittsbnrg Coal and Iron Company recently chartered. The stock of the consolidated railroad companies is principally held in New York.

INCORPORATION.

THE Cleveland, Akron and Columbus Railway Company, with $4,000,000 capital, was incorporated in Cleveland, Ohio, on the 1st inst., by Charles J. Conda, L. A. Russell, George D. Walker, Conrad Halze and Goshorn A. Jones, who recently purchased the Cleveland, Mount Vernon and Columbus Railroad at a judicial sale.

ARTICLES of incorporation of the Peoria and Chicago Railroad Company were filed in the office of the secretary of state of Illinois on the 3d inst. It is proposed to construct a railroad between the two cities named. The capital stock of the company is $3,000,000, and the incorporators and board of directors are Thomas D. Catlin and Edward C. Lewis of La Salle county, and Henry T. Glover, Henry S. Hawley and Addison L. Griffin of Chicago.

THE charter of the American Surety Company was filed in the office of the secretary of state at Albany, N. Y., on the 1st inst. The capital of the company is $500,000, and is to be fully paid in. The company's object is to issue bonds guaranteeing the fidelity of persons holding positions of pecuniary trust and responsibility ; also guardians' bonds in Surrogates' Courts, indemnity bonds to sheriffs, and guarantee all bonds and undertakings required of the courts of this State in civil actions and proceedings. The incorporators are: C. C. Baldwin, President Louisville and Nashville Railroad Company; O. D. Baldwin, Vice-President Fourth National Bank; F. N. Bangs, Attorney; George R. Blanchard, Vice-President New York, Lake Erie and Western Railroad Company; August Brandegee, Attorney; Lyman W. Briggs, late Vice-President Fidelity and Casualty Company; B. H. Bristow, ex-Secretary Treasury; Joseph S. Decker, of Messrs. Decker, Howell & Co.; R. P. Flower, Member Congress; R. Suydam Grant, Grant Locomotive Works; D. A. Heald, Vice-President Home Fire Insurance Company; Theodore Houston, Vice-President New York, Ontario and Western Railroad Company; Hugh J. Jewett, President New York, Lake Erie and Western Railroad Company; William S. Opdyke, Attorney; E. O. Perrin, Clerk Court of Appeals; Asa P. Potter, President Maverick Bank, Roston; A. V. Stout, President Shoe and Leather Bank ; Joshua Tracy, President Burlington, Cedar Rapids and Northern Railroad Company ; Julius Wadsworth, Vice-President Chicago, Milwaukee and St. Paul Railway Company; General James H. Wilson, President New York and New England Railroad Company.

PERSONAL.

A. R. Drew has been appointed chief engineer of the Canada Southern Railway.

Robert Garrett has been elected President of the Pittsburg and Connellsville Railroad Company.

Frank B. Clark has been appointed General Superintendent of the Chicago, Milwaukee and St. Paul Railway.

David H. Ennis has been appointed Assistant Superintendent of the Ohio Southern Railroad, with headquarters at Springfield, Ohio.

D. B. Tracy has been appointed Northern Passenger Agent for the Columbus, Hocking Valley & Toledo Railway, with headquarters in Detroit, Mich.

Alfred Horner for twenty-seven years Treasurer of the Philadelphia, Wilmington and Baltimors Railroad Company, died on the 6th inst., in his 75th year.

P. L. Booth has been appointed Superintendent of the Hocking Valley Division of the Columbus, Hocking Valley and Toledo Railway, vice W. H. Lott, resigned.

A. R. Starr has been appointed Superintendent of the Eastern Division, Pittsburg, Fort Wayne and Chicago Railway, in place of George S. Griscom, resigned.

The officers of the Iron Steamboat Company elected on the 2d inst are: President, George S. Scott; Vice-President, A. R. Whitney; Treasurer and Secretary, Wm. M. Earl.

Allen Manvel, hitherto General Superintendent and Assistant General Manager, has been promoted to be General Manager of the St. Paul, Minneapolis & Manitoba Railway,

E. R. Murphy hus been appointed Auditor of the Denver and Rio Grande Railway Company, Denver and Rio Grande Express Company, Rio Grande Western Construction Company, and Denver and Rio Grande Western Railway Company.

E. D. Standiford, formerly President of the Louisville and Nashville Railroad Company, has been unanimously elected Vice-President and Manager of the Louisville, New Albany and Chicago Railroad Company.

Gospel Cars.

A GENTLEMAN, having the appearance of a clergyman, passed through the incoming local trains on the New York, New Haven and Hartford Railroad, on Tuesday morning, and handed to each passenger a circular reading as follows: TO THE TRAVELLING PUBLIC—BELIEVING THAT the cause of Christ would be advanced by having a devotional car on each morning train into the city, (the religious exercises to consist of short Scripture reading, without comment, singing, and prayer, the whole not to occupy over 15 minutes) it was laid before the Superintendent of this railroad, and he requires 100 or more names to a petition for this object before granting the request. Hoping that you desire to help forward the cause of our common Master will prompt you to co-operate for this end, the writer, the Rev. W. W. Dowd, will shortly call to request your signature to the above-named petition.

The plan, Mr. Dowd said, was to make the experiment on one road, and, if it proved successful to adopt it on others, One car on certain trains, the rear one for instance, would be designated to hold the services in, and bills would be posted in the stations and cars announcing this fact. Before the services began, slips furnished by the Tract Society containing the Scriptural lesson and books of hymns would be distributed, to enable all to join. Mr. Dowd said that he would give his time for one month to establish the work, and then would resign it to other hands. He did not want to make the idea denominational, and for that reason would ask the Pastors of all churches in Stamford, Rye, Mt. Vernon, and other places on the road to select laymen traveling between New York and the different points to conduct the services. Mr. Dowd thought a car ought to be set apart for Christian people as well as smokers and card-players. He obtained his idea from the remark of a conductor on the Old Colony Railroad who said that he did not see why the devil should have all the cars on the train and the Christians not one.

THE special masters appointed to find and report the indebtedness of the Vermont Central Railroad managers have filed their statement in the Franklin County Court. It shows the amount of bonds presented and proved was $3,800,000, out of a total issue of $4,300,000. The overdue interest amounts to more than $2,000,000. The floating debt is about $1,000,000. The Central Vermont claim for cash advances approximates $700,000. This makes a total trust indebtedness of $7,500,000. The report says further that in 1872 the floating debt of the managers was $2,800,000, and owing to the stringency of the money market the notes went to protest. Rival roads then tried to throw the Central Vermont into bankruptcy, and it was then that the new company was organized under a charter from the Legis-

lature, and in the spring of 1873 advanced $1,000,000 in cash to take up the notes of the former management.

Statement of the Public Debt of the United States, December 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent loan, 1861-'81, continued at 3½ per ct.	$111,546,800 00	$1,626,724 17
6 per cent loan 1863-'81 continued at 3½ per ct	47,905,700 00	698,624 79
5 per cent funded loan of 1881	401,504,900 00	1,171,055 96
4½ per cent funded loan of 1891	250,000,000 00	8,812,500 00
4 per cent funded loan of 1907	738,768,550 00	4,925,123 66
4 per cent refunding certificates	579,250 00	3,861 66
3 per cent navy pension fund	14,000,000 00	175,000 00
Aggregate of debt bearing interest	$1,564,305,200 00	$11,412,890 24
Interest due and unpaid		1,479,525 13

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due & unpaid.
4 to 6 per cent. old debt, 1837.	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent. bonds, of 1858	8,000 00	....
5 per cent. bonds, of 1860	10,000 00	600 00
6 per cent. 5-20 bonds, 1862, called	370,700 00	8,483 32
6 per cent. 5-20 bonds, June, 1864, called	58,650 00	170 95
6 per cent. 5-20 bonds, 1865, called	77,050 00	18,912 52
5 per cent. 10-40 bonds, 1864, called	534,050 00	112,033 55
6 per cent. Consol. bonds, 1865, called	411,400 00	15,866 83
6 per cent. Consol. bonds, 1867, called	1,146,250 00	205,607 43
per cent. Consol. bonds, 1868, called	321,750 00	24,454 35
6 per cent. loan, Feb. 8, 1861, matured Dec. 31, 1880	165,000 00	7,350 00
per cent. funded loan 1881, called	4,999,650 00	128,480 49
Oregon War Debt, March 2, 1861, matured July 1, 1881.	140,500 00	6,610 50
6 per cent loan of July 17 and Aug. 5, 1861, matured June 30, 1881	1,302,500 00	53,635 50
6 per cent. loan of March 3, 1863, matured June 30, 1881.	451,000 00	14,190 00
1-10 to 6 per cent. Treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. Treasury notes, 1846	6,000 00	206 00
6 per ct. Treasury notes, 1847.	950 00	57 00
3 to 6 per cent. Treasury notes, 1857	1,700 00	99 00
6 per ct. Treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' Treasury notes, 1861	16,300 00	1,104 43
6 per cent. 1 year notes, 1863	43,375 00	2,180 85
5 per cent. 2 year notes, 1863.	35,250 00	1,784 80
6 per ct. compound interest notes, 1863-64	226,030 00	46,123 27
7 3-10 per cent. 3 years' Treasury notes, 1864-65	141,400 00	4,849 64
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates, called.	5,000 00	394 31
Aggregated of debt on which interest has ceased since maturity	$10,648,315 26	$724,165 58

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$59,960 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of Deposit	9,045,000 00	
Coin certificates, 1863	5,207,920 00	
Silver certificates, 1878	66,663,830 00	
Unclaimed interest		7,256 51
Fractional currency, 1862, 1863 and 1864 $15,469,062 92		
Less amount estimated as lost or destroyed, act of June, 21, 1879	8,375,934 00	
	7,093,128 92	
Aggregate of debt bearing no interest	$434,750,854 92	$7,256 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent., continued at 3½ per cent.	$159,452,500 00	
Bonds at 5 per cent, continued at 3½ per cent.	401,504,900 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent.	738,768,550 00	
Refunding certificates	579,250 00	
Navy pension fund, 3 p.c	14,000,000 00	
	$1,564,305,200 00	$12,892,415 37
Debt on which interest has ceased since maturity.	10,648,315 26	714,165 58
Debt bearing no int., viz:		
Old demand and legal-tender notes	$346,740,976 00	
Certificates of deposit	9,045,000 00	
Coin & silver certificates.	71,871,750 00	
Fractional currency	7,093,128 92	
	$434,750,854 92	
Unclaimed interest		7,256 51
	$2,009,704,370 18	$13,623,837 46
Total debt, principal and interest to date, including interest due and unpaid	$2,023,328,207 64	

AMOUNT IN TREASURY.

Interest due and unpaid	$1,479,525 13
Debt on which interest has ceased	10,648,315 26
Interest thereon	724,165 58
Gold and silver certificates	71,871,750 00
U. S. notes held for redemption of certificates of deposit	9,045,000 00
Cash balance available December 1,1881	151,274,111 02
	$245,042,866 99
Debt, less am't in Treas'y Dec. 1, 1881	$1,778,285,340 65
Debt, less am't in Treasury Nov. 1, 1881	1,785,534,466 90
Decrease of debt during the month	$7,249,126 25
Decrease of debt since June 30, 1881	$62,313,471 33

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	155,575 00
Union Pacific bonds, 1862-64	27,236,512 00	680,912 80
Cent. Branch Union Pacific bonds, 1862-64	1,600,000 00	40,000 00
West'n Pacific Bonds, 1862-64	1,970,560 00	49,264 00
Sioux City & Pacific bonds, 1862-64	1,628,320 00	40,708 00
Totals	$64,623,512 00	$1,615,587 80

Interest paid by the United States, $51,467,272 02; interest repaid by transportation of mails, &c., $14,708,886 34; interest repaid by cash payments: 5 per cent. net earnings, $655,198 87; balance of interest paid by United States, $36,104,186 81.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, November 30, 1881.

CHARLES J. FOLGER,
Secretary of the Treasury.

Dilapidated Freight Cars.

New England railroad officials criticise somewhat sharply the character and condition of the freight cars received by them from beyond the Hudson. In very many instances the cars are old, worn-out, and shaky structures, with their running parts in wretched order, constructed of cheap and inferior materials, and injured by hard use and heavy loads. A freight train on the consolidated road near Stanford was partly wrecked Sunday morning by a broken axle on a Pennsylvania Road car, and two or three similar accidents on that road during the past month were traced to like causes. The other day in New Haven, when a freight train came to a stand still near the round-house, one of the wheels of a Western freight car dropped off. The accident and delay of trains last Saturday night on the New York and New England Road was due to a defective axle on a Pennsylvania Road car, and our exchanges show many other instances illustrating the defective character of freight cars coming from outside New England. Of course, cars owned by New England roads are occasionally in poor order and cause accidents, but the bulk of the testimony is against those from outside roads. —*Hartford (Conn.) Courant.*

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending November 26, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad	182,749	7,952,888	7,102,633
Schuylkill Canal	24,971	587,094	524,810
Lehigh Valley	115,865	5,691,240	4,606,415
Delaware, Lackawanna and Western	87,638	3,878,166	3,190,105
Shamokin	20,100	971,675	840,949
Central R. R. of New Jersey	133,410	4,164,159	3,636,931
United R. R. of New Jersey	32,146	1,417,875	1,040,028
Pennsylvania Coal	32,101	1,287,461	1,028,980
Delaware and Hudson Canal	80,432	3,266,132	2,757,554
Huntingdon and Broad Top Mountain	5,549	472,815	391,110
Penn. and New York	34,783	1,505,276	1,134,520
Clearfield, Pa	46,883	2,171,278	1,542,813

The total tonnage of anthracite coal from all the regions for the week ending Nov. 26, as reported by the several carrying companies, amounted to 611,014 tons, against 589,644 tons in the corresponding week last year, an increase of 21,370 tons. The total amount of anthracite mined for the year is 26,315,478 tons, against 22,050,526 tons for the same period last year, an increase of 4,264,952 tons. The quantity of bituminous coal sent to market for the week amounted to 99,705 tons, against 75,249 tons. in the corresponding week of last year, an increase of 24,456 tons. The total amount of bituminous mined for the year is 4,494,824 tons, against 3,915,673 tons for the corresponding period last year, an increase of 579,151 tons. The total tonnage of all kinds of coal for the week is 710,719 tons, against 664,893 tons in corresponding week last year, an increase of 45,826 tons, and the total tonnage for the coal year is 30,810,302 tons, against 25,966,199 tons, same date last year, an increase of 4,844,103 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending November 26 was 176,454 tons, of which 131,917 tons were coal and 44,537 tons coke. The total tonnage for the year thus far has been 8,213,062 tons, of which 6,059,666 tons were coal and 2,153,396 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended November 26 were 51,597 tons, and for the year to that date 1,982,190 tons, an increase of 48,081 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 32,058 tons; year, 1,259,662 tons; increase compared with 1880, 126,226 tons; Chesapeake and Ohio Canal—week, 18,473 tons; year, 468,171 tons; decrease compared with 1880, 129,102 tons. Pennsylvania Railroad—week, 1,863 tons; year, 251,443 tons; increase compared with 1880, 48,042 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 42,870 tons; year, 1,727,364 tons. George's Creek and Cumberland Railroad—week, 7,271 tons; year, 180,682 tons; Baltimore and Ohio Railroad—week, 1,182 tons; year, 62,966 tons. West Virginia Central and

Pittsburg Railway—week, 941 tons; year, 4,079 tons. The Reading Railroad shipment for last week, ending December 3, was 198,200 tons, of which 34,000 tons were sent to and 40,900 tons shipped from Port Richmond, and 21,700 tons sent to and 20,500 tons shipped from Elizabethport. The aggregate coal tonnage of the Reading Railroad for the fiscal year ended November 30, 1881, is estimated at 8,072,000, an increase of 892,202 tons over the previous year. The fiscal year of the Lehigh Valley Railroad also ended November 30th. Its coal tonnage was 5,791,376, an increase of 1,184,961 tons over the previous year.—*Phil. Ledger, Dec.* 5.

Shirts as Life Preservers in Mines.

Many men burned in the mines by the explosion of gas owe their deaths to the fact that they have persisted in working without any shirts or other protection for their bodies save pantaloons. Often it happen that an explosion of gas occurs which would prove comparatively slight in its effects but for the great surface over which the burns extend. The treatment closes all the pores of the skins over the burned parts, and where these are extensive the patient experiences a sort of asphyxia—seems to be smothered to death. Even burns of a slight depth, if embracing a large surface of the body, almost invariably prove fatal. It is against the rule in many mines for the operators to work without shirts, and it would be well to enforce the rule in all the mines and reduce the number of fatal cases at least 10 per cent. There is great temptation to throw off clothing in some mines, especially those which are very deep, as the temperature rises one figure for every fifty feet in depth, and in many mines the air that is forced into the chambers becomes heated by the steam pipes in the downcast, and loses much of its vitalizing quality before reaching the limits of the mine. But where there is gas stripping is dangerous. Thomas Riley, who died on Saturday, owes his death to cutting off the sleeves of his shirt and leaving it unbuttoned in the back.—*Scranton Republican.*

Extension of the Japanese Telegraph.

The telegraph system in Japan, which dates from 1871, comprised at the beginning of last year 3,929 miles of wire. The total number of telegrams during the year was 1,272,756, of which about 96 per cent were in Japanese, while international messages numbered 22,695. The Japanese language having no regular alaphabet, it became necessary for telegraphic purposes to form a combination of Morse characters to represent the sound of the syllabary known as the Katakana. This was effected by using the letters of the international code, supplemented by others formed of five dots and dashes (figures excepted) to produce a total of 47 signs, and the alaphabet thus constituted is stated to have given tolerable satisfaction during the nine years that have passed since its introduction. A telegraph school has been started for training Japanese youths as operators, and during the last year 227 were appointed to new offices or sent out as reliefs, leaving 97 under tuition. They are taught to write and speak English and French, and receive the rudiments of an English education. In 1880 there were 112 offices open for general traffic, local and international, and 70 others connected with government departments, railways or police, while 53 are kept open day and night. There are 348 Morse instruments in use, 26 single needle blocks and 29 telephones of the Bell pattern.

Imports of Dry Goods at New York.

The Imports of Foreign Dry Goods at New York for the month of November, were :

ENTERED FOR CONSUMPTION.

	1879.	1880.	1881.
Manufs. of wool....	$844,038	$514,355	$1,092,622
Manufs. of cotton...	919,816	813,293	1,221,628
Manufs. of silk.....	1,737,292	1,280,109	2,395,428
Manufs. flax.....	970,875	694,007	999,445
Miscell. dry goods...	606,115	632,369	628,524
Total ent. for consumption.....	$5,078,136	$3,934,133	$6,337,647

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.	1881.
Manufs. of wool.....	$445,023	$601,109	$508,720
Manufs. of cotton...	198,666	269,395	222,159
Manufs. of silk.....	307,274	460,407	418,119
Manufs. of flax.....	328,844	314,591	296,064
Miscell. dry goods..	143,684	224,311	284,306
Total withdr'n from warehouse.....	$1,423,491	$1,869,813	$1,729,368
Add ent. for con....	5,078,136	3,934,133	6,337,647
Total thrown on the market.....	$6,501,627	$5,803,946	$8,067,015

ENTERED FOR WAREHOUSING.

	1879.	1880.	1881.
Manufs. of wool....	$362,030	$332,602	$412,723
Manufs. of cotton..	281,658	261,117	228,982
Manufs. of silk.....	346,635	370,698	551,404
Manufs. of flax....	296,561	296,533	270,006
Mis. dry goods.....	141,660	382,544	223,726
Total ent. for warehouse	$1,428,544	$1,643,494	$1,686,841
Add entered for consumption	5,078,136	3,934,133	6,337,647
Total entered at port	$6,506,680	$5,577,627	$8,024,488

The Imports of Foreign Dry Goods at New York for eleven months from January 1 were :

ENTERED FOR CONSUMPTION.

	1879.	1880.	1881.
Manufs. of wool...	$13,952,178	$17,748,914	$16,819,710
Manufs. of cotton	14,510,229	19,920,396	19,636,606
Manufs. of silk....	23,397,155	27,584,381	27,670,677
Manufs of flax....	10,400,921	12,243,545	11,573,195
Mis. dry goods....	5,968,279	8,029,794	7,818,957
Total entered for consumption ...	$68,228,762	$85,527,030	$83,519,445

WITHDRAWN FROM WAREHOUSE.

	1879,	1880.	1881.
Manufs. of wool...	$5,716,700	$7,563,736	$7,894,343
Manufs. of cotton.	2,598,324	3,746,395	4,116,224
Manufs. of silk....	3,793,340	5,654,203	5,030,665
Manufs. of flax...	3,140,975	4,169,674	4,662,850
Mis. dry goods....	1,590,927	1,920,717	2,340,806
Total withdrawn from warehouse.	$16,840,266	$23,054,725	$24,044,888
Add entered for consumption ...	68,228,762	85,527,030	83,519,445
Total thrown on the market.....	$85,069,028	$108,581,755	$107,564,333

ENTERED FOR WAREHOUSING.

	1879.	1880.	1881.
Manufs. of wool...	$5,675,974	$9,533,204	$6,405,931
Manufs. of cotton.	2,762,415	4,177,626	3,473,137
Manufs. of silk....	4,143,851	6,106,000	4,690,827
Manufs. of flax....	3,190,934	5,658,928	3,872,578
Mis. dry goods....	1,528,202	2,505,593	2,361,652
Total entered for warehouse	$17,301,376	$27,981,351	$20,804,125
Add entered for consumption ...	68,228,762	85,527,030	83,519,445
Total ent. at port.	$85,530,138	$113,508,381	$104,323,570

In the United States Circuit Court, Richmond, Va., on the 17th ult., in the case of the Atlantic, Mississippi and Ohio Railroad, Judges Bonds and Hughes presiding, the petition of the English bondholders asking the payment of expenses amounting to $481,000, was denied. The court decided that the payment of five per cent of the debt to said holders withheld in May last should be paid off, making payment in full.

Railway Rules in Russia.

The Russian Minister of Ways of Communication has issued a series of regulations for the settlement of disputes between passengers on railroad trains in regard to the right to close or open the windows. The rules are five in number, of which the first lays down the law that all windows are to be closed in winter time, while the carriage is being warmed. The second modifies this during the rest of the year, passengers having the right then to demand the opening of the windows if the temperature is not lower than 55 degrees. When this temperature is attained the stoves must be lighted and the windows kept hermetically closed. Rule No. 3 states that on the mercury rising above 55 degrees Fahrenheit, all the windows in the carriage may be opened, subject, however, to the "unanimous approval of all the passengers present." Should there be a "side wind" all the windows on the windward side are, by Rule 4, to be kept closed, and a demand may be made for the general opening of the windows on the other side of the carriage. Finally, by Rule 5, the Minister orders that, in all quarrels between passengers regarding carriage windows, the head guard is to be applied to, and his decision is to be binding on all concerned.

In returning a receipted bill to Pratt & Co., advertising agents, Ninth and Arch streets, Philadelphia, recently, we took occasion to say : "Many thanks for prompt remittance. Were advertising agents equally prompt as a rule publishing would be a pleasant business." Nuff sed!—*Manayunk Chronicle.*

To the above we would add that our experience with the above firm has been of a most pleasant character. Paying full rates on their advertising contracts and cashing bills promptly when presented are features that Messrs Pratt & Co. have adopted in their business. We rank them as A No. 1 agents.—*Frankford Gazette.*

We have been doing business with Messrs. Pratt & Co. for many years, and have always found them fair-dealing gentlemen in all their intercourse.—*Philadelphia Press.*

Our business relation with Messrs. Pratt & Co. commenced in 1870, and from that time it has been of the most pleasant character. It affords us pleasure to do business with such men, and we wish them much of that success which is sure to find its way to all who do business in such an honest, upright and straightforward way.—*Chester Valley Union.*

Messrs. Pratt & Co. are well and favorably known in Philadelphia as advertising agents, and the above comments are certainly well deserved.—*Philadelphia Press.*

The *News* takes pleasure in adding to the above statements that all of its business with Messrs. Pratt & Co. has been entirely satisfactory and their payments prompt.—*Philadelphia News.*

Messrs. Pratt & Co. have for many years been patrons of the *Star*, and we have always found them punctual and exact in their dealings. The many pleasant things spoken of them by our neighbors are what might be expected from the established character of the firm.—*Philadelphia Evening Star.*

We cheerfully bear witness to the prompt business methods which have characterized the firm of Messrs. Pratt & Co. in all their transactions with this journal.—*Philadelphia Record.*

To the above we add our meed of praise—we have always found Messrs. Pratt & Co. prompt and reliable, and we have every reason to believe that they are entirely responsible.—American [N. Y.] Railroad Journal.

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 7.

	Th.1.	F. 2.	Sat.3.	M.5.	Tu.6.	W.7.
Adams Express	.....	143	.....	143	140¾	.....
Albany and Susq.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
American Express	97	97	97¼	97	97¼	98
Atlantic & Pac. Tel.	.....	.....	.....	.....	.....	.....
Burl., C. R. & Nor.	.....	80¾	.....	.....	.....	.....
1st mortgage 5s	.....	99⅝	.....	.....	.....	.....
Canada Southern	62	61¾	61¾	61	60¼	60¾
1st mortgage guar	98⅜	99	99¼	99¼	99¼	99
Central of N. Jersey	94⅝	95½	96⅜	95⅝	96	96⅜
1st mort. 1890	.....	.....	.....	.....	.....	.....
7s, consol. ass	.....	115¼	.....	.....	113¾	113¾
7s, convertible ass.	113¼	.....	.....	.....	.....	.....
7s, Income	.....	.....	.....	.....	.....	100
Adjustment	.....	.....	.....	106¾	.....	107
Central Pacific	95	94¼	94¼	94½	94¼	93¾
6s, gold	.....	.....	.....	116	115½	116
1st M. (San Joaq)	.....	.....	.....	.....	.....	.....
1st M. (Cal. & Or.)	.....	.....	.....	.....	.....	.....
Land grant 6s	.....	.....	.....	.....	.....	.....
Chesapeake & Ohio	.....	.....	.....	.....	27	26¾
Chicago and Alton	133¾	.....	.....	134	133	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund	.....	.....	.....	.....	.....	.....
Chi., Bur. & Quincy	139	138¾	138½	139	138	137⅞
7s, Consol. 1903	.....	.....	.....	.....	.....	.....
Chi., Mil. & St. Paul	107¾	108	107½	107⅝	106⅞	106¼
Preferred	120⅞	.....	.....	119⅝	119¼	119
1st mortgage, 8s	.....	124	.....	.....	.....	.....
2d mort., 7 3-10s	.....	.....	.....	.....	.....	.....
7s, gold	.....	.....	.....	.....	.....	.....
1st M. (La. C. div)	118¾	.....	.....	.....	.....	.....
1st M. I. & M. div.)	.....	.....	.....	.....	.....	.....
1st.M. (I. & D. ext.)	.....	.....	.....	.....	.....	.....
1st M. (H.&D. div.)	.....	.....	.....	.....	.....	117½
1st M.(C. & M.div.)	.....	.....	.....	.....	.....	.....
Consolidated S. F.	.....	.....	.....	.....	122¼	.....
Chi. & Northwestern	128¼	129¼	128	127	126⅞	127⅜
Preferred	142	.....	142½	143	140	139¾
1st mortgage	109	.....	.....	.....	108¼	.....
Sinking Fund 6s	107¾	.....	108¼	.....	.....	.....
Consolidated 7s	130¼	130¼	.....	.....	.....	.....
Consol. Gold bo'ds	.....	.....	.....	.....	.....	124
Do reg	.....	.....	.....	.....	.....	.....
Chi., R. Isl. & Pac.	.....	134¾	.....	134	134	134
6s, 1917, c	.....	126¼	126½	127	.....	.....
Clev.,Col.,Cin.&Ind.	92¾	.....	.....	93½	92½	.....
1st mortgage	.....	.....	.....	124	.....	.....
Clev. & Pittsburg gr.	.....	.....	136¼	.....	137¾	.....
7s, Consolidated	.....	.....	128	.....	.....	.....
4th mortgage	.....	.....	.....	.....	.....	.....
Col.,Chi.,& Ind. Cent.	20	20¼	20	20¼	19¾	20
1st mortgage	.....	.....	124	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Del. & Hud Canal.	107⅞	107⅞	108	108	107½	107
Reg. 7s, 1891	.....	.....	.....	.....	.....	.....
Reg. 7s, 1884	.....	107	.....	.....	107	.....
7s, 1894	.....	.....	.....	.....	.....	.....
Del.,Lack.& Western	127¼	127⅞	128⅜	127⅞	127¼	127
2d mortgage 7s	.....	.....	.....	.....	.....	.....
7s, Consol. 1907	.....	.....	.....	.....	.....	.....
Erie Railway	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mort. 5s, ext.	.....	.....	.....	.....	.....	.....
3d mortgage	105	.....	.....	.....	105	.....
4th mort. 5s, ext.	107	.....	.....	.....	.....	.....
5th mortgage	.....	.....	.....	.....	.....	.....
7s, Consol. gold	.....	127⅞	.....	.....	.....	127
Great West. 1st mort	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Hannibal & St. Jo.	95⅞	95½	95⅜	95	94⅞	95½
Preferred	110½	111½	110	110¼	110	110
8s, Convertible	.....	.....	108	108	.....	108
Houston & Tex. Cen	.....	.....	90	92	91	91½
1st mortgage	.....	.....	.....	.....	.....	.....
Illinois Central	134	133½	133½	133¾	132½	.....
LakeShore&MichSo	120⅝	121½	121½	120⅝	120⅜	121½
Consol. 7s	.....	.....	.....	.....	.....	.....
Consol. 7s, reg	130	.....	.....	.....	.....	.....
2d Consolidated	.....	123	124	..	.....	.....
Leh. & W. B. 7s, Con	.....	.....	.....	.....	.....	.....
Long Dock bonds	.....	.....	.....	.....	.....	.....
Louisville & Nash.	100½	102¾	104½	104½	103⅛	102¾
7s, Consolidated	.....	.....	.....	.....	.....	.....
Manhattan	57½	57	57⅜	56¾	57	56
Met. Elevated	95½	.....	96¼	96½	.....	97
1st mortgage	103½	103	103⅜	103¼	103⅜	103¼
Michigan Central	92⅜	93	93	92¼	91	91⅝
7s, 1902	.....	.....	.....	.. .	124¾	.....
M. S. & N. I. 1st, s. F	.....	.....	108	.....	.....	107½
Morris & Essex	126½	.....	126	126	126	126¼
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
7s of 1871	.....	.....	.....	.....	.....	.....
7s, Convertible	.....	.....	.....	.....	.....	.....
7s, Consolidated	.....	.....	122½	122¾	122¾	.....
N.Y. Cen. & Hud. R.	137¼	138⅜	138	137¾	137⅜	138¼
6s, S. F. 1883	.....	.....	.....	1 3	.....	.....
6s, S. F., 1887	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg.	135¾	.....	.....	.....	.....	.....
N. Y. Elevated	107⅛	107⅛	.....	108⅜	109	.....
1st mortgage	.....	119	.....	.....	119	.....
N. Y. & Harlem	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg	....	.....	.....	.....	.....	.....
N. Y., Lake Erie & W	45⅝	45⅜	45⅝	45½	45	45⅜
Preferred	94	94	94	94¾	93½	93⅜
2d Consolidated	101¾x	101¼	101½	101⅜	101	100⅝
New 2d 5s fund	.....	.....	.....	.....	.....	.....
N.Y.,N.Hav'n&Hart	.....	.....	.....	170	.....	167
North Mo. 1st mort	.....	.....	123½	.....	.....	.....
Northern Pacific	39½	39¼	39¼	39⅝	39⅜	39⅛
Preferred	80¾	80¼	80¾	79⅝	79⅜	79⅝
Ohio & Mississippi	40¾	40¼	40	40	39	39
Preferred	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	123½	123
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. S. Fund	.....	.....	.....	.....	.....	.....
Pacific Mail S. S. Co	44¾	45	44¾	44½	45	44¾
Pacific R. R. of Mo.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Panama	.....	197	.....	200	.....	.....
Phila. & Reading	66⅛	66	68¾	69⅜	69⅛	68⅞
Pitts,Ft.W.&Chi.gtd	133	.....	.....	.....	136	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
3d mortgage	.....	.....	.....	.....	.....	.....
Pullman Palace Car	129	.....	.....	.....	129⅞	129
Quicksil'r Min'g Co	14	.....	.....	.....	.....	13¼
Preferred	.....	.....	.....	60	60	.....
St. Louis & San Fran	.....	.....	.....	.....	42	42
Preferred	67	.....	66	66	65	.....
1st Preferred	.....	.....	106½	.....	.....	.....
St. L., Alt'n & T. H.	50	50½	50¼	50	.....	.....
Preferred	.....	90	91	.....	.....	90
1st mortgage	.....	.....	.....	.....	.....	.....
2d mort. pref	.....	.....	109	.....	.....	.....
Income bonds	.....	.....	.....	.....	.....	.....
St. L., Iron Mt. & S	.....	.....	.....	.....	.....	.....
1st mortgage	117	.....	117	.....	.....	117
2d mortgage	.....	108	.....	109⅛	.....	109¼
Toledo and Wabash	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	108½	.....
7s, Consolidated	.....	107	.....	107⅛	106¾	.....
St. Louis Division	.....	107	.....	.....	.....	.....
Union Pacific	118 ⅛	118⅜	118⅜	119	118⅝	118⅜
1st mortgage	117⅛	.....	117¼	117⅜	117⅛	117⅜
Land Grant 7s	.....	.....	113	113	.....	.....
Sinking Fund 8s	.....	.....	.....	.....	122	.....
United States Ex	78	78⅛	78	77	.....	77
Wabash, St. L.& Pac	43⅞	43¼	42⅛	41⅜	41⅛	42⅛
Preferred	83¾	88	82	81¼	81⅛	82¾
New mort. 7s	.....	.....	.....	107⅜	.....	.....
Wells-Fargo Ex	.....	136	.....	138	.....	.....
Western Pacific b'ds	.....	.....	.....	.....	.....	.....
Western Union Tel.	84½	85⅛	85	85⅜	84⅝	85
7s, S.F. conv., 1900	.....	.....	117⅛	.....	.....	.....
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	116⅝	116⅜	.....	117¼	.....	.....
U. S. 4s, 1907, coup.	117⅜	117⅜	118	118¼	118	118⅛
U. S. 4½s, 1891, reg.	.....	113⅞	.....	.....	.....	.....
U. S. 4½s, 1891, coup	.....	113¾	.....	114⅜	.....	114⅛
U. S. 5s, 1881, reg	.....	.....	.....	.....	.....	.....
U. S. 5s, cont'd at3⅜	102⅛	102⅛	102⅜	102⅜	102½	102⅜
U. S. 6s cont'd at3½	.....	.....	100⅜	.....	.....	.....
Dt. of Col. 3-65s, reg	.....	.....	.....	.....	.....	.....
Dt. of Col.3-65s,coup	.....	.....	.....	.....	.....	.....

Boston Stock Exchange.

Prices for the Week Ending Dec. 7.

	Th.1.	F. 2.	Sat.3.	M.5.	Tu.6.	W. 7.
Atch.,Top.&San.Fe.	92½x	92¾	94½	95½	95½	94½
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Boston & Albany	164½	163½	162½	161x	161	161
7s reg	.....	.....	.....	.....	.....	.....
Boston and Lowell	.....	.....	110	.....	.....	.....
Boston & Maine	149½	.....	149	149¼	149½	149⅛
Boston& Providence	.....	.....	.....	.....	.....	161
Bos'n,Hart.& Erie7s	78¾	78¾	78⅞	80⅝	79⅛	74½
Burl.& Mo.R.L.G.7s	.....	.....	.....	.....	.....	.....
Burl.& Mo.R.in Neb	.....	.....	.....	.....	.....	.....
6s, exempt	.....	.....	.....	.....	.....	.....
4s	.....	.....	.....	.....	.....	.....
Chi.,Burl. & Quincy	139¾	138 ¼	139	139½	139½	.....
7s	.....	.....	.....	.....	.....	.....
Cin.,Sand&Clev($50)	...	28½	28⅜	....	....	.....
Concord ($50)	.....	.....	.....	.....	.....	.....
Connecticut River	.....	.....	.....	.....	.....	.....
Eastern	37	37	35⅝	36⅛	37	36¼
New 4½ Bonds	.....	107	107	.....	108	.....
Fitchburg	.....	.....	.....	135	138	.....
Kan.C., Top. & West	.....	.....	.....	.....	.....	.....
Michigan Central	.....	.....	.....	.....	.....	.....
N.Y. & New England	78¾	77¾	77¾	80	78¾	74
7s	.....	117	117¼	117¼	117½	117¼
Northern N. H	.....	.....	.....	.....	109	.....
Norwich&Worcester	.....	.....	.....	.....	.....	159
Ogden & Lake Cham	.....	.....	.....	.....	36	.....
Preferred	.....	.....	.....	.....	.....	.....
Old Colony	130½	.....	.....	131½	.....	131
Ph.,Wil.&Balt.($40)	.....	63¾	.....	.....	.....	.....
Portl'd,Saco & Ports	.....	116	.....	.....	.....	.....
Pueblo & Ark Val	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	.....	.....
Pullman Palace Car	130	130	.....	.....	.....	129
Union Pacific	.....	.....	.....	.....	120¼	.....
6s	.....	.....	.....	.....	.....	119
Land Grant 7s	.....	.....	.....	111¾	.....	114⅞
Sinking Fund 8s	120¾	.....	120¾	120¾	120¾	.....
Vermont & Canada	.....	.....	.....	.....	.....	.....
Vermont & Mass	.....	.....	.....	.....	134	.....
Worcester & Nashua	.....	60	60	.....	59	....
Cambridge (Horse)	.....	.....	.....	.....	.....	.....
Metropolitan(Horse)	.....	.....	.....	.....	.....	.....
Middlesex (Horse)	.....	.....	.....	.....	.....	.....
Cal.&Hecla Min'gCo	.....	235	237	229	.....	.....
Quincy	49	48¼	49	49¼	48¼	47¼

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Dec. 6.

	W.30.	Th. 1.	F. 2.	Sat. 3.	M.5.	Tu. 6.
Allegh'y Val. 7 3-10s	.....	.....	.....	.....	.....	.....
7s, Income	50	51	.....	52	.....	.....
Camd'n & Am. 6s, '83	.....	.....	103	.....	.....	.....
6s, 1889	.....	.....	.....	.....	.....	.....
Mort. 6s, 1889	.....	.....	.....	114½	114½	.....
Camden & Atlantic	.....	.....	.....	20	25	24
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Catawissa	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
7s, new	.....	.....	.....	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	.....	.....
Elmira&Williamsp't	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Hunt. & B. Top Mt.	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	29⅜
2d mortgage	.....	115	.....	.....	.....	.....
Lehigh Navigation	44⅝	44¼	44⅝	44⅜	44⅝	44⅜
6s, 1884	.....	.....	106¾	.....	.....	.....
Gold Loan	.....	.....	.....	.....	114	.....
Railroad Loan	.....	.....	.....	.....	117¼	.....
Conv. Gold Loan	.....	.....	.....	.....	.....	.....
Consol. Mort, 7s	.....	.....	116x	.....	.....	.....
Lehigh Valley	61⅞	61⅞	62	62	62⅝	62⅜
1st mort. 6s, coup	.....	.....	.....	.....	.....	.....
1st mort. 6s, reg	.....	.....	.....	.....	.....	.....
2d mort. 7s	.....	.....	.....	.....	.....	.....
Consol mort. 6s	115	.....	.....	.....	116	.....
Consol.mtg.6s,reg	.....	.....	.....	.....	.....	.....
Little Schuylkill	.....	.....	56¼	56¼	56¼	56¼
Minehill&Sch.Hav'n	.....	.....	.....	.....	.....	.....
North Pennsylvania	.....	60	.....	.....	.....	59½
1st mortgage 6s	.....	.....	.....	.....	.....	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Genl. mtg.7s,coup	.....	.....	.....	.....	.....	.....
Genl. mtg. 7s, reg	.....	.....	.....	.....	.....	.....
Northern Central	51½	51¾	52	.....	.....	.....
6s	99¾	99¾	.....	.....	.....	.....
Northern Pacific	40¼	39½	39¾	39½	39½	39¾
Preferred	82¾	80¼	80¾	80¾	79½	79½
Pennsylvania R. R.	63¾	63½	63½	63¾	63½	63⅜
1st mortgage	.....	.....	.....	.....	.....	.....
Gen'l mort	.....	.....	.....	.....	.....	.....
Gen'l mort reg	.....	.....	.....	.....	.....	.....
Consol. mort. 6s	.....	.....	.....	.....	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Pa.State 6s 2d series	.....	.....	.....	.....	.....	.....
do 3d series	.....	.....	.....	102½	.....	.....
do 5s, new	.....	.....	.....	.....	.....	.....
do 3s	.....	.....	.....	.....	.....	.....
Phila. & Reading	33¾	33¾	34¼	34¾	34¾	34¾
1st mortgage 6s	.....	.....	.....	.....	.....	.....
7s of 1893	.....	.....	.....	.....	.....	.....
7s, new convert	.....	.....	70	75	77	75
Consol. mort. 7s	.....	.....	124	123½	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Gen'l mort. 6s	98½	98¾	98¾	98¾	99	99
Philadelphia & Erie	.....	21½	21¼	20¾	20¾	.....
1st mortgage 6s	.....	.....	.....	.....	.....	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Pittsb.,Cin.&St.L.7s	.....	.....	.....	.....	.....	.....
Pitts.,Titusv.&Buff.	22½	22¼	22	22¾	22⅝	22¾
7s	.....	.....	121	.....	98	.....
Schuylkill Navi't'n	.....	.....	.....	.....	.....	.....
Preferred	.....	13	.....	.....	.....	.....
6s, 1872	.....	.....	.....	.....	.....	.....
6s, 1882	.....	90	91½	92	92	92
United Co. of N. J.	185	185	185	185¼	185½	.....
Hestonville, (Horse)	.....	.....	.....	.....	.....	.....
Chestnut&Wal.(do)	.....	.....	.....	.....	.....	.....
Green & Coates (do)	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the Week Ending Dec. 6.

	W. 30.	Th. 1.	F. 2.	Sat. 3.	M. 5.	Tu. 6
Baltimore & Ohio..	191	.....	.....	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	.....	107	.....	107¼	106¼
Central Ohio ($50)..	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	108¼	108¼	.....	.....	.....
Marietta & Cincin'ti	.....	.....	.....	.....	.....	.....
1st mortgage, 7s..	126	.....	127	127¾	128	128¼
2d mortgage, 7s..	98¼	98¼	99¼	100¼	103	103¾
3d mortgage, 8s..	48¼	48¼	50¼	50¾	53	53¾
Northern Cen. ($50)	.....	.....	99	.....	.....	.....
2d mort., 6s 1885..	108	.....	108	.....	.....	.....
3d mort., 6s, 1900.	.....	.....	115¼	.....	.....	.....
6s, 1900, gold.....	.....	.....	.....	.....	.....	115¾
6s, 1904, gold.....	.....	.....	.....	.....	.....	.....
Orange & Alex. 1st.	.....	.....	.....	.....	.....	.....
2d mortgage, 6s...	.....	.....	.....	.....	.....	.....
3d mortgage, 8s...	.....	.....	.....	.....	.....	.....
4th mortgage, 8s..	.....	.....	.....	.....	.....	.....
O.,Alex.&Manas's 7s	.....	.....	.....	.....	.....	.....
Pitts.& Connellsv.7s	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.	76¼	76	76¼	76¼	76¼	76¾
Consol. coupons..	88	88¼	87¼	89	90	90
10-40 bonds.....	45¼	45¾	45	45	45	45¼
Def'd Certificates.	.....	.....	.....	.....	.....	18
Western Maryland..	16¾	.....	.....	.....	.....	16
1st M.,end.by Balt	.....	.....	.....	.....	.....	.....
2d M., do	.....	.....	.....	.....	.....	.....
3d M., do	.....	.....	.....	.....	.....	.....
1st M.,unendors'd	.....	.....	.....	.....	.....	.....
2d M.,end.WashCo	.....	.....	.....	.....	.....	.....
2d M., preferred..	.....	.....	.....	.....	.....	.....
City Passenger R R.	.....	.....	.....	.....	.....	.....

London Stock Exchange.

	Closing Prices Nov. 25.	Nov. 18.
Baltimore & Ohio (sterling).....114	116	114	116
Cairo & Viencennes com. stock 45	47	48	50
Do. preferred 5 per cent..... 90	92	90	92
Central of N. J. $100 share..... 93	98	93	98
Do. Cons. Mortgage.....117	119	117	119
Do. Adjustment Bonds.....104	109	104	109
Do. Income Bonds.....104	107	102	106
Det.,G'd Haven & Mil. Equip bds112	114	112	114
Do.Con.M.5p.c.,till'83aft'r6p.c110	112	109	111
Illinois Central $100 shares.....135	136	138	139
Lehigh Valley Cons. mortgage..115	119	115	119
Louisville & Nashville mort 6s.106	108	106	108
Do. Sink. Fund bds (S.&N.Ala)105	107	103	107
Do. capital stock $100 shares. 97	99	97	99
N. Y. Cent. & Hud. R. mt. bds..137	140	137	140
Do. $100 shares.....141	142	143	144
Do mort. bonds (stg.).....123	125	123	125
N.Y.,Lake Erie & West.,$100 shs 46¼	47	48	48¼
Do. 6 p. c. pref. $100 shares .. 95	97	96	98
Do. 1st Con. Mort. bds (Erie) .130	133	130	132
Do. do. Funded Coupon bds.127	129	127	129
Do. 2d Consol Mort. bonds...104	105	105	106
Do. do. Funded Coupon bds..101	103	101	103
Do. Gold Income bonds..... 95	100	95	100
N.Y.,Pa.& Ohio 1st mort. bonds. 53	54	55	56
Do. Prior Lien bds (sterling)..105	110	105	110
Pennsylvania, $50 shares..... 64¾	65¼	66	66¼
Do. Con. Sink Fund Mort....119	121	119	121
Philadelphia & Reading $50 shs 33	34	34	35
General Consol Mortgage.....118	120	117	119
Do. Improvement Mortgage..103	105	104	106
Do.Gen.Mtg.'74,ex-def'd coup. 99	101	100	102
Do. Scrip for the 6 def. ¼ coup. 94	98	94	98
Pittsb., Ft. W. & Chi. Eq. bds....105	109	105	109
St. L. Bridge 1st mort. gold b'd.126	128	126	128
Do. 1st pref. stock..... 102	104	102	104
Union Pa. Land Grant 1st. mtg.115	119	115	119

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Dec. 8, 1881.

The ruling rate for call loans in the morning hours was 6 per cent with, in exceptional cases, a commission not exceeding 1-32 of 1 per cent a day. In the afternoon and at the close it was 6 per cent, though during the last hour the stock brokers paid 1-64@1-32 of 1 per cent a day in addition.

The posted rates for prime bankers' sterling were 4.81@4.85; the actual rates were 4.80@4.80½ and 4.84½, with cable transfers 4.84⅛@4.85⅛, and prime commercial bills 4.78½@4.79. The actual rates for continental bills are as follows: francs, 5.20⅝ and 5.25⅛; marks, 94@94⅛ and 94⅞@95, and guilders, 39⅝@40.

At the recent meeting of the stockholders of the Virginia Midland Railroad Company the directors were authorized to issue bonds to the amount of $4,000,000 to retire the first and second preferred stock of the company and for other purposes. Mr. Baldwin, on behalf of the trustees, reported that, as authorized by the scheme of organization, there had been issued to all proper claimants stock as follows: of the first preferred, $1,500,000; of the second preferred, $2,000,000, and of the common stock, $800,000. The trustees reported that they had issued $4,000,000 of preferred, $800,000 of common stock, and new bonds aggregating $7,635,000, and that after the payment of all claims there would remain on hand nearly $900,000. President Barbour stated that he had, by outside authority, subscribed $250,000 to the North Carolina Midland Railroad, and requested that the meeting ratify that subscription made by him as President of the Virginia Midland Railway Company. A resolution approving his action was adopted.

The Chief of the Bureau of Statistics at Washington, in his monthly statement, reports that the excess of merchandise for the month ending October 31, 1881, was $9,271,536; month ended October 31, 1880, $31,668,571; twelve months ended October 31, 1881, $217,887,358; twelve months ended October 31, 1880, $155,576,327. The excess of imports of gold and silver coin and bullion was as follows: month ended October 31, 1881, $7,163,013; month ended October 31, 1880, $14,552,138; twelve months ended October 31, 1881, $69,931,138; twelve months ended October 31, 1880, $67,256,689.

By referring to the monthly statement of the Secretary of the Treasury, on another page, it will be seen that the total debt of the United States on the 30th of November, 1881, (including $13,623,837.46 interest) amounted to $2,023,328,207.64, less cash in the Treasury $245,042,866.99, leaving net $1,778,285,340.65. Of the bonded debt ($1,564,305,200) $250,000,000 bears 4½ per cent interest, $739,287,800 bears 4 per cent, and $560,957,400 bears 3½ per cent. Interest has ceased upon $10,648,315, and $434,750,855 bears no interest, being in the shape of currency, gold and silver certificates and certificates of deposit. In addition to the above there are outstanding $64,623,512 bonds issued to Pacific Railroads, and commonly known as the currency 6s. Of the cash in the Treasury $151,274,111 is credited as available at date.

According to a recently compiled statement of the Auditor of Public Accounts of Virginia, the total value of railroad property in that State, both real and personal, amounts to $26,940,173 75. The net income of all the roads for the year ending February 1, 1881, was $351,301 35. The roads whose valuation run into the millions are Norfolk and Western, $7,595,751; Washington City, Virginia Midland and Great Southern, $4,710,500; Chesapeake and Ohio, $3,953,641; Richmond and Allegany, $1,913,336 41; Seaboard and Roanoke, $1,618,450; and the Shenandoah Valley, $1,207,200.

The Comptroller of the Currency reports that during the year ending November 1st, 86 National banks were organized, with an aggregate authorized capital of $9,651,050, to which $5,233,580 in circulating notes were issued. Twenty-six banks, with an aggregate capital of $2,020,000, and a circulation of $1,245,530, voluntarily discontinued business during the same period. The comptroller repeats his recommendation for the repeal of the taxes upon bank capital and deposits and bank checks.

The Missouri State Fund Commissioners have decided to call in $82,000 Renewal Funding 5-20 bonds for redemption on the 31st of December.

The Denver and Rio Grande Railway Company has notified the New York Stock Exchange of an issue of $5,000,000 of its capital stock for the purpose of extending the line in Colorado to connect with the Denver, Rio Grande and Western Railway at the boundary of Utah; for laying third rail between Denver and Pueblo, and making necessary changes in the superstructure therefor and for other improvements.

The coinage executed at United States Mints during the month of November was as follows: double eagles, 111,000 pieces, value $2,220,000; eagles, $441,831 pieces; value $4,418,360; half eagles, 672,000 pieces, value, $2,360,000; silver dollars 2,300,000, value, $2,300,000; cents, 5,340,000, value, $53,400; total gold, 1,224,836, value. $9,998,360; total silver, 2,300,000, value, $2,300,000; total minor, 5,340,000, value, $53,400; total coinage, 8,864,836, value, $12,351,760.

The total receipts of the Brooklyn Bridge Company for the past six months have been $13,335,962.13 and the expenditures $13,323,155.68. The cash on hand is $12,806.45 and the liabilities amount to $95,846.41. An application is to be made to the Legislature of the State for $300,000 more.

The Chicago, Portage and Superior Railway Company has given to the Farmers' Loan and Trust Company, of New York, a mortgage covering all of its property of every description. The consideration named is $10,200,000, payable on the first day of January, 1921, with interest at 6 per cent per annum, half yearly, in gold.

A telegram from London states that the Committee on Securities of the London Stock Exchange have admitted the stock of the Denver and Rio Grande Railway Co.

The Milwaukee, Lake Shore and Western Railroad Company has called in $1,200,000 of its sectional first mortgage 7 per cent bonds. General mortgage 6s will be issued instead. Holders have the option of receiving 105 for the old bonds or new bonds in exchange. The interest on the called bonds ceased on the 1st of December.

The Lehigh Coal and Navigation Company has bought a three-fifths interest in the quarries of the Bangor Slate Company for $100,000 cash. Improvements are to be made to the quarries and the capital of the company increased to $250,000.

The Commissioners of the District of Columbia, in their annual report to the President, state that the receipts into the Treasury of the District from all sources during the year ended June 30, 1881, were $4,147,817.75; the expenditures amounted to $3,737,049.67—leaving a balance on hand July 1, 1881, including trust and water funds, of $410,768.08. There was an increase in receipts from taxes and revenues applicable to general expenses, as compared with the preceding fiscal year of $219,645.17, and an

increase of receipts from all sources of $321,026.40.

A mortgage was filed of record with the County Recorder at Cincinnati, Ohio, on the 25th ult., for bonds to the amount of $18,000,000 by the Baltimore, Cincinnati and Western Railroad—a company under the laws of Maryland, Virginia and Ohio. The mortgage is to the Mercantile Trust Company, of New York, and is signed by E. A. Hoyt, the president of the railroad company.

The closing quotations on Thursday were : American District Telegraph, 42@44 ; Adams Express, 139@144; American Express, 97@98; Chicago, Burlington and Quincy, 138½@139 ; Canada Southern, 60⅞@61 ; Chicago and Northwestern, 127½@127⅝; do. pref., 140@140½; Chicago and Alton, 133½@134 ; Central of New Jersey, 95⅛@95⅜ ; Central Pacific, 94⅜@95 ; Chicago, Milwaukee and St. Paul, 106⅝@106¾; do. pref., 119@120 ; Cleveland, Columbus, Cincinnati and Indianapolis, 92@92¾ ; Columbus, Chicago and Indiana Central, 21⅛@21½; Delaware and Hudson Canal, 107⅝@107¾; Delaware, Lackawanna and Western, 127½@127⅜ ; Hannibal and St. Joseph, 95⅛@95⅜; do. pref., 110¾@111½; Illinois Central, 133½@133½ ; Lake Erie and Western, 43⅝@44 ; Lake Shore and Michigan Southern, 121⅝@121¾ ; Metropolitan Elevated, 96@97 ; Manhattan Elevated, 57½@58 ; Michigan Central, 92½@92⅝ ; New York Elevated, 108@110 ; New York, Lake Erie and Western, 45¾@45⅞ ; do. pref., 94@94⅜ ; New York Central and Hudson River, 138½@138¾; Northern Pacific, 39⅝@39¾; Ohio and Mississippi, 39½@— ; Panama, 195@204; Pacific Mail, 45@45¼ ; Texas and Pacific, 53¼@53⅜ ; Union Pacific, 118⅞@119 ; United States Express, 77½@78 ; Western Union Telegraph, 85⅛@85½ ; Wabash, St. Louis and Pacific, 42¾@42½ ; do. pref., 82⅜@82½; Wells-Fargo Express, 135@138.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns.

New York.—American Dock and Imp. Co. 7s, 137 ; do. 5s, 102; Boston and New York Air Line, 25 ; do. pref., 67 ; Chesapeake and Ohio 1st pref., 38¾ ; do. 2d pref., 29 ; do. cur. int., 54 ; do. 1st, Series A, 102 ; do. B, 83⅝ ; Chicago, St. Paul, Minneapolis and Omaha, 38⅜; do. pref., 101½ ; do. consol., 100 ; Columbus, Chicago and Indiana Central Income, 72 ; do. 1st, Trust Co. certif. ass., 118; Cairo and Fulton 1st, 111 ; Chicago and Northwestern 5s, S. F., 101; Chicago, Milwaukee and St. Paul 1st, Chicago and Pacific div., 99 ; do. S. M. div., 106¾; Chicago, St. Louis and New Orleans 1st consol., 118½; Cleveland and Toledo S. F., 109; Cleveland, Columbus, Cincinnati and Indianapolis consol., 122; Central Iowa 1st, 114 ; Denver and Rio Grande, 79⅞; do. 1st, 114½; do. consol., 109 ; Dubuque and Sioux City, 83 ; Denver, South Park and Pacific 1st, 103¾ ; East Tennessee, Virginia and Georgia, 14¾ ; do. pref., 24½ ; do. inc., 54 ; Gulf, Colorado and Santa Fe 1st, 110 ; Galena and Chicago 1st, 102⅜ ; Hannibal and Central Missouri 1st, 107; Houston and Texas Central 1st, Western div., 109½ ; do. Gen'l mort., 99½ ; Indianapolis, Decatur and Springfield, 1st, 105½ ; do. 2d, 75 ; International and Gt. Northern 1st, 107¾ ; Indiana, Bloomington and Western, 50½ ; Kansas Pacific J. & D., 1896, 110 ; do. 1st consol., 104 ; Keokuk and Des Moines, 19; do. 1st, 105 ; Lake Erie and Western, 43½ ; do. 1st, 108 ; Louisville, New Albany and Chicago, 75 ; do. 1st, 104¼ ; Long Island, 51; Louisille and Nashville, N. O. and Mobile div. 1st. 100; do. gen'l mort. 6s, 102½; do. Pensacola div. 6s, 104 ; do. Lebanon-Knoxville 6s, 101; do. Nashville and Decatur 1st, 116½; Lehigh and Wilkesbarre consol. ass., 107; Lafayette, Bloomington and Muncie 1st, 103¾ ; Lake Shore Dividend bonds, 123; Manhattan Beach, 26 ; Marietta and Cincinnati 1st pref., 16; do. 2d pref., 7 ; Minneapolis and St. Louis, 30 ; do. pref., 70 ; do. 1st, Iowa Ext., 109½; Mobile and Ohio, 36½; do. 1st deben., 96; Missouri, Kansas and Texas, 39⅞ ; do. Gen'l mort. 6s, 87 ; do. consol., 107 ; do. 2d, 77; Missouri Pacific, 105⅛ ; do. 1st consol., 103½ ; do. 3d, 110 ; Memphis and Charleston, 72; Milwaukee, Lake Shore and Western, 49½; do. inc., 70 ; Michigan Central 8s, S. F., 103 ; do. 5s, 97½ ; Metropolitan Elevated 2d, 91 ; Nashville, Chattanooga and St. Louis, 85 ; do. 1st, 117¾; New York, Ontario and Western, 30½; Norfolk and Western pref., 57½; do. Gen'l mort., 104 ; New Orleans Pacific 1st, 95½ ; Northern Pacific 1st, 103¾; New Jersey Southern 6s, guar., 101 ; New York City and Northern Gen'l mort., 85; Ohio Central, 25¼ ; do. 1st, 99¾ ; do. inc., 47 ; do. 1st, 100; Oregon Railway and Nav., 163; do. 1st, 109; Ohio Southern, 23½; do. inc., 44 ; do. 1st, 92½; Ohio and Mississippi 1st, Springfield div., 118½; Peoria, Decatur and Evansville, 39; do. inc., 80; do. 1st, 107; Richmond and Allegany, 38 ; do. 1st, 105¼ ; Richmond and Danville, 129½ ; do. 6s, 102⅝ ; Rome, Watertown and Ogdensburg, 29⅜ ; Rochester and Pittsburg, 29 ; do. inc., 40; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 110; St. Paul and Duluth pref., 74½ ; St. Paul, Minneapolis and Manitoba, 112½; do. 1st, 112 ; South Pacific 1st, 104¾ ; Southern Pacific of California 1st, 103⅞; St. Louis and San Francisco 2d, Series B, 91¾ ; do. C, 92; St. Louis and Iron Mountain 5s, 86½; do. 1st pref. inc., 99 ; do. 2d pref. inc., 89½ ; do. Cairo, Arkansas and Texas 1st, 107½ ; do. Arkansas Branch, 1st, 108½ ; Toledo, Delphos and Burlington inc., 35 ; do. 1st, M. L., 90½ ; Texas and Pacific, 52⅞ ; do. inc. L G., 75 ; do. 1st, 107⅝; do. Rio Grande div. 6s. 90; Toledo, Peoria and Western 1st, 115½ ; Wabash, St. Louis and Pacific, Gen'l mort. 6s, 92¾ ; do. Chicago div., 90½ ; Arkansas 7s, L. R. & Ft. S., 31 ; do. M., O. & R. R., 31 ; Connecticut 6s, 105 ; Louisiana consol. 7s, 69; North Carolina 6s, S. T, 3d class, 9½ ; South Carolina 6s, non-fund., 12⅜; Tennessee 6s, new, 69 ; do. old, 70 ; American District Telegraph, 40; Sutro Tunnel, 1⅛; Colorado Coal and Iron, 49 ; do. 6s, 91½ ; Consolidation Coal, 33; New Central Coal, 25; Pennsylvania Coal, 240 ; Caibou Mining, 2½ ; Central, 1½; Homestake, 14; Mariposa, pref., 4; Ontario, 35 ; Robinson, 5⅞ ; Silver Cliff, 2⅝; Standard, 21½.

Philadelphia.—American Steamship Co., 28⅝; do. 6s, 108 ; Catawissa new pref., 52 ; Central Transportation, 40½ ; Huntingdon and Broad Top Mountain consol. 5s, 90 ; Harrisburg and Lancaster, 72 ; Morris Canal pref., 169 ; Nesquehoning Valley, 57½; New Orleans Pacific 1st, 94½ ; Philadelphia and Reading deben. 7s, ex-coupon, 65; do. scrip, 82½ ; do. Income 7s, 99 ; do. gold 6s, 112½ ; Philadelphia and Reading Coal and Iron deben. 7s, 65; Philadelphia, Wilmington and Baltimore 4s, 95½ ; Philadelphia, Germantown and Norristown, 108 ; Shamokin, Hazleton and Wilkesbarre 2d, 21 ; Schuylkill Nav. Imp. 6s, 60; Texas and Pacific 1st mort., 106½; do. consol. mort. 6s, 101½; do. Rio Grande div. 6s, 91; Warren and Franklin 7s, 115. The latest quotations are: City 6s, 110@124; do. free of tax, 129@132; do. 4s new, 105@112 ; Pennsylvania State 6s, 3d series, 102½@102¾ ; do. 5s, new loan, 117@118; do. 4s, new, 110@114; Philadelphia and Reading R. R., 34⅝@34¾ ; do. consol. mort. 7s, reg., 123@— ; do. mort. 6s, 122@— ; do. gen'l mort. 6s, coupon, 98⅞@99⅛; do. 7s, 1893, 122@125; do. new, conv., 74½@75; United New Jersey R. R. and Canal, 185½@185¾; Buffalo, Pittsburg and Western, 22½@22½; Pittsburg, Titusville and Buffalo 7s, 98@98½ ; Camden and Amboy mort. 6s, 1889, 114½@114¾ ; Pennsylvania R. R., 63⅜@63½; do. general mort. coupon, 128@130; do. reg., 121½@122; do. consol. mort. 6s, reg., —@128; Little Schuylkill R. R. 56⅜@56⅝ ; Morris Canal, 65@75 ; do. pref., 168½@169½ ; Schuylkill Navigation, 6@7 ; do. pref., 13@13½ ; do. 6s, 1882, 91¾@92¼ ; do. 1872, 108½@—; Elmira and Williamsport pref., 58@60; do. 6s, 110@—; do. 5s, 99@— ; Lehigh Coal and Navigation, 44½@45¾; do. 6s, 1884, 106⅝@106⅞ ; do. R. R. loan, 117⅛@117⅜ ; do. Gold Loan, 113¾@114¼ ; do. consol. 7s, 115@116 ; Northern Pacific, 39¼@39½ ; do. pref., 79¼@79½ ; North Pennsylvania, 59¼@59¾; do. 6s, 106½@107 ; do. 7s, 120@122; do. General mort. 7s, reg., 119@124 ; Philadelphia and Erie, 21⅛@21⅜ ; do. 7s, 117@117½; do. 5s, —@105½; Minehill, 62@62½; Catawissa, 15@18; do. pref., 53½@54 ; do. new pref., 51⅞@52½; do. 7s, 1900, 118@— ; Lehigh Valley 62@62½ ; do. 6s, coupon, 123@125 ; do. reg., 121½@122½; do. 2d mort. 7s, 131½ @132½ ; do. consol. mort. —@120 ; Fifth and Sixth streets (horse), 149@150; Second and Third, 100@115; Thirteenth and Fifteenth, 77@77½; Spruce and Pine, 45@59 ; Green and Coates, 90@105 ; Chestnut and Walnut, 94@95 ; Germantown, —@70; Union, 110@125; Lombard and South, 23@23½ ; West Philadelphia, 110@117 ; People's 19@20; Continental, 100@105.

Baltimore.—Atlantic and Gulf bonds 1885, 101 ; Atlanta and Charlotte, 80 ; do. 1st, 112½ ; Atlantic Coal, 1.15 ; Baltimore City 6s, 1890, 115½ ; do. 6s, 1884, 106; do. 6s, 1886, new, 109; do. 6s, 1900, 127 ; do. 5s, 1890, 115⅝ ; do. 5s, 1916, 121¼; do. 5s, 1894, 116½ ; Baltimore and Ohio 2d pref., 121½; Columbia and Greenville 1st 105½ ; Maryland Defense 6s, 105¾ ; Marietta and Cincinnati 1st Sterling, 125; Northern Central 5s , 99; Ohio and Mississippi, Springfield div. 1st, 119½ ; Richmond and Allegany, 40 ; Richmond and Danville bonds 1885, 102½; Virginia Midland 1st pref., 90 ; do. 2d pref., 90 ; do. 4th mort., 56 ; do. 5th mort., 98½; Virginia Peelers, 41; do. peeler coupons, 27 ; Wilmington, Columbia and Augusta, 110. The latest quotations are : Atlanta and Charlotte, 79½@—; do. 1st, 112⅜@112½ ; Baltimore and Ohio, 191@200; do. 6s, 1885, 106½@107 ; Baltimore City 6s, 1886, 109@—; do. 6s, 1890, 115⅝@115½; do. 5s, 1894, 116@117 ; do. 5s, 1916, 121½@—; do. 4s, 1920, —@114; Columbia and Greenville 105@106 ; Cincinnati and Baltimore 7s, 105@

— ; Canton 6s, gold, 107½@— ; Central Ohio 1st, 108⅛@—; Marietta and Cincinnati 1st, —@128½ ; do. 2d, 103¾@104 ; do. 3d, 53⅛@53½ ; North Carolina 4s, —@82 ; Northern Central, —@52½ ; do. 6s, 1885, 108¼@— ; do. 6s, 1900, 115½@— ; do. 6s, 1900, gold, 115@115½; do. 5s, 1926, 99@99¼ ; Norfolk and Western pref., 57@59 ; Ohio and Mississippi S. F., 119¾ ; do. Springfield div. 1st, 119⅛@120 ; Richmond and Danville, 125@— ; do. bonds, 1890, 105½@—; Richmond and Allegany, 37½@41 ; Virginia Midland, 35 ; do. 1st pref., 90@95 ; do. 2d pref., 90@— ; do. 2d mort., 110@111 ; do. 4th mort., 56@60; do. 5th mort., 98@99; Virginia Peeler coupons, 26½@27; Virginia consols., 76½@76¾; do. consol. coupons, 89@90 ; do. 10-40s, 45@45½; Wilmington, Columbia and Augusta, 109⅛@110½; Western Maryland, —@16⅝.

Boston.—Atlantic and Pacific 6s, 97¼ ; do. 6s, Income, 37 ; Boston Water Power, 7 ; Boston Land, 8⅛ ; Burlington and Missouri River in Nebraska 6s, non-exempt, 103 ; Boston, Revere Beach and Lynn, 125½ ; Central of Iowa, 30 ; Connotton Valley, 22; do. 7s, 95½; do. 7s, Straitsville div., 77½; Chicago and West Michigan, 82; Chicago, Burlington and Quincy 4s, 86; Chicago, Milwaukee and St. Paul 6s, Wisconsin Valley div., 100 ; Detroit, Lansing and Northern pref., 114; Flint and Pere Marquette, 23¼ ; do. pref., 96½ ; Illinois Grand Trunk 8s, 117; Iowa Falls and Sioux City, 86 ; Kansas City, Lawrence and Southern 5s, 104½ ; Kansas City, Fort Scott and Gulf, 85; do. pref., 126½; do. 1st, 110 ; Little Rock and Fort Smith, 64½ ; do. 7s, 112¼ ; Mexican Central 7s, 87 ; do. Block, old, 114 ; do. new, 95; Marquette, Houghton and Ontonagon, 69; do. pref., 118; New Mexico and Southern Pacific 7s, 115 ; New York and New England 6s, 107¾; Ogdensburg and Lake Champlain Inc., 45 ; Portsmouth, Great Falls and Conway 4½s, 87¾ ; Rutland, 5⅛; do. pref., 27 ; Republican Valley 6s, W. D., 103½ ; Summit Branch, 15 ; Toledo, Delphos and Burlington, 10½; do. Income 6s, Dayton div., 27½; Vermont Central 1st, 10; Wisconsin Central, 21½; do. 2d, 49 ; Atlantic, 16; Allouez, 3¾; Brunswick Antimony, 6; Catalpa, ⅝ ; Central, 30¾; Copper Harbor, 2⅞; Copper Falls, 5; Douglas, 2½; Franklin, 13¾; Harshaw, 3; Huron, 4½; National, 3; Osceola, 31½ ; Phœnix, 2¼ ; Pewabic, 15¾ ; Ridge, 4 ; Sullivan, 3¾; Silver Islet, 25.

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It has for some years been the practice in this country to transport crude petroleum by pumping it through a long main, extending in some cases over considerable distances. This system has not been established to any extent in Europe, but is now, however, being carried on on an extensive scale in the Caucasus, in South Russia, and Messrs S. Owens & Co., of London, England, have just completed an extensive pumping plant for this purpose. The plant consists of a number of small Blake pumps with 10 inch steam cylinders, 3½ inch pumps and 12 inch stroke, which will be used to deliver the oil through branch services into the tanks from which the main pipes draw. For the main oil line Messrs. Owens have constructed three pairs of duplex Blake pumps with a new arrangement of valve gear, the valve of one pump of each pair being moved by connection with the piston rod of the other pump, and vice versa. The pumps have 24 inch steam cylinders with 30 inch stroke, the piston rod being double, and giving motion through a strong crosshead to a pair of single-acting plunger pumps with 4½ inch rams of phosphor-bronze, these pumps being intended to deliver the oil against a pressure of 1,500 pounds per square inch.

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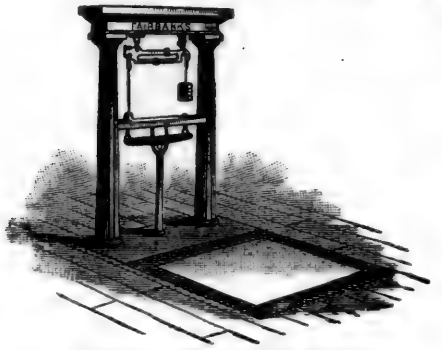
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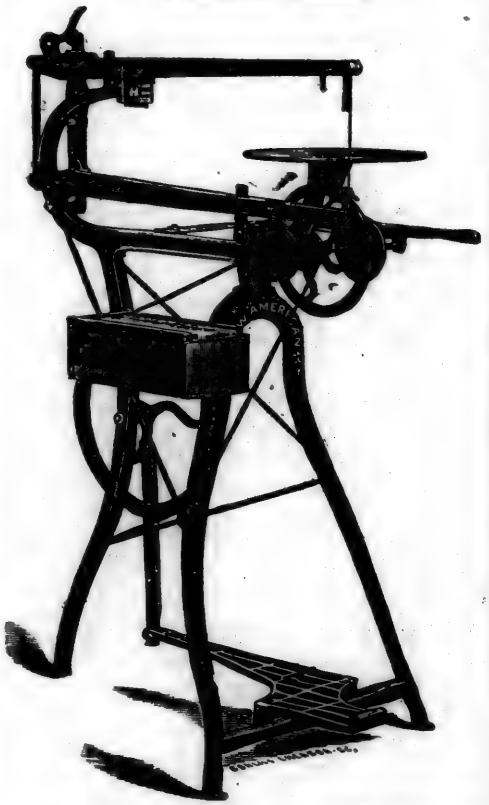
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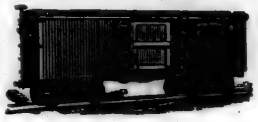
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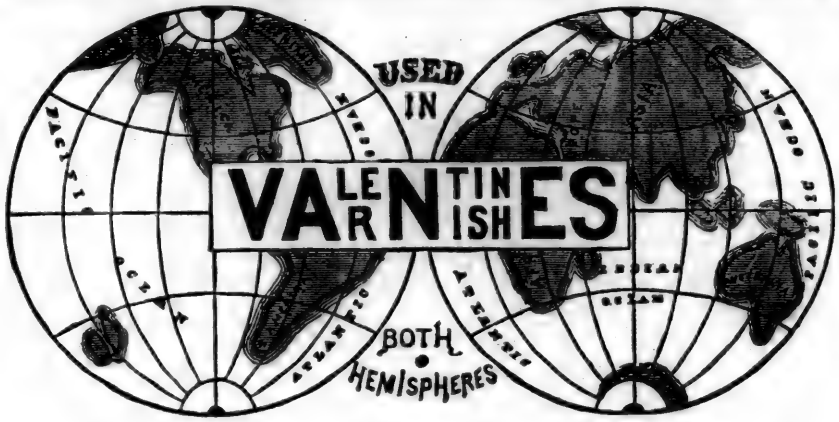
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SECOND QUARTO SERIES.—VOL. XXXVII., No. 51.] NEW YORK, DECEMBER 17, 1881. [WHOLE No. 2,382.—VOL. LIV.

Leaves From Old Journals.

SOME RAILROAD INCIDENTS.

BY THE HON. JOSIAH QUINCY.

I SHALL merely glance at a great subject. The story of the inside management of our earlier railroads is aside from the purpose of the present papers. Students of finance would be interested in the perplexities which were surmounted, the expedients that were tried, the bitter opposition that was worked down; but for the general reader it is sufficient to say that the Massachusetts railroads were built by patriotic men for the public benefit. Few believed in them as investments, and the State, when her franchise was asked, burdened it with a condition most creditable to the foresight of her legislators. I quote the protective clause, which permits the people to foreclose on any one of the old railroads whenever they choose to do so:—

"The Commonwealth may at any time during the continuance of a charter of any railroad corporation, after the expiration of twenty years from the opening of said railroad for use, purchase of the corporation the said railroad and all the franchise, property, rights and privileges of the corporation, by paying them therefor such a sum as will reimburse them the amount of capital paid in, with a net profit thereon of ten per cent per annum from the time of the payment thereof by the stockholders to the time of such purchase."

There is statesmanship looking out for to-morrow as well as for to-day! Let us remember this when we are disposed to rail at the lack of intelligence in our democratic legislation. Proceeding upon the same line, Massachusetts, before giving her last installment of assistance to the road connecting her capital with Albany and the West, reserved the right to purchase the same by paying the par value of the shares, with seven per cent thereon. It would take many millions of dollars to measure the value of these morsels of legislation to the Bay State. It might be worth dollars to be reckoned by the hundred million had all our States similar writings upon their statute-books. It is not the actual use of such reserved rights, but their existence in terrorem which protects the interests of society against the greed of some small minority of its members. In 1867 I petitioned the Legislature of Massachusetts to exercise its power of purchase in the interest of the people, and to assume the ownership of the railroads connecting us with the West. The mighty corporations took the field like regular armies, well officered, well disciplined, and with a full commissariat. The people, so far as they could be heard from, were full of spirit; but they were an unorganized militia, without available funds to provide leaders and fee lawyers. The corporations managed to prevent a purchase which would have doubled the business of Boston, and, by its influence upon other roads, would have gone far to settle the question of cheap transportation. But the popular feeling was so strong that the legislature was compelled to give much that was wanted, though not all that was asked. The railroads were compelled to do something to earn the ten per cent which they exacted from the public; some of it, too, representing no legitimate outlay in stock. On the 19th of April, 1880, my journal records a chance meeting with the late Judge Colt, one of the able counsel who were retained for the railroads. He spoke of the revival of commercial interests and of the increase of general prosperity which had resulted from the compulsory union of the Western and Worcester roads, together with the fiat of the legislature, which obliged the tracks to be carried to deep water. "You would never have brought this about," he said, "had it not been for that power of purchase which the State had reserved. That was the fulcrum upon which the lever rested by which inert masses were moved aside for the benefit of the public." It was even so.

There was one question which could not be avoided after the establishment of railroads: "What are the rights of negroes in respect to this new mode of locomotion." And the general voice of the community replied in the usual chorus: "Neither here nor elsewhere have they any rights which a white man is bound to respect." The prejudice against persons of color can be but faintly realized at the present time. No public conveyance would carry them; no hotel would receive them, except as servants to a white master. The day in May when our State government was organized was universally called "Nigger'Lection," because on that day negroes were accorded the privilege of appearing on the Common; whereas, if one of this class of citizen's presumed to enter the Common on Artillery Election (which took place about a month later), he was liable to be pursued and stoned by a crowd of roughs and boys. After the Providence Railroad opened the shortest route to New York, it was found that an appreciable number of the despised race demanded transportation. Scenes of riot and violence took place, and, in the then existing state of opinion, it seemed to me that the difficulty could best be met by assigning a special car to our colored citizens. Some of our cars were then arranged like the old stage-coaches—there being three compartments upon a truck. These coaches communicated only by a small window at the top, and one of the compartments I assigned for the exclusive use of colored persons. One morning at Providence I entered the middle carriage, and was presently attracted by voices in the next division—that allotted to travelers of the black race. I arose and looked through the little window just mentioned, and saw that a Southern gentleman (if by a stretch of courtesy he may be so called) had entered the compartment, which was occupied by a well-dressed negro, who wore spectacles. The Southener was evidently much excited at finding a Negro taking his ease in a first-class carriage. There had been some words between them, which I did not perfectly hear. What I did hear, upon taking my position at the little window, was this:—

Southerner: "You black rascal, so you're a voter here, are you?"

Negro: "Yes, I am a free citizen and a voter."

Southerner: "Well, I have taken just such fellows as you and tied them up by their thumbs and whipped them till the blood ran down to their heels."

Negro: "Then, sir, you shed your brother's blood."

Southerner: "Why, you —— nigger, you don't mean to say that I'm your brother?"

Negro: "Yes; for it is written that He made of one blood all nations of men for to dwell on the face of the earth."

The effect of this quotation was as the last straw upon the burdened camel. It fairly broke the patience of the knightly personage who had entered the carriage. He instantly sprang upon the negro, catching him by the collar; and almost as quickly I entered the compartment and ordered him to desist.

"Well, who are you?" said the assailant, with a mighty oath. I replied that I was the president of the road, and should see that he was arrested if he did not immediately leave the carriage; and, having said this, I added a few words of measureless contempt for his conduct. Muttering some profanity, the man left the compartment, while I called the conductor to show him to the proper coach. At that time the trains made quite a stop at Mansfield, during which most of the passengers left the cars. I was standing upon the platform of that way-station, when the Southerner approached me, with a beaming face and all the suavity of manner which was characteristic of slaveholders when upon their good behavior at the North. He gracefully apologized for his conduct, saying that he was not accustomed to see negroes treated as white persons, and that the sudden introduction to such a spectacle had caused an excitement that he was unable to control. Before he had finished speaking, we were joined by the negro, who, in a manner no less gentlemanly, thanked me for my interference, and, producing a handsome pocket-book, offered me his card. The amazement with which the gentleman from the South regarded this proceeding is altogether indescribable. His blank and helpless astonishment was of the sort which might be succeeded by a burst of indignation or a burst of laughter. Fortunately, the comic side of this latter-day warning at length succeeded in making itself predominant.

"Well, take me home!" he said. "I've seen all I came for. Spectacles are good; but a nigger with a visiting-card. It just knocks me down and makes me as weak as a baby. A 'nigger with a visiting-card!' Well, I am surely dreaming, and that's a fact."

The above incident is an extreme illustration of a state of feeling which has happily passed away. Its inhumanity was only equaled by its vulgarity. The existence of slavery in the Southern States presented a difficult problem to thoughtful and patriotic citizens, and good men were unable to agree upon the path of duty.

The sources from which mighty rivers take their rise have always been interesting to explorers. They find some petty rivulet, which oozes out of the mud, and marvel its feeble current should swell till it bears the commerce of a nation. The beginnings of great departments of human enterprise have something of the same interest, and I have just found an old letter, addressed to me on the 27th of October, 1838, which led to results quite overpowering in their magnitude. The writer is William F. Harnden. He tells me that he has applied for a post of conductor upon the Western Railroad, and solicits my influence, as treasurer of the road, "should you think me worthy of the office." Harnden had been selling tickets at the Worcester Railroad depot, but found this occupation much too sedentary for his active nature. He was a man who wanted to be moving. For some reason, which I do not recall, Harnden did not get the conductorship; but his application brought me in contact with this lithe, intelligent young fellow, who wished to be on the go, and I suggested to him a new sort of business, which in the hands of a bright man I thought might be pushed to success. As director and president of the Providence Railroad, I was compelled to make weekly journeys to New York, where the bulk of our stock was held. The days of my departure were well known, and I was always met at the depot by a bevy of merchants' clerks, who wished to entrust packages of business papers, samples of goods, and other light matters to my care. The mail establishment was at that time utterly insufficient to meet the wants of the public. The postage was seventeen cents upon every seperate bit of paper, and this was a burdensome tax upon the daily checks, drafts, and receipts incident to mercantile transactions. I was ready to be of service to my friends, though some of them thought my good-nature was imposed upon when they found that I was obliged to carry a large traveling-bag to receive their contributions. I kept this bag constantly in sight on my journey, and, upon arriving in New York, delivered it to a man whom the merchants employed to meet me and distribute its contents. Now, it occurred to me that here was an opportunity for somebody to do, for an adequate compensation, just what I was doing for nothing. I pointed out to Mr. Harnden that the collection and delivery of parcels, as well as their transportation, might be undertaken by one responsible person, for whose services the merchants, would be glad to pay. The suggestion fell upon fruitful soil. Harnden asked me for special facilities upon the Boston and Providence road, which I gladly gave him, and with the opening year he commenced regular trips (twice a week, I think he made them), bearing in his hand a small valise; and that valise contained in germ the immense express business—contained it as the acorn contains the forest of oaks that may come from it; but many generations are required to see the magnificence of the forests, while the growths of human enterprise expand to their wonderful maturity in one short life. Harnden's fate was that too common with pioneers and inventors. He built up a great business by steady industry, saw all its splendid possibilities, tried to realize them before the time was ripe, and died a poor man at the age of thirty-three. In attempting to extend the express business to Europe, he assumed risks that were ruinous, and the stalwart Vermonter, Alvin Adams, took his place as chief in the great industry which had arisen under his hands.

[To be continued].

A Lecture on the Telegraph.

The Rev. Edward S. Gregory, rector of one of the Episcopal churches at Lynchburg, Va., delivered a lecture in that city recently on "The Tongue of Fire," alias the telegraph. The lecture was heard by a large and attentive audience, and the discourse, being humorous from first to last, the lecturer carried the crowd with him. The Lynchburg News gives the following summary of the interesting facts stated by Mr. Gregory in his lecture:

"It began with a hasty glance at the various devices for communicating at a distance before the invention of the electric telegraph. Dean Stanley was authority for the statement that the Jews used a system of signals to herald their return to Jerusalem at the close of the Babylonian Captivity, 536 B. C. Polybius gave an account of the use of signaling by the glancing of the sun on waving shields of brass. Signals were used at the siege of Vienna by the Turks, and in connection with the same expedient as employed by Captain John Smith at Olimpach the speaker defended the memory of the founder of Virginia against recent assailants in a brief episode. An extract was read from Carlyle's History of the French Revolution, giving an account of Chappe's telegraph, so-called, in the year of 1795. Leaving the subject of signals, which he called the suburbs of the telegraph, the speaker spoke of Ben. Franklin's identification of lightning and eltricity as the first step in the progress of electrical discovery. There had been prophecies before, however, of the telegraph, or rather of sympathetic magnets for the correspondence of friends at a distance. Galileo had described such an instrument, and in the 241st Spectator was another account. The discovery of chemical electricity by Galvani was the next step, and the voltaic file was even more important, resulting now in the modifications of Daniell's and Grove's batteries, which were still in use. Oersted's demonstration of the relation between electricity, magnetism and galvanism led immediately to the grand discovery, of which the main credit was accorded Prof. Morse, though Bain and Sir Charles Wheatstone were the original patentees, in England. The story of Morse's struggle to get an appropriation from Congress, and of his success, when he had already despaired, was told in detail. After the experiment of the first line between Washington and Baltimore was successful, Congress refused to make further appropriations, and Morse, who had undertaken to extend the line to New York, and whose first company had placed but $15,000 of stock, was in despair, out of funds, and not having completed the line between Baltimore and Philadelphia. In this crisis the funds were advanced by Messrs. A. S. Abell, of the Baltimore *Sun*, Wm. M. Swain, Philadelphia, Col. R. M. Hoe, the press manufacturer, Mr. Alfred Vail, of New Jersey, Hon. B. B. French and Hon. Amos Kendall. The Legislature of Maryland organized a new company, with Kendall for president, and the others served as officers and directors, agreeing to take no compensation. Morse was thus enabled to carry out the project, and the telegraph became a national institution. It was to the credit of the South that the discovery by Commodore Maury, of Virginia, of the telegraphic plateau between Newfoundland and Ireland, made the cable under the Atlantic a possibility, and the patronage of a Southern journal gave the first assistance to the original inventor. For the Baltimore *Sun* had received the first telegraphic report of a President's message in 1846, and the only press special that crossed the Atlantic over the ill-starred cable of 1858.

"The lecturer described the process of the Morse system, and closed with a general survey of the influence of the telegraph in civilization, the abolition of minor languages, as prophesied by Prof. Mueller, &c. Reference was made to the sympathy expressed in Mr. Garfield's sufferings by the whole world through the wires, and the purchase of the telegraph by government, as in England, was advocated."

A Lecture on Iron.

A lecture was delivered at the rooms of the Young Men's Christian Association, Montreal, on the 28th ult., by Mr. Donald on the subject of Iron. He spoke first of the vast quantities of iron, in a gaseous state, which had been discovered by the spectroscope to exist in the sun. The earth had probably been in the same condition, but, as it cooled, the iron solidified and was gathered into masses. Iron is often found in water—in running streams as the protoxide of iron, and in stagnant pools as the peroxide. Iron ore is formed by water using up that part of vegetable matter which goes to make coal, so that coal and iron are not found next to each other. Among the different forms in which iron is found are—bog iron ore, which contains a good deal of organic matter and water; hemitite, from which the volatile matter had been driven off by great heat; magnetic iron, a compound of the peroxide and the protoxide, yielding a large quantity of iron, and found in the Laurentian rocks and other places in Canada; spathic iron or iron stone, containing about 30 per cent. of iron, and found in England together with coal and limestone, which were used in smelting it; and there is iron pyrites, containing a good deal of sulphur and found in great quadtities in Canada. Manufactured iron is to be had as cast iron, malleable iron or steel. The pig cast iron of commerce contains from 3 to 5 per cent. of carbon. To make wrought iron the process of puddling is resorted to, driving off the carbon, and the iron is then rolled. Steel contains about one per cent. of carbon, cast iron is first produced; the carbon is driven off, and then iron ore is added till the requisite quantity of carbon is obtained in the steel.

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EMINENT RESPECTABILITY.

THE above heading represents a disease. What barnacles are to a ship, this disease is to progress. A ship whose bottom is covered with barnacles can plough through the water at a much less speed than if her copper was clean and bright. Just so progress is slow where eminent respectability is at the bottom. There are men who are good and capable but are always poor. Their poverty is not the result of any lack of ability; neither for want of an opportunity to make their abilities felt. The trouble is, that the opportunities coming to them are a little one side of the regular groove in which they were drilled, and they dare not launch out. They have rich and influential friends, and they are afraid of losing caste with these if they step one side of the regular beaten path. These men of eminent respectability accomplish nothing, and when reproved for their lack of results, claim that they have not tried, and blame some one as an obstacle, or the business in which they are engaged as not being up in their standard.

There are business firms in every large community who once led the van. They were at the head of the line in their particular branch and all the rest in the same branch were lesser lights. There came a time when some young, enterprising firm felt the public pulse and made a new departure. The old firm watched the young firm grow with rapid strides and at last take the lead, forcing them to the rear. This result was not the work of a minute, nor an hour, nor a day. It was the result of years, and during many of these years they could have held their own simply by burying their ancient notions and keeping pace with modern ideas. But no, they were a firm of too eminent respectability to do anything of the sort, and preferred to be out-stripped than to lead if the old familiar tracks must be forsaken for new ones. They are like the man who for years barely kept from starving to death in Nevada, when one day a friend sent him funds to come East and then provided him with a paying position on his arrival. He worked for some months, but the society was so different, and this thing and that thing was such, that at last he came to the conclusion that he would rather bury his bones beneath the sage brush of Nevada than live like a gentleman in Massachusetts. His bones are buried beneath the sage brush of Nevada.

A few weeks ago the successors of an old established house made a new departure in their method of advertising. This house dates its origin farther back than the memory of the writer of this article, but during the memory of the writer, other houses have commenced business, and by stepping aside from the old ruts have with energy and push taken a financial position far ahead of this old established house.

This old established house has a new partner who is alive on the issues of to-day and dares forsake the beaten path for the new. He does so, and hands are lifted in holy horror, while the agonizing cry is heard, "Shades of the departed, what do you think of this new departure!" Wait and see the result. We are no prophets, but there is no harm in stating that we expect to see this firm take its old time place in the race and the others falling into line.

But there is a department in which this eminent respectability disease works a far greater injury than in the case of the individual or the firm in business. This is the department of church work. Here we have an institution claimed by its adherents to have been founded by Him who created all things. We are told that He instituted His church for the benefit of all men. Now in this city, as in all other cities, there are multitudes of churches, and the eloquent sermon of the pastor is delivered to a congregation of a hundred, when it should be listened to by thousands. What is the matter? The churches are well warmed, the seats well cushioned, the choir well trained. Look at the members, the leading members, and the reason is made plain. They are eminently respectable men, too respectable to touch other than a gloved hand, or brush against other than a broadcloth coat. The minister preaches, the choir sings, the church is warmed and lighted, and these eminently respectable people use it as a Pullman Palace Car and ride to Heaven, as they suppose. What becomes of the multitude outside?

Now there is an eminent respectability which is truly so, a respectability too eminent to lie or practice deceit, to steal or defraud, a respectability which looks upon man as a brotherhood, and realizes it individually, in business and in church. This is the respectability which comes to the front and leads the van. But the eminent respectability of which we have been writing takes receding steps until at last it tumbles into the grave. Look at the individuals, firms, churches, that are now sleeping, and over whose forms we can write—Died of eminent respectability.

NEW ROUTES AND THEIR TENDENCY.

THERE is a strong probability that the ensuing year will see important changes in the course which the products of the central grain-growing sections, as well as those of some parts of the Southwest and the Pacific coast, will take in seeking ports for European shipment. Extensive preparations are being made at Newport News for the handling of the business that it is expected will be turned in that direction by the completion of the Chesapeake and Ohio Railway extensions. At the same time, most active measures are on foot for pushing the Mississippi river grain-carrying trade, which last season exhibited such wonderful development. The Chesapeake and Ohio Railway, through arrangements being perfected for its connections with the Southwest, will assume, with its Pacific allies, the position of a through transcontinental route ere long, and by the coming spring that part of this great line connecting the Mississippi with the Atlantic will be completed so that through cars can be run from Memphis to Newport News.

These two great routes, the trans-continental railroad system and the Mississippi valley water route, are important influences in transportation matters and are already recognized as such. But there seems to be little uneasiness in this direction, among the long established lines. It is not so much the railroads that are to be affected by this change of grain routes as it is the commercial importance of their termini, for the growth of the transportation demand upon the main lines is likely to be proportionate to the growth of the transportation capacity. The incentive given to local enterprises by the opening of railroads and improvement in their management stimulated by competition, together with the enormous increase of our western productions promised in the near future, by the unprecedented immigration and settlement of the past year, give a reasonable guarantee for a fair amount of business for all the lines in question, at least during prosperous and busy times.

The railroads may safely be relied upon to do their part toward controlling the current of traffic and directing it into channels most desirable for their own purposes and those of the local interests with which they are connected. There is no need of avoiding the accusation that railroads are prone to cater to the local interests of most value to them. It is a natural law that forces them to do so. There are marked differences in the manner with which sea ports encourage the railroad to come to their assistance in developing their commerce. Terminal facilities and the expense of maintaining them after they are obtained are of course among the greatest considerations affecting the selection of shipping points, and when there is a competition between different parts of the country for the maintenance of commercial supremacy it remains for the people to come to the assistance and encouragement of the railroads working for their interest. The railroads will naturally turn with the most zeal toward the source from which the most substantial encouragement comes.

ACCORDING to the report of the Bureau of Statistics there were exported from the United States during the ten months ending October 31, 422,213,216 gallons of petroleum, valued at $40,017,980, against $295,520,798 gallons, valued at $28,829,945, for the corresponding ten months of last year. The quantity exported last October was $54,244,846 gallons, an increase of 20,179,592 gallons over October, 1880.

CONSOLIDATION.

A CONSOLIDATION agreement between the Rabun Gap Short-line Railroad Company, the Clayton Railroad Company and the Knoxville and Augusta Railroad Company has been registered with the Secretary of State in Nashville, Tenn. This agreement is made to consolidate the above roads into one company and under one management.

THE agreement recently entered into by the directors of the Midland Railway Company of Canada, for the amalgamation of that company with the Toronto and Nipissing, the Victoria, the Whitby, Port Perry and Lindsay and the Grand Junction Railway companies, was ratified at a special meeting of the share and bond holders, held at Port Hope on the 13th inst. The general plan is a through line from Toronto to Ottawa, with feeders to Georgia Bay and the Pacific Railway, and a connection with the Atlantic seabord by means of existing railways.

CONSTRUCTION.

THE Missouri Pacific Railroad was completed on the 10th inst. to within ten miles of Waco, Texas.

THE ceremony of turning the first sod of the Lachute and St. Andrews Junction (Ca.) Railway took place on the 8th inst.

FROM Puerto Plata, November 29th, we learn that the building of the railroad from Santiago to Samana is making rapid progress.

THE first regular schedule trains ran through to and from Newburg and Boston on the 8th inst. on the New York and New England Railroad.

IT has been decided to change the track of the Cincinnati and Eastern Narrow Gauge Railroad from the narrow to the standard gauge, and to extend the road to Portsmouth, with a branch to Gallipolis.

THE California Southern Railroad has been completed from San Diego for a distance of 35 miles. There are 35 bridges upon this section, the largest 65 feet high and 250 feet in length. The heaviest grade is 116 feet per mile and the deepest cut 40 feet.

THE last rail on the New Orleans Pacific Railway, between Shreveport and Cheneyville, was laid on the 11th inst. This gives an all-rail route thence to New Orleans, by connecting with Morgan's line at Cheneyville. Forty-two miles of the New Orleans Pacific remain yet to be completed below Cheneyville.

THE Chinese Government has decided to lay a railway line, formerly between Shanghai and Woosung, from the coast of Formosa to the sugar districts. The line originally laid by foreigners was bought by the Chinese, torn up by the Mandarins, and the material and rolling stock transported to Formosa, where it has been allowed to remain idle until now.

THE last rail on the Marquette and Mackinaw Railroad was laid on the 9th inst., thus completing the line from the Straits of Mackinaw to Marquette. There were a few miles of track still to be laid, between Cheboygan and the straits. When finished there will be a continuous line between Detroit and Marquette, the only break being at the straits, where a powerful iron ferry boat is already on hand to ferry trains across the intervening four or five miles. The line will soon be opened the entire length for business.

CONNECTION was made between the New York and New England and the New York, Lake Erie and Western Railroad, on the 12th inst., and the first regular passenger train left Fishkill on the Hudson for Boston on that day. The first car to cross the Hudson River without breaking bulk was loaded with live turkeys, shipped from Livonia on the Rochester Division of the New York, Lake Erie and Western Railroad, and consigned to Providence, R. I. An official of the latter company is said to have facetiously remarked that the character of this first cargo is symbolical of the fact that they will be able hereafter to "talk turkey" to all competitors for New England business.

IN order to accommodate persons coming into the city from points a short distance away—say from Tarrytown and Irvington—who do not receive much advantage from rapid transit when all the trains stop at all the stations in the city, it is proposed to build a third track on the Ninth Avenue Elevated Railway on which the trains will not stop at more than three or four stations from the Battery to the Harlem River. In the middle of the day 'shopping' trains will probably be run. People coming by the New England road, if these arrangements should be carried out, would change cars at One hundred and fifty-ninth st., and be brought to the city by the fast line on the third track. It is intended to put up three more stations on the Sixth avenue line at Eighteenth, Twenty-eighth and Forty-seventh streets.

INCORPORATION.

ARTICLES of incorporation were filed at Albany, N. Y., on the 10th inst. of the San Bartoil Mountain Mining Company, capital $50,000,000. Operations are to be carried on at Tepic, State Jalisco, Mexico, and the business is to be transacted in New York. Charles Imbourg, James D. Sands and Charles R. Callahan, of New York, are the incorporators.

THE Shawnee, Hocking Valley and Columbus Railroad Company was incorporated at Columbus, Ohio, on the 6th inst. with a capital stock of $800,000, by Frank B. McElhinny, W. O. Henderson, Josiah D. Cotton, Frank B. Baird, Carl H. Bunham, John C. Donovan and A. H. Wilson. It is to run from Columbus to Shawnee through the counties of Perry, Hocking, Fairfield, Pickaway and Franklin, with offices in Columbus. This route contemplates the use of the berme bank of the canal as far as Lockbourne or Lancaster, from which points it is but a short distance to Shawnee and the heart of the coal and iron regions. It is claimed that the road on this line can be built very cheap.

THE Arizona and Nevada Railroad and Navigation Company has been formed at San Francisco, Cal. The object of the company is to construct a line between Callville, Nev. and Yuma, with extension by rail or water, as may hereafter be determined, to Port au Sable and Libertad on the Gulf of California. The com-

pany has been incorporated under the laws of Arizona, but has its principal business offices in San Francisco. The capital stock is $20,000,000. The San Francisco directors are P. Peckham, John N. Risdon, John Lloyd, Robert N. Risdon and J. W. Smith. The Arizona directors are Paul Breon, John J. Gasper, Frank Staple and W. P. Stymus, of New York. The road will pass through a line of mining districts on the eastern bank of the Colorado river. From Port au Sable the line will continue to Altar and through a rich mining district to Libertad.

THE Cincinnati, Selma and Mobile Railroad Company was incorporated at Selma, Ala., on the 12th inst. by Frederick Wolffe, the financial manager of the Erlanger syndicate, who recently bought the Selma and Greensboro Railroad, Theodore Cooke, President of the Cincinnati, New Orleans and Texas Pacific Railroad, George F. Doughty, Secretary, Edgar M. Johnson, Attorney, Louis Krohn and Thomas T. Gaff, directors. Those gentlemen incorporated the company and elected Frederick Wolffe, President, Theodore Cooke, Vice-President, Maximilian Culm, Sec'y and Treasurer. Frederick Wolffe, of Montgomery, Ala.; Theodore Cooke, Edgar M. Johnson, George F. Doughty, Louis Krohn and Thomas T. Gaff, of Cincinnati; Samuel A. Carlton, of Boston, Mass.; C. M. Shelley, of Selma, Ala., and Thomas R. Roulhac, of Greensboro, are the directors. The company will work the Cincinnati Southern to Chattanooga, the Alabama, Great Southern from Chattanooga to Eutaw Springs, and thence the old Selma and Greensboro to Selma. Connection with Mobile will be secured. This is an important link in the lines of the Erlanger syndicate. Selma is thus placed on another of the leading avenues of communication of the South, being already upon the East Teneessee, Virginia, and Georgia and the Louisville and Nashville systems.

THE charter of the Salina and Northwestern Railroad Company was filed at Topeka, Kansas, on the 8th inst. This road is designed as a feeder to the Union Pacific and Missouri Pacific Railroads. The capital of the company is $5,000,000. The main line runs from Salina by way of Lincoln Centre to the west line of the State at a point on the west of Sherman County. The company also intend to build a branch line from Lincoln Centre to the west line of Cheyenne County by way of Delphi, Osborne County, passing through the counties of Lincoln, Osborne, Rooks, Norton, Decatur, Rawlins and Cheyenne. The estimated length of the main line is 300 miles and that of the branch 275 miles. The directors are Sidney Dillon and Jay Gould, of New York; S. H. H. Clark, of Omaha; S. T. Smith, of Kansas City; J. P. Usher, of Lawrence; O. L. Williams and H. P. Dillon, of Topeka. The principal object of this new line is to obtain possession of some smaller lines and meet all in a sytem which will permit the deflection of trains from the Pacific at Kearney, running over the St. Joe and Denver to Maryville, then to Irving on the Central branch, thence to Manhattan and Burlingame, and then by building a road from Burlingame to Ottawa, a distance of only thirty miles, direct connection is made with the Missouri Pacific for St. Louis. This route is a very direct one and avoids all pools at Kansas City, Atchison and Leavenworth.

ARTICLES of association of the Tonawanda, Wiscoy and Genesee Valley Railroad Company were filed on the 10th inst. The route which it is proposed to cover is from Caneadea, Allegheny County, N. Y., via Hume, Alleghany, Pike and Eagle, to Arcade, in Wyoming County, a distance of 26 miles. This is a narrow gauge line and a link of the chain from Coudersport, Penn., to State Line, Wellsville, and Arcade, a distance of 94 miles. The directors are Asahel L. Cole, Wellsville; George H. Blackman, Belmont; James M. Davis, Belfast; John H. Selkreg, Ithaca; Alfred D. Linsely, New York; Marsena Drake, Carlos Stebbins, Addison Beebe, George A. Green, G. A. Van Gorder, Pike, N. Y.; J. P. Manchester, M. W. Skiff, John S. Minard, Hume, N. Y. The survey will commence immediately and the road will be built early in 1882. It will be a valuable feeder to the Rochester and Pittsburg, one of the tributaries to the New York, Chicago and St. Louis. It connects with the Genesee Valley, the Buffalo, New York and Philadelphia, the Tonawanda Valley and Cuba, and the New York, Lake Erie and Western. This is one of four different railroads now proposed between Wellsville and the Pine Creek country—the Wellsville, Coudersport and Pine Creek, the Tonawanda, Genesee Valley and Pine Creek, and the Tonawanda, Wiscoy and Genesee Valley. The routes are feasible, having no excessive grades or heavy curvatures, and can be built at moderate expense. The proposed road will traverse a rich, fertile country, without railroad facilities today which furnish much local traffic. The stock is largely being taken by local capitalists. Tne Tonawanda, Wiscoy and Genesee Valley will be the ninth railroad in Wyoming County.

ORGANIZATION.

THE Long Branch Railroad Company, has been reorganized, with H. S. Little as President.

THE directors of the Richmond, York River and Chesapeake Railroad Company, elected on the 13th inst., are: Thomas Clyde, President, William P. Clyde, A. G. Buford, T. M. Logan, W. H. Gwathmey and Reuben Foster, directors.

THE John P. King Manufacturing Company, with a capital of $1,000,000, will be organized at Augusta, Georgia, December 28. The stock has been subscribed, over $400,000 in Boston, New York and Philadelphia, and the balance in Augusta.

THE directors of the European and North America Railway Company, elected on the 16th ult., are: Noah Woods, President, N. C. Ayer, T. J. Stewart, S. H. Blake, F. A. Wilson, Chas. P. Stetson, H. N. Fairbanks, Sprague Adams, John S. Ricker.

AT the annual meeting of the Richmond and Alleghany Railroad Company, held in Richmond, Va., on the 13th inst., the following board of directors was elected: W. H. Barnum, Lime Rock, Conn.; John P. Branch, Richmond, Va.; C. S. Brice, Lima, Ohio; Daniel Pettis, Cleveland, Ohio; F. O. French, New York; J. H. Gray, Boston, Mass; John J. McCook, New York; William L. Scott, Erie, Pa.; G. I. Seney, New York; Samuel Sheehar, New York; S. W. Simpson, New York; Samuel Thomas, Columbus, Ohis; C. E. Wortham, Richmond.

THE directors of the Providence and Springfield Railroad Company, elected on the 7th inst., are as follows: William Tinkham, Albert L. Sales, John L. Ross, James O. Inman, Horace A. Kimball, Sidney Dillon, Edward Pearce, Jr. William Tinkham was re-elected President.

PERSONAL.

W. P. HARRIS has been appointed Division Superintendent on the Chespeake and Ohio Railway.

M. H. SMITH has been elected Third Vice-President and Traffic Manager of the Louisville and Nashville Railroad Company.

SAMUEL FINLAY, has been appointed General New England Agent of the Pennsylvania Railroad, with headquarters in Boston.

J. H. TENNEY has been appointed Superintendent of the New York and Greenwood Lake Railroad, vice W. P. Harris, resigned.

W. W. BORST has been appointed General Superintendent of the Denver and Rio Grande Railway, vice G. W. Cushing, resigned.

GENERAL BENJAMIN F. TRACY, of Brooklyn, has been appointed Associate Judge of the Court of Appeals, in place of Judge Andrews, promoted to Chief Judge.

THE Railroad Conductors' Convention at New Orleans have elected R. B. Brown of the Louisville and Nashville Railroad, President for the ensuing year. The next annual meeting will be held at Milwaukee.

W. R. THOMPSON, who succeed John B. Jones in the banking firm of Semple & Jones, Pittsburg, Pa., is a son-in-law of Mr. Thaw. Mr. Thompson was elected not long since President of the Mechanics' Saving Bank of that city.

JOHN W. JONES, President of the Buffalo, Pittsburgh and Western Railroad Company, has been elected President of the Buffalo, New York and Philadelphia Railway Company, including its narrow gauge lines and coal properties.

THE four additional directors authorized at the meeting of the New York and New England Railroad Company, on the 6th inst., will be chosen at the first regular meeting of the board of directors, one from Rhode Island, one from Connecticut, and two will represent New York connections.

C. F. MCCOY, who was for many years Chief Clerk to the Superintendent of the Eastern Division, Pittsburgh, Fort Wayne and Chicago Railway, has been appointed Assistant Superintendent of the Sioux City and Pacific Railway, with headquarters at Blair, and in charge of all that Company's lines west of the Missouri river.

Mr. F. W. Huidekoper has resigned the office of President of the Chicago and Eastern Illinois Railroad Company, and Mr. Franklin H. Story, of Boston, Mass., Vice-President of the company, has been elected in his place.

The Coal Trade.

THE leading coal carrying companies make the following reports of their tonnage for the week ending December 3, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad	75,921	75,921	85,168
Schuylkill Canal	9,722	9,722	.....
Lehigh Valley	60,864	60,864	68,602
Delaware, Lackawanna and Western	102,466	3,980,652	3,284,143
Shamokin	23,859	995,535	860,478
Central R. R. of New Jersey	35,142	35,142	40,878
United R. R. of New Jersey	44,554	1,462,429	1,076,313
Pennsylvania Coal	32,103	1,319,565	1,054,378
Delaware and Hudson Canal	81,169	3,347,302	2,835,271
Huntingdon and Broad Top Mountain	9,267	482,083	394,225
Penn. and New York	16,425	16,425	15,448
Clearfield, Pa	55,135	2,226,413	1,598,495

The coal tonnage of the Lehigh Canal and Lehigh and Susquehanna Division of the Central Railroad of New Jersey, above given, is for two days ending December 2. The tonnage above given for the Reading Railroad, Schuylkill Canal, Lehigh Valley Railroad and Pennsylvania and New York Canal and Railroad is for three days ending December 3. The following statement shows the coal tonnage of the various companies whose fiscal years ended November 30, compared with the previous year:

	This Year.	*Last Year.*	*Increase.*
Reading Railroad	8,072,440	7,179,298	893,042
Schuylkill Canal	600,447	524,989	75,458
Lehigh Valley Railroad	5,791,376	4,606,415	1,184,981
Central New Jersey	4,052,692	3,494,216	558,476
Penn. & New York Road	1,527,607	1,140,981	386,626

The total tonnage of anthracite coal from all the regions for the week ending Dec. 3, as reported by the several carrying companies, amounted to 658,536 tons, against 581,987 tons in the corresponding week last year, an increase of 76,549 tons. The total amount of anthracite mined for the year is 26,974,014 tons, against 22,632,502 tons for the same period last year, an increase of 4,341,513 tons. The quantity of bituminous coal sent to market for the week amounted to 114,759 tons, against 92,125 tons in the corresponding week of last year, an increase of 22,634 tons. The total amount of bituminous mined for the year is 4,609,583 tons against 4,007,798 tons for the corresponding period last year, an increase of 601,785 tons. The total tonnage of all kinds of coal for the week is 773,295 tons, against 674,112 tons in corresponding week last year, an increase of 99,183 tons, and the total tonnage for the coal year is 31,583,597 tons, against 26,640,300 tons to same date last year, an increase of 4,943,297 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending November 26 was 176,454 tons, of which 131,917 tons were coal and 44,537 tons coke. The total tonnage for the year thus far has been 8,213,062 tons, of which 6,059,666 tons were coal and 2,153,396 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended December 3 were 59,054 tons, and for the year to that date 2,041,244 tons, an increase of 76,157 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 36,328 tons; year, 1,295,990 tons; increase compared with 1880, 134,584 tons; Chesapeake and Ohio Canal—week, 17,482 tons; year, 485,653 tons; decrease compared with 1880, 114,164 tons. Pennsylvania Railroad—week, 5,078 tons; year, 256,531 tons; increase compared with 1880, 52,667 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 46,397 tons; year, 1,773,761 tons. George's Creek and Cumberland Railroad—week, 4,757 tons; year, 64,017 tons. Baltimore and Ohio Railroad—week, 4,757 tons; year, 64,017 tons. West Virginia Central and Pittsburg Railway—week, 1,272 tons; year, 3,531 tons. The Reading Railroad shipment for last week, ending December 10, was 175,000 tons, of which 35,900 tons were sent to and 42,500 tons shipped from Port Richmond, and 19,300 tons sent to and 21,200 tons shipped from Elizabethport.—*Phil. Ledger, Dec.* 12.

Pennsylvania Railroad Company's New Station.

THE new station of the Pennsylvania Railroad Company at Filbert and Merrick Streets, Philadelphia, which is claimed to be the most convenient and the finest in the world, was opened for general traffic on the 5th inst., and all trains are now run over the elevated road into the heart of the city. As described by the Philadelphia Record it is "imposing in appearance, without being heavy, and the eastern front is a mass of tasteful ornamentation. The lower story of the building is built of massive blocks of rough-dressed Fox Island granite, with an open arcade upon the Broad street front, supported by columns of polished granite. The second floor, which is in reality the main one, is on a level with the tracks of the elevated extension. Here the walls above the granite base are of smooth pressed brick and terra cotta. At the northeast corner is a square clock tower, surmounted by a pyramidal roof, which rises to a height of 176 feet. The southern corner is terminated by a gable and pinnacles, while the cornice line of the Broad street facade is broken by two smaller gables, which surmount the alternate bays or divisions of the wall, and which are marked on the main story by lofty windows of a pointed pattern, with columns and traceries of terra cotta, elaborately molded. These large windows light the waiting room and restaurant upon the front. The facade is further ornamented by a wide oriel window at each end and by a great variety of terra cotta ornament in high relief, including five medallion heads above the large windows, representing the five races of man. The Filbert street front corresponds in color and in general character, but is not so ornamental. Four stone-paved carriage ways, separated by fluted iron pillars, with footwalks on either side, pierce the middle of the lower story of the Broad street front, and extending under the building open on Fifteenth street under the covered bridge. The space set apart for carriage ways is flanked on the Filbert street side by the main entrance to the depot and on the Market street side by the main exit.

"In its interior arrangements the station is a model of luxurious convenience. The monster entrance doors open into an apartment which can comfortably contain 500 people. This is the ticket room, and passengers who arrive in carriages may gain access from the side nearest the drives. Tickets are obtainable at a half-circular shaped office in the centre of the wall, and the travelers may then ascend to the second story by means of two elevators in the west end of the room. The space fronting on Broad street is divided into two magnificent rooms, that on the north being a ladies' waiting room and that on the south a dining room. Dressing rooms for both sexes, bath rooms, a barber shop and other offices fill up the corner block of space bounded by the dining room. The means of exit are admirable, as thirty men can walk abreast down the two short and straight flights of stairs. The kitchen, pantries and storerooms are on the third floor, which, like the fourth, does not extend over the main waiting room. The rooms on the fourth story are occupied entirely by officers of the railroad company. The ventilation is all that could be desired, the most approved steam-heating apparatus is used, and the entire building is lighted by electricity. The entire structure covers a space 122 feet 10 inches on Filbert street and 193 feet 5 inches on Merrick street. The height from ground to eaves is 75 feet, and to the roof top 93 feet. The style of architecture is Italian Gothic, and is from designs by Joseph M. Wilson, Chief of the Department of Bridges and Depots, and Chief Engineer W. H. Brown."

Commerce of New York.

THE foreign imports at New York for the month of November were:

	1879.	1880.	1881.
Ent. for cons	$14,219,064	$12,684,476	$16,638,860
Do. for warehousing	5,782,839	5,965,112	6,122,466
Free goods	12,550,632	11,968,093	11,683,306
Specie and bullion	18,941,262	9,248,677	1,350,239
Total ent. at port	$51,493,797	$39,866,358	$35,794,871
Withdrawn from warehouse	5,311,972	8,368,898	6,222,609

The foreign imports at New York for eleven months from January 1 were:

	1879.	1880.	1881.
Ent. for cons	$147,720,887	$210,528,514	$206,086,807
Do. warehouse	63,986,877	106,178,308	78,547,401
Free goods	89,352,672	116,386,458	115,403,613
Specie and bullion	77,444,790	59,007,649	54,266,132
Total ent. at port	$378,505,226	$492,100,929	$454,303,453
Withdrawn from warehouse	62,739,630	85,833,430	90,913,900

The duties received at New York for the eleven months ending with November were:

	1879.	1880.	1881.
Six months	$48,176,921 66	$71,038,523 16	$68,641,439 07
July	9,329,895 17	13,360,394 37	12,079,573 95
August	10,562,138 82	14,492,361 87	15,204,469 51
September	11,790,902 26	12,856,636 10	14,104,647 58
October	10,952,554 48	10,574,333 53	13,011,426 27
November	8,460,050 08	9,079,082 36	9,711,039 46
Total	$99,272,462 47	$131,401,331 39	$132,752,595 84

The exports from New York to foreign ports in the month of November were:

	1879.	1880.	1881.
Dom. produce	$29,478,814	$33,618,018	$26,203,570
For. free goods	92,118	267,066	26,203,570
Do. dutiable	512,834	687,404	722,689
Specie and bullion	667,908	682,491	1,006,320
Total exports	$30,751,675	$35,254,979	$28,569,342
Do. exclusive of specie	30,083,766	34,572,488	27,563,013

The exports from New York to foreign ports for eleven months from January 1 were:

	1879.	1880.	1881.
Dom. produce	$316,344,985	$373,335,491	$329,049,618
For. free goods	1,807,454	2,580,607	7,193,496
Do. dutiable	4,216,563	4,892,500	5,662,910
Specie and bullion	14,184,240	7,702,310	11,519,071
Total exports	$336,553,242	$388,510,848	$353,425,095
Do. exclusive of specie	322,369,002	380,808,538	341,906,024

Railway Progress in Greece.

THE new condition of things in Greece is giving rise to much activity in the direction of improving communication. Not only is the cutting of the Isthmus of Corinth in hand, but railways are projected and will no doubt soon be begun between Athens and Larissa, and between Arta and Vola, in Northern Greece, while in the Peloponnesus one line is to run along the coast of the gulf from Corinth to Patras; another starting from Corinth will run south to Mycenæ and Argos, and then turning westward through Arcadia, passing Andritzena, Tripolis and Megalopolis, will again turn southward through the old Messina and end at Kalamata on the Gulf of Koron. This line, besides opening up the peninsula for purposes of commerce, will traverse country of the highest interest to travelers, both from its associations in the past and its great natural beauty. A short line is to connect the little port of Katakolo on the coast of Elis with the thriving town of Pyrgos, which is not more than ten miles from Olympia. If these enterprises are well carried out an immense stride will have been taken by the Greek kingdom on the road to civilization. The history of the four mile railway which connects Athens with the Piræus is encouraging to the projectors of the new lines. Constructed originally at an outside cost of £800,000.—*Pall Mall Gazette.*

Storing Electricity.

A LECTURE was recently delivered before the Society of Arts by Prof. Sylvanus Thompson, of Bristol, England, upon the above subject. "The room," says the Pall Mall Gazette, "which was crowded, was lighted during the lecture by two groups of suspended Edison lamps connected with 40 Faure cells brought to the building ready charged. Prof. Thompson after explaining the scientific principles upon which the storage of electric energy was based and the various accumulators which had been invented, gave some anticipations of the possible use of the discovery. First, in regard to lighting, secondary batteries would serve for portable supplies of electricity, for accumulated supplies, and for equalizers of electric currents. The value of accumulation was evident in the case of a theatre, which might by accident be plunged in darkness if dependent on external source. A possible application was the firing of torpedoes and blasts in mines. Another was the perfection of the telephone in increasing the power of the transmitter by employing a multiple microphone. A hundred microphones united would produce loud and distinct speech. By far the most important of all the possibilities opened out by the storage battery was the utilization of wind and water power. Differing from Sir W. Thompson in his address to the British Association, he believed there were cases where no great expense would be incurred in utilizing tidal areas as basins. The Avon at Bristol required but a few yards of embankment to be turned into such an area. A tenth part of the tidal energy in the gorge of the Avon would light Bristol. A tenth part of the tidal energy in the channel of the Severn would light every city and turn every loom, spindle, and axle in Great Britain. Electrical railways and electrical tramways, Prof. Thompson said, were now existing facts, and "many months will not elapse—or it will be an eternal disgrace to the first city in the world—before the fetid and poisonous atmosphere of the Metropolitan Railway is replaced by a pleasant and salubrious air, rich in fragrant ozone; and the like revolution will not long be delayed in many quarters where reform is far less imperative. In all these changes the accumulator will have its part to play." In reply to a question, Prof. Thompson expressed the opinion that the cost of the electric lights in the room was less than the cost of gas would be for a mansion which had to provide its own apparatus for the making of gas."

Illinois Central Railroad.

DURING the month of November, 1881, the traffic on the lines operated by this company was (estimated):

In Illinois	$585,326 00
In Iowa (leased lines)	162,409 00
Total	$748,235 00

The traffic for the same month in 1880, on the same mileage, was (actual):

In Illinois	$606,905 40
In Iowa (leased lines)	176,214 36
Total	$783,119 76

During November, 1881, the land sales were 1,212.30 acres for $6,521.38, and the cash collected on land contracts was $9,414.14.

L. A. CATLIN, *Secretary.*

Cincinnati Iron Market.

OFFICE OF E. L. HARPER & Co.
Cincinnati, Dec. 13, 1881.

THE market continues about the same as last week, and, if anything, has hardened a little. Prices are strong and Furnaces as a rule are declining to sell for anything but early delivery. Taking all things into consideration the outlook is very promising. The demand for Car Wheel Iron has been very brisk during the past week. There has also been a large number of inquiries for Soft Foundry and Neutral Forge Irons, the latter being very scarce and none offering

We quote as follows:

	No.		Mos
FOUNDRY.			
Hanging Rock Charcoal	1	29 00@30 00	4
Strong Neutral Coke	1	26 00@27 00	4
American Scotch	1	25 00@26 50	4
GREY FORGE.			
Neutral Coke	23	50@24 50	4
Cold Short	22	50@23 50	4
CAR WHEEL AND MALLEABLE.			
Hanging Rock Cold Blast	36	00@38 00	4
" Warm Blast	30	00@32 00	4
Lake Superior 1 and 2	32	00@33 00	4
Lake Superior 3 to 6	34	00@36 00	4
Southern Car Wheel	36	00@40 00	4

Railroads in Tasmania.

Of all the railways I have ever trusted my life to—and I have crossed from New York to San Francisco—I take the line which connects Launceston and Hobart, the northern and southern sides of the island, as the most boldly defiant of engineers' misgivings touching the sharpness of curves. When, half-expectant of being hurled by centrifugal force down some of the Tasmanian gullies, we, with more or less rapid, snake-like motion, wind our way round the steep sides of heavily wooded hills, and look down into apparently bottomless deeps, and are occasionally whisked round such bends that we can look out of the window and every now and then see the locomotive as if about to come back to us, the experience may be regarded as exciting rather than pleasant. Nevertheless, the Tasmanians are able to boast their exemption hitherto from serious accident, and, therefore, they rather pride themselves than otherwise in possessing a railway which seems to go round corners, and which, eccentric as it is, can so confound the wisdom of the scientific. The run across the island in seven hours brings us to Hobart, the capital (for some æsthetic reason the inhabitants have abandoned the old name of Hobart town), and here we find—*non obstante* the alleged general slowness—that the Hobartians are little behind the rest of the world in the comfort of their hotels, and not at all behind them in their charges.

IN the United States Supreme Court at Washington on the 12th inst., a decision was rendered in the patent case of Frances L. Egbert, executrix, against Philip Lippman and August Seligman, error to the United States Circuit Court for the Southern District of New York, in which the Court holds that the original inventor of the improvement by allowing it to be generally used for two years before he made application for a patent, abandoned it to the public and cannot now complain of infringement. The decree of the Circuit Court dismissing the complaint is, therefore, affirmed.

FROM an advance summary of the quarterly report of the Kansas Board of Agriculture we learn that the total value of the twenty-two field crops raised in 1881 is $91,910,439 27, or more than 30 per cent. greater than in any previous year in the history of the State. The two that contribute the largest share of this immense total are wheat and corn; the former making $21,705,270 80, and the latter $44,859,963 29. In production, average yields were not so large as in 1880, but the increased price of farm products made the harvest of this year much more valuable. The report says: "While it is true that the long-continued dry weather and the armies of chinch bugs did immense damage to the crops of the State during 1881, yet there need be no immediate apprehension that the farmers are in want, when it is ascertained that the value of $122,450,406 95 is divided among them this year."

DURING the ten months ending Nov. 1, 1881, the Allen Paper Car Wheel Company turned out of their Hudson works 7,729 wheels. They are still adding to their machinery, and hope to increase the output at Hudson to 10,000 wheels the coming year. They are also pushing forward their improvements at the Chicago works as rapidly as machinery can be procured. When fully completed, these works are expected to have double the capacity of those at Hudson. The extensive paper mill, lately erected by this company at Morris, Ill., is very nearly ready for operation, and is expected to be running by the first of January. It will have a capacity of from 4,000 to 5,000 tons a year. This company is now working on orders for the Mexican companies, the Atlantic and Pacific, the Central of New Jersey, the Delaware, Lackawanna and Western, the Delaware and Hudson Canal Company, the Lehigh Valley, and the Atchison, Topeka and Santa Fe.

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 14.

	Th.8.	F. 9.	Sat.10.	M.12.	Tu.13.	W.14.
Adams Express	142	140	.....	.....	140	141¼
Albany and Susq.	.....	.....	.....	.....	.....	135
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	106	.....	.....
American Express	.....	96	97	.....	93½x	.....
Atlantic & Pac. Tel.	.....	.....	.....	.....	.....	.....
Burl., C. R. & Nor.	.....	80	.....	.....	.....	81½
1st mortgage 5s	99¾	100	100	.....	99½	99½
Canada Southern	61¼	61	61¼	60¾	61	60½
1st mortgage guar	99¼	99¼	.....	99	99¼	99½
Central of N. Jersey	95¼	95¾	95¾	95½	95½	95½
1st mort. 1890	.....	118¾	.....	.....	.....	.....
7s, consol. ass	.....	115¾	.....	.....	.....	115¼
7s, convertible ass	113½	.....	.....	.....	.....	.....
7s, Income	.....	97½	.....	102	.....	.....
Adjustment	107	.....	.....	.....	.....	107½
Central Pacific	95	94	95½	95½	94¾	94½
6s, gold	116¼	.....	116¾	116	.....	115¾
1st M. (San Joaq)	.....	.....	.....	.....	.....	.....
1st M. (Cal. & Or.)	.....	.....	.....	.....	.....	.....
Land grant 6s	.....	.....	.....	.....	105½	.....
Chesapeake & Ohio	.....	.....	.....	27½	27¾	27½
Chicago and Alton	.....	.....	134	133¼	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund	.....	.....	.....	.....	.....	.....
Chi., Bur. & Quincy	139	139	139½	138½	138¾	138
7s, Consol. 1903	.....	.....	.....	.....	.....	.....
Chi., Mil. & St. Paul	106¾	106½	106¾	106½	106½	106¾
Preferred	.....	119¾	120	.....	.....	.....
1st mortgage, 8s	.....	.....	.....	.....	.....	.....
2d mort., 7 3-10s	.....	.....	.....	.....	.....	.....
7s, gold	.....	.....	.....	.....	.....	122
1st M. (La. C. div)	.....	121	.....	.....	.....	121
1st M. I. & M. div.)	.....	.....	.....	.....	.....	.....
1st M. (I. & D. ext.)	.....	.....	.....	.....	120	.....
1st M. (H. & D. div.)	.....	.....	.....	.....	.....	.....
1st M. (C. & M. div.)	.....	.....	.....	.....	.....	124¼
Consolidated S. F.	120½	.....	.....	121¾	.....	.....
Chi. & Northwestern	127½	127½	125¼x	125½	125	124¾
Preferred	.....	.....	141	.....	140	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund 6s	.....	107¾	.....	.....	.....	.....
Consolidated 7s	130½	.....	.....	.....	131	.....
Consol. Gold bo'ds	.....	.....	.....	.....	123½	123½
Do. reg	.....	.....	.....	123	.....	.....
Chi., R. Isl. & Pac.	134½	134¼	.....	134½	134¾	.....
6s, 1917, c	.....	127	127½	.....	.....	.....
Clev., Col., Cin. & Ind.	91¾	.....	92¼	.....	.....	91½
1st mortgage	.....	.....	.....	.....	.....	.....
Clev. & Pittsburg gr.	.....	.....	.....	.....	.....	.....
7s, Consolidated	.....	.....	129	.....	.....	130
4th mortgage	114	.....	112¾	.....	.....	.....
Col., Chi., & Ind. Cent.	21¼	21	21	21¼	21¼	21
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Del. & Hud Canal.	107½	108½	108¼	108	105¼	.....
Reg. 7s, 1891	.....	.....	.....	.....	.....	.....
Reg. 7s, 1884	.....	.....	.....	107	.....	.....
7s, 1894	.....	.....	.....	.....	.....	.....
Del., Lack. & Western	127¼	127¾	127¾	127¾	127¾	127½
2d mortgage 7s	.....	.....	.....	.....	.....	.....
7s, Consol. 1907	.....	.....	.....	127	.....	.....
Erie Railway	.....	.....	.....	.....	.....	.....
1st mortgage	.....	125½	125¾	.....	.....	.....
2d mort. 5s, ext	.....	.....	.....	.....	107	.....
3d mortgage	105	.....	.....	105½	.....	.....
4th mort. 5s, ext.	107	.....	.....	.....	.....	.....
5th mortgage	.....	.....	.....	.....	.....	.....
7s, Consol. gold	128	.....	128	128½	128¾	.....
Great West. 1st mort	109	.....	.....	.....	.....	.....
2d mortgage	.....	.....	107½	107¾	107¾	108
Hannibal & St. Jo.	95¼	95¾	97½	97¾	97½	98
Preferred	110	111½	113	113½	113½	114¾
8s, Convertible	108	108	108	.....	.....	108
Houston & Tex. Cen	.....	87	90	90¼	90¼	90½
1st mortgage	113	.....	.....	.....	.....	.....
Illinois Central	.....	133¾	134	133¾	133½	133½
LakeShore & MichSo	121½	121½	121¾	121	121	120¾
Consol. 7s	.....	.....	.....	.....	.....	.....
Consol. 7s, reg	.....	.....	.....	.....	.....	.....
2d Consolidated	.....	.....	.....	.....	.....	.....
Leh. & W. B. 7s, Con	.....	.....	.....	.....	.....	.....
Long Dock bonds	.....	.....	.....	.....	.....	.....
Louisville & Nash.	103¼	103	103¾	104	105½	106¾
7s, Consolidated	.....	.....	119	120½	.....	.....
Manhattan	57¼	56	57¾	.....	.....	56
Met. Elevated	.....	96	.....	93	....	93
1st mortgage	103½	103¼	103	103	103	.....
Michigan Central	92⅝	92½	93	92¾	92½	92¼
7s, 1902	.....	.....	123¼	.....	126	.....
M. S. & N. I. 1st, S. F	.....	107¾	.....	.....	.....	.....
Morris & Essex	126	126	.....	124	.....	122¾
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
7s of 1871	....	.....	.....	.....	.....	.....
7s, Convertible	...	.....	.....	.....	.....	.....
7s, Consolidated	.....	.....	123	.....	.....	123
N. Y. Cen. & Hud. R.	138½	138¾	139	138¾	138¾	138¼
6s, S. F. 1883	.....	.....	.....	.....	.....	.....
6s, S. F., 1887	.....	.....	.....	.....	.....	.....
1st mortgage	.....	137	.....	.....	.....	137
1st mortgage, reg.	.....	.....	.....	.....	.....	.....
N. Y. Elevated	108½	.....	.....	109½	.....	108½
1st mortgage	.....	.....	.....	.....	.....	.....
N. Y. & Harlem	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg	.....	.....	.....	.....	.....	.....
N. Y., Lake Erie & W	45¾	45¾	45¾	45¾	45¾	45½
Preferred	94	94	94	94¾	93¾	93
2d Consolidated	101	100¾	101	100¾	100½	100⅞
New 2d 5s fund	.....	.....	.....	.....	99	.....
N. Y., N. Hav'n & Hart	.....	.....	.....	.....	.....	.....
North Mo. 1st mort	.....	.....	123½	118	.....	.....
Northern Pacific	39⅞	40	39⅞	39⅞	39¾	39¾
Preferred	80¾	80⅞	81	81	81¼	81¼
Ohio & Mississippi	39⅞	39¾	39⅞	39⅞	39½	37¾
Preferred	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. S. Fund	.....	.....	.....	.....	.....	.....
Pacific Mail S. S. Co	45	45¼	44⅞	.....	44¾	44½
Pacific R. R. of Mo.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	107¾	.....	.....	.....
2d mortgage	113	.....	.....	.....	.....	.....
Panama	.....	.....	.....	.....	.....	.....
Phila. & Reading	68¼	68¼	68¼	69¼	69¼	68⅞
Pitts, Ft. W. & Chi. gtd	138	136	.....	135½	.....	135
1st mortgage	134½	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
3d mortgage	.....	.....	.....	.....	.....	.....
Pullman Palace Car	.....	129½	.....	128	.....	.....
Quicksil'r Min'g Co	13¾	13¾	13¾	13½	13¾	.....
Preferred	60	60¼	60	60	.....	.....
St. Louis & San Fran	43½	43½	43¾	44	.....	44
Preferred	65	65	65	.....	65	67½
1st Preferred	107	.....	.....	.....	.....	.....
St. L., Alt'n & T. H.	.....	51	.....	53	.....	.....
Preferred	.....	94	94	94	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mort. pref.	.....	.....	.....	.....	.....	.....
Income bonds	.....	.....	.....	.....	.....	.....
St. L., Iron Mt. & S	.....	.....	.....	.....	.....	.....
1st mortgage	.....	116¼	.....	.....	.....	.....
2d mortgage	109½	109	109½	109¼	.....	109¼
Toledo and Wabash	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	112
2d mortgage	.....	.....	.....	.....	110	.....
7s, Consolidated	.....	.....	107½	.....	.....	107½
St. Louis Division	.....	.....	.....	.....	.....	107
Union Pacific	119	119½	119⅞	119⅜	119⅜	119½
1st mortgage	117¼	117¼	117⅝	117⅜	117⅜	117⅛
Land Grant 7s	.....	113	.....	112¾	.....	.....
Sinking Fund 8s	123	123½	.....	.....	.....	.....
United States Ex	.....	77¾	.....	.....	75¾	.....
Wabash, St. L. & Pac	42¾	40⅞	41⅝	41	41¾	41¼
Preferred	83¾	81⅞	82⅝	82	82¼	81⅞
New mort. 7s	.....	.....	.....	.....	.....	.....
Wells-Fargo Ex	.....	135	.....	.....	.....	.....
Western Pacific b'ds	.....	.....	.....	.....	.....	.....
Western Union Tel.	85½	85¾	86⅛	86	86⅝	86⅝
7s, S.F. conv., 1900	.....	.....	.....	.....	117½	.....
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	117⅜	.....	117⅜	.....	.....	117⅞
U. S. 4s, 1907, coup	118¼	118¾	118⅜	118½	118⅜	118½
U. S. 4½s, 1891, reg	.....	.....	.....	.....	.....	.....
U. S. 4½s, 1891, coup	114½	.....	114½	114½	.....	.....
U. S. 5s, 1881, reg	.....	.....	.....	.....	.....	.....
U. S. 5s, cont'd at 3½	.....	.....	102⅞	103	103	103⅜
U. S. 6s cont'd at 3½	.....	.....	101⅛	.....	.....	.....
Dt. of Col. 3-65s, reg	.....	.....	.....	.....	.....	.....
Dt. of Col. 3-65s, coup	.....	.....	.....	.....	.....	.....

Boston Stock Exchange.

Prices for the Week Ending Dec. 14.

	Th.8.	F. 9.	Sat.10.	M.12.	Tu.13.	W.14.
Atch., Top. & San. Fe.	95	95¼	95¾	95½	95½	95
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Boston & Albany	161½	160	160	159	159	159
7s reg	.....	.....	.....	.....	.....	.....
Boston and Lowell	.....	.....	110	.....	.....	.....
Boston & Maine	149½	.....	149¾	.....	.....	149
Boston & Providence	.....	161	.....	.....	161	.....
Bos'n, Hart. & Erie 7s	75	.....	71½	71	69¾	68½
Burl. & Mo. R. L. G. 7s	.....	.....	.....	.....	.....	.....
Burl. & Mo. R. in Neb	.....	.....	.....	.....	.....	.....
6s, exempt	.....	.....	.....	.....	.....	.....
4s	.....	.....	.....	.....	.....	.....
Chi., Burl. & Quincy	138¾	136	139½	139⅛	139⅛	139
7s	.....	.....	.....	.....	.....	.....
Cin., Sand. & Clev ($50)	29¼	30	29¼	....	.....	29
Concord ($50)	.....	.....	.....	.....	.....	.....
Connecticut River	.....	.....	.....	.....	.....	.....
Eastern	36½	37½	39	37½	38	38
New 4½ Bonds	106½	106	.....	.....	.....	106
Fitchburg	135	135	.....	.....	.....	.....
Kan. C., Top. & West	.....	.....	.....	.....	.....	.....
Michigan Central	91½	.....	.....	.....	.....	92¼
N. Y. & New England	74	72¾	71½	70½	70½	67
7s	117½	117¾	117¾	117¾	118	.....
Northern N. H.	109	107	.....	1 9	.....	.....
Norwich & Worcester	.....	.....	.....	.....	.....	.....
Ogden & Lake Cham	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Old Colony	.....	130	130	131	131	.....
Ph., Wil. & Balt. ($40)	.....	.....	.....	64	.....	64
Portl'd, Saco & Ports	.....	.....	.....	.....	.....	.....
Pueblo & Ark Val	.....	.....	.....	.....	.....	.....
7s	.....	.....	117	.....	116¾	116¾
Pullman Palace Car	128½	.....	128	128	128¼	.....
Union Pacific	119¾	119½	.....	119⅜	.....	.....
6s	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	120¾	121	.....	121	.....	.....
Vermont & Canada	.....	.....	14	.....	.....	.....
Vermont & Mass	.....	.....	.....	.....	134	.....
Worcester & Nashua	.....	.....	.....	.....	.....	.....
Cambridge (Horse)	.....	.....	.....	.....	.....	117
Metropolitan (Horse)	.....	.....	.....	.....	.....	76
Middlesex (Horse)	.....	.....	.....	.....	.....	.....
Cal. & Hecla Min'g Co	.....	.....	236	.....	.....	237
Quincy	48½	49½	47½	49¼	48	48

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Dec. 13.

	W.7.	Th. 8.	F. 9.	Sat.10.	M.12.	Tu.13.
Allegh'y Val. 7 3-10s	.....	.....	.....	.....	.....	.....
7s, Income	.....	52	.....	52	.....	.....
Camd'n & Am. 6s, '83	.....	.....	.....	.....	.....	.....
6s, 1889	.....	.....	.....	.....	.....	.....
Mort. 6s, 1889	.....	115	.....	.....	.....	.....
Camden & Atlantic	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Catawissa	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	53	.....
7s, new	.....	.....	.....	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	.....	.....
Elmira & Williamsp't	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	60	.....	.....
Hunt. & B. Top Mt.	.....	.....	.....	15½	15	.....
Preferred	.....	28¼	29½	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Lehigh Navigation	45	45	44¾	44⅞	44	44¾
6s, 1884	.....	.....	.....	107	.....	.....
Gold Loan	.....	115	115½	.....	.....	.....
Railroad Loan	.....	.....	.....	.....	.....	.....
Conv. Gold Loan	.....	.....	.....	.....	.....	.....
Consol. Mort, 7s	.....	116½	.....	.....	.....	116¼
Lehigh Valley	62¾	62⅞	62½	62⅝	62¾	62½
1st mort. 6s, coup	.....	.....	.....	.....	.....	.....
1st mort. 6s, reg	.....	.....	.....	.....	.....	.....
2d mort. 7s	.....	.....	.....	.....	.....	.....
Consol mort. 6s	116	.....	.....	.....	.....	.....
Consol. mtg. 6s, reg	.....	.....	.....	.....	.....	.....
Little Schuylkill	56½	.....	.....	.....	57	.....
Minehill & Sch. Hav'n	.....	.....	.....	.....	.....	62¾
North Pennsylvania	60	.....	.....	59¾	60	60
1st mortgage 6s	.....	.....	.....	.....	.....	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Genl. mtg. 7s, coup	.....	.....	.....	.....	.....	.....
Genl. mtg. 7s, reg	.....	.....	.....	.....	.....	.....
Northern Central	.....	52	.....	.....	51½	51¾
5s	.....	.....	.....	.....	.....	.....
Northern Pacific	39½	39⅞	39⅞	.....	39⅞	39⅞
Preferred	79¾	80¾	81	81½	81½	81
Pennsylvania R. R.	63¾	63¾	63¾	63¾	63¾	63¾
1st mortgage	.....	.....	.....	.....	.....	.....
Gen'l mort	.....	.....	.....	.....	.....	.....
Gen'l mort reg	.....	.....	.....	.....	.....	.....
Consol. mort. 6s	.....	.....	.....	.....	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Pa. State 6s 2d series	.....	.....	.....	.....	.....	.....
do 3d series	.....	.....	.....	102½	.....	102
do 5s, new	.....	.....	118	.....	.....	.....
do 3s	.....	.....	.....	.....	.....	.....
Phila. & Reading	34½	34¼	34¾	34¼	34¾	34½
1st mortgage 6s	.....	.....	.....	.....	.....	.....
7s of 1893	.....	.....	.....	.....	.....	.....
7s, new convert	.....	.....	75	.....	76¾	75
Consol. mort. 7s	123½	.....	124	.....	.....	124
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Gen'l mort. 6s	99	99	98⅞	98⅞	99	99¼
Philadelphia & Erie	.....	.....	.....	.....	20½	.....
1st mortgage 5s	105¼	.....	105½	.....	.....	.....
2d mortgage 7s	.....	.....	117½	.....	.....	.....
Pittsb., Cin. & St. L. 7s	.....	.....	122	.....	.....	.....
Pitts., Titusv. & Buff.	22½	22½	22½	22½	22¾	22¾
7s	.....	99½	.....	.....	.....	.....
Schuylkill Navi't'n	.....	.....	.....	.....	.....	.....
Preferred	.....	13	.....	.....	.....	13¼
6s, 1872	.....	.....	.....	.....	.....	.....
6s, 1882	.....	.....	.....	.....	.....	92¼
United Co. of N. J.	185½	185	.....	.....	185½	.....
Hestonville, (Horse)	19	.....	19¼	.....	.....	.....
Chestnut & Wal. (do)	.....	.....	.....	.....	.....	.....
Green & Coates (do)	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the Week Ending Dec. 13.

	W. 7.	Th.8.	F. 9.	Sat. 10.	M.12.	Tu.13.
Baltimore & Ohio..	.....	.....	.....	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	.....	.....	.....	.....	.....
Central Ohio ($50)..	.....	.....	.....	.....	.....	.....
1st mortgage.....	109	109	.....	.....	.....	.....
Marietta & Cincin'ti	.....	.....	.....	.....	.....	.....
1st mortgage, 7s..	127¾	127⅞	127	127	127	127
2d mortgage, 7s..	104¼	105	105¼	106⅝	106¾	105¾
3d mortgage, 8s..	54	56¼	57¼	58⅞	61	61⅛
Northern Cen. ($50)	51⅝	.....	....	51¾	.....	51¾
2d mort., 6s 1885..	.....	.....	.....	.....	.....	.....
3d mort., 6s, 1900.	.....	.....	.....	.....	.....	.....
6s, 1900, gold.....	.....	116	.....	.....	.....	.....
6s, 1904, gold.....	.....	.....	.....	.....	.....	.....
Orange & Alex. 1st.	.....	....	.....	.....	.....	.....
2d mortgage, 6s...	.....	.....	.....	.....	.....	.....
3d mortgage, 8s...	.....	.....	.....	.....	.....	.....
4th mortgage, 8s..	.....	.....	.....	.....	.....	.....
O.,Alex.&Manas's 7s	.....	.....	.....	.....	.....	.....
Pitts.& Connellsv.7s	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.	76⅝	76½	76½	76¾	76½	75½
Consol. coupons..	88	89¼	86½	86½	87	86½
10-40 bonds.....	45	45	44⅞	44¼	.....	.....
Def'd Certificates.	.....	.....	18½	.....	17⅛	.....
Western Maryland..	.....	18¼	16	.....	.....	.....
1st M.,end.by Balt	.....	.....	.....	.....	.....	.....
2d M., do .	.....	.....	116	.....	.....	.....
3d M., do .	.....	.....	.....	.....	.....	.....
1st M.,unendors'd	.....	.....	.....	.....	.....	.....
2d M.,end.WashCo	.....	.....	.....	.....	.....	.....
2d M., preferred..	.....	.....	.....	.....	.....	.....
City Passenger R R.	.....	.....	.....	.....	.....	.....

London Stock Exchange.

	Closing Prices Nov. 25.		Nov. 18.	
Baltimore & Ohio (sterling).....	114	116	114	116
Cairo & Viencennes com. stock	45	47	48	50
Do. preferred 5 per cent.....	90	92	90	92
Central of N. J. $100 share.....	93	98	93	98
Do. Cons. Mortgage.....	117	119	117	119
Do. Adjustment Bonds.....	104	109	104	109
Do. Income Bonds.....	104	107	102	106
Det.,G'd Haven & Mil. Equip bds	112	114	112	114
Do.Con.M.5p.c.,till'83aft'r6p.c	110	112	109	111
Illinois Central $100 shares.....	135	136	138	139
Lehigh Valley Cons. mortgage..	115	119	115	119
Louisville & Nashville mort 6s.	106	108	106	108
Do. Sink. Fund bds (S.&N.Ala)	105	107	103	107
Do. capital stock $100 shares.	97	99	97	99
N. Y. Cent. & Hud. R. mt. bds..	137	140	137	140
Do. $100 shares.....	141	142	143	144
Do mort. bonds (stg.).....	123	125	123	125
N.Y.,Lake Erie & West.,$100 shs	46¼	47	48	48¼
Do. 6 p. c. pref. $100 shares ..	95	97	96	98
Do. 1st Con. Mort. bds (Erie) .	130	133	130	132
Do. do. Funded Coupon bds.	127	129	127	129
Do. 2d Consol Mort. bonds...	104	105	105	106
Do. do. Funded Coupon bds..	101	103	101	103
Do. Gold Income bonds.....	95	100	95	100
N.Y.,Pa.& Ohio 1st mort. bonds.	53	54	55	56
Do. Prior Lien bds (sterling)..	105	110	105	110
Pennsylvania, $50 shares.....	64¾	65¼	66	66½
Do. Con. Sink Fund Mort....	119	121	119	121
Philadelphia & Reading $50 shs	33	34	34	35
General Consol Mortgage.....	118	120	117	119
Do. Improvement Mortgage..	103	105	104	106
Do.Gen.Mtg.'74,ex-def'd coup.	99	101	100	102
Do. Scrip for the 6 def. ½ coup.	94	98	94	98
Pittsb., Ft. W. & Chi. Eq. bds....	105	109	105	109
St. L. Bridge 1st mort. gold b'd.	126	128	126	128
Do. 1st pref. stock.....	102	104	102	104
Union Pa. Land Grant 1st. mtg.	115	119	115	119

Financial and Commercial Review.

THURSDAY EVENING, Dec. 15, 1881.

During the forenoon the ruling rate for call loans on stocks was 6 per cent, and on United States bonds 4@4½ per cent ; time loans were 6 per cent and prime mercantile paper 6@7 per cent. In the afternoon the quotation for call loans at the Stock Exchange was 6 per cent, but at the close fell to 4 per cent.

The posted rates of the leading drawers of sterling were 4.81@4.85 ; the actual rates were 4.80@4.80¼ and 4.84@48.4¼, with cable transfers 4.84¼@4.85, and prime commercial bills 4.78½ @4.78¾. The actual rates for Continental bills are as follows : francs, 5.20⅜@5.21¼ and 5.25⅝ @25.26¼ ; marks, 94@94⅛ and 94⅞@95 ; and guilders, 39⅜@40.

The Treasury Department accepted on Wednesday all the bonds offered under the 106th call, aggregating $5,489,500. The total redemption under the 105th call to that date amounted to $15,521,200.

A decision which is of interest to all National Banks, and one which deals with another phase of the usury and interest besides that noted in our issue of the 3d inst., was rendered by the Supreme Court of the United States at Washington on the 12th inst. in the case of the National Bank of Gloversville, N. Y., against James H. Johnson. This was a suit brought by Johnson to recover from the bank, under sections 5,197 and 5,198 of the Revised Statutes, the penalties described for the exaction of usurious interest upon a large amount of commercial paper, of which Johnson was not the maker, but which he transferred to the bank, and the bank discounted for him in the regular course of business. This court is unanimously of opinion that the prohibition of the National Banking Act extends not only to paper of which the customer of the bank is the maker, but also to the paper of other persons offered by the customer for account. The judgment of the court below is affirmed with costs.

The Supreme Court of Missouri has decided the application of the Hannibal and St. Joseph Railroad Company for a writ to compel the Secretary of State to give the company a receipt releasing them from all indebtedness to the State, inasmuch as they have paid $3,000,000 into the State Treasury. The State holds that this money was received on account. The railroad company claims it covers their entire indebtedness to the State, and they ought to receive a receipt in full for it.

The Assistant Treasurer at New York will, in conformity with instructions from Washington dated December 8, 1881, redeem on Wednesday of each week, commencing with the 14th inst., until further notice, United States bonds (continued 6s, 1881) embraced in the 106th call, to the amount of $5,000,000, paying interest from July 1, 1881, to the maturity of the call—January 29, 1882. In the event of an offering on any of the days mentioned, of an amount in excess of $5,000,000, a pro rata distribution will be made; otherwise the redemption will be continued from day to day until the requisite amount is obtained. The bonds will be paid for subject to the examination of the Department, and all sellers will be required to deposit 1¾ per cent cash, the amount of the January, 1882, interest.

In January, 1882, interest falls due on the outstanding six per cent bonds, amounting in the aggregate to about $2,780,000 ; on the outstanding four per cent bonds, amounting to about $7,387,000; and on the currency sixes outstanding amounting to about $1,938,000. To pay the interest on these loans requires the filling out of about 75,000 checks. The Treasurer expects to have these checks ready for mailing by the 24th or 25th inst.

The Director of the Mint has caused an examination to be made of the accounts of the United States Coinage Mints from the 1st of July, 1878, to June 30, 1881, to ascertain the exact amount and cost of the silver purchased by the Government and the profits on the coinage of silver during the three fiscal years named. The profits have been $9,752,210.54 which, with the profits on hand at the mints, July 1, 1878, $424,725.47, and $4,560.30 profits on trade dollars and surplus bullion credited to the same account, make a total of $10,181,496.31. Of this amount $8,774,374.81 has been deposited in the Treasury, $221,124.78 paid for expenses of distribution and $84,351.29 paid for wastages and losses by sale of sweeps, leaving in the mints July 1, 1881, $1,101,645.43 which was verified by actual count on the 30th of June last by representatives from the Treasury Department.

A consolidated first mortgage for $5,000,000 on the property and franchises of the Long Island Railroad Company, including its leased lines and branches—Hempstead, Locust Valley, Northport, Port Jefferson, Sag Harbor, Valley Stream and Far Rockaway, Brooklyn Rapid Transit, Smithtown, Flushing and North Shore, and Montauk railroads, was filed in the Queens County Clerk's office, at Jamaica, N. Y., on the 10th inst. This mortgage, which takes the place of all prior mortgages, is executed to the Central Trust Company of New York as Trustee. The principal is payable in gold in 1931, while the rate of interest is 5 per cent, payable quarterly. The mortgage will cover all franchises that may hereafter come into possession of the Long Island Railroad Company.

A contract has been agreed to between the Philadelphia and Long Branch Railroad Company, which is controlled by the Pennsylvania Railroad Company, and the Central Railroad of New Jersey for an interchangeable use of tracks between Sea Girt and Long Branch. The adoption of this agreement obviates the necessity of building a new line between the points named, as was recently contemplated.

The President has approved the recommendation of the Secretary of the Interior, and has accepted an additional 25 mile section of the Northern Pacific Railroad in the Territory of Idaho, which was pronounced satisfactory by the Government Commissioners. Within a month the Northern Pacific Railroad Company has had 325 miles of new road accepted by the United States Government—100 miles in Dakota and Montana, and 225 miles in Washington and Idaho Territories. By this acceptance the company acquires 5,760,000 acres of agricultural and timber lands in Washington and Idaho and 2,560,000 acres of farming and grazing lands in Western Dakota and Eastern Montana—in all 8,320,000 acres.

A formal transfer was made on the 6th inst. of the Buffalo, New York and Philadelphia Railroad, together with its narrow-gauge connections in the oil country, and the Buffalo Coal Company, to the Buffalo, Pittsburg and Western Railroad Company, who purchased the property last April through a syndicate of New York bankers, of which Archer N. Merton was at the head.

The assets of the Missouri Pacific Railroad, in addition to its railway and equipment, are : St. Louis and Iron Mountain stock, $22,000,000, Texas and Pacific stock, $3,000,000 ; Missouri, Kansas and Texas stock, $1,640,000 ; Omaha extension, cash cost, $3,000,000; Pacific stock, $160,000—total, $29,800,000.

The New York and Manhattan Beach Railroad Company have executed a lease of their

road for 99 years to the Long Island Railroad Company, receiving therefor 35 per cent of the gross receipts—the lessor company retaining 65 per cent for operating expenses. It also guarantees that the 35 per cent shall be equal every year to the fixed charges of the former company. The reason given for the union of the two companies is the fact that they can be run much cheaper under one management than under two, especially as they have, to some extent, the same routes. By this connection the Long Island Railroad Company obtains a terminus at Green Point, an object it has long been endeavoring to accomplish.

The stockholders of the Richmond, York River and Chesapeake Railroad Co., at their annual meeting on the 13th inst., ratified and confirmed the lease made to the Richmond and Danville Railroad Company in July last for the term of 999 years, the latter company to assume the bonded indebtedness and guarantee to the stockholders 6 per cent annually on the the capital stock.

The thirtieth report embracing the sixteenth audit of the accounts of the receivers of the Philadelphia and Reading Railroad and Coal and Iron companies for the month of September, which was filed by the master on the 13th inst., shows that the balance on hand in the treasury of the railroad company on September 1 was $364,795.05. The receipts during the month were $3,320,251.60 and the payments, including a balance of $557,623.92, were $3,685,046.65. The balance on hand in the treasury of the Coal and Iron Company on September 1 was $10,292.11. The receipts during the month were $1,528,147.54. The payments, including the balance, were $1,538,439.65. This balance was $52,867.40.

The closing quotations on Thursday were : American District Telegraph, 38½@39½; Adams Express, 143@145; American Express, 94@95; Chicago, Burlington and Quincy, 139@139½ ; Canada Southern, 60@60¼ ; Chicago and Northwestern, 124⅝@124¾ ; do. pref., 140@140; Chicago and Alton, 133@134 ; Central of New Jersey, 95@95½ ; Central Pacific, 94⅜@94½ ; Chicago, Milwaukee and St. Paul, 106⅛@106¼; do. pref., —@121 ; Cleveland, Columbus, Cincinnati and Indianapolis, 91½@92 ; Columbus, Chicago and Indiana Central, 21@21¼ ; Delaware and Hudson Canal, 108@108¼ ; Delaware, Lackawanna and Western, 127⅝@127¾ ; Hannibal and St. Joseph, 98@98½ ; do. pref., 114½@115⅜; Illinois Central, 133@133½ ; Lake Erie and Western, 43@44 ; Lake Shore and Michigan Southern, 120½@120⅝ ; Metropolitan Elevated, 92@93 ; Manhattan Elevated, 56⅜@57 ; Michigan Central, 92⅛@92⅜ ; New York Elevated, 107½@108½; New York, Lake Erie and Western, 44¾@44⅞; do. pref., 92¼@92¾ ; New York Central and Hudson River, 135⅞@136 ; Northern Pacific, 39⅝@39⅞; Ohio and Mississippi, 37½@37⅞ ; Panama, 196@204; Pacific Mail, 44@44⅛; Texas and Pacific, 52⅝@52¾ ; Union Pacific, 119½@119½ ; United States Express, 76@78 ; Western Union Telegraph, 86¼@86⅜ ; Wabash, St. Louis and Pacific, 40⅝@40¾ ; do. pref., 81½@81⅝; Wells-Fargo Express, 134@137.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atlantic and Pacific 1st, 101 ; American Dock and Imp. 7s, 138½ ; Atchison, Colorado and Pacific 1st, 99; Boston and New York Air Line, 26½ ; do. pref., 65 ; Boston, Hartford and Erie 1st, 74¾ ; do. 1st guar., 77 ; Chicago, St. Paul and Minneapolis 1st, 108 ; Chesapeake and Ohio 1st pref., 39½ ; do. 2d pref., 29¾ ; do. 1st, Series B, 84 ; do. cur. int., 55½; Chicago, St. Paul, Minneapolis and Omaha, 38¾; do. pref., 102½ ; do. consol., 99⅞ ; Central Iowa, 36 ; do. deben. certif., 73; do. 1st, 114 ; Chicago, St. Louis and New Orleans, 83; Cleveland and Toledo S. F., 130; Columbus, Chicago and Indiana Central Income, 75½ ; do. Trust Co. certif. ass., 120; Chicago, Milwaukee and St. Paul, Mineral div. 1st, 95⅛; do. Chicago and Pacific div., 98⅞ ; do. S. M. div., 106; do. La. C. and Dav. div., 95; Cairo and Fulton 1st, 110½; Denver and Rio Grande, 80¼ ; do. 1st, 114⅜; do. 1st consol., 108⅝; East Tennessee, Virginia and Georgia, 15⅛ ; do. pref., 24¾ ; do. inc., 54½ ; Gulf, Colorado and Santa Fe 1st, 109½ ; Houston and Texas Central Gen'l mort., 99; Indiana, Bloomington and Western, 51¾ ; do. 1st, 91½; do. 2d, 80½; International and Gt. Northern 1st, 107¾ ; do. 6s, 92; Indianapolis, Decatur and Springfield 2d inc., 74½ ; Kansas Pacific 6s, Denver div. ass., 109 ; do. 1st consol., 104; do. 6s, J. & D., 1896, 110; Keokuk and Des Moines, 19⅞; do. pref., 52; Louisville and Nashville gen'l mort. 6s, 101¾ ; do. St. Louis div. 2d, 57 ; Lehigh and Wilkesbarre inc., 92½; do. consol. ass., 107 ; Lake Erie and Western, 43⅜ ; do. 1st, 108 ; do. Inc., 60; do. Sandusky div., 55; Long Island, 54¼ ; Louisiana and Missouri River 1st, 114; Louisville, New Albany and Chicago, 77 ; do. 1st, 104½, Lafayette, Bloomington and Muncie 1st, 103½; Metropolitan, 2d, 90 ; Milwaukee, Lake Shore and Western, 50; do. inc., 70; Memphis and Charleston, 70½ ; Minneapolis and St. Louis, 27; do. pref., 70; do. 1st, 115¾ ; Marietta and Cincinnati 1st pref., 17½; Missouri, Kansas and Texas, 40 ; do. consol., 107½ ; do. 2d, 77 ; do. 6s, 86½ ; Missouri Pacific, 106⅜ ; do. 1st consol., 104; do. 3d, 110; Manhattan Beach, 28½; do. 7s, 91½ ; Mobile and Ohio, 36¾; do. 1st deben., 97; do. 4th deben., 60; Michigan Central 5s, 98 ; New York City and Northern Gen'l mort., 85; Nashville, Chattanooga and St. Louis, 88 ; do. 6s, 117¾; New York, Ontario and Western, 30¾ ; Norfolk and Western pref., 58; do. Gen'l mort., 103⅞; New Orleans Pacific 1st, 95; Nevada Central 1st, 100 ; Nashville and Decatur 1st, 117 ; Northern Pacific 1st, 103¼ ; Ohio Central, 25⅜ ; do. 1st, 99¾ ; do. inc., 47¼ ; Oregon Railway and Nav., 162½; do. 1st, 110 ; Ohio Southern, 24½; do. inc., 46 ; do. 1st, 91; Peoria, Decatur and Evansville, 38⅞; do. 1st, 107 ; do. inc., 80 ; Rochester and Pittsburg inc., 44 ; Richmond and Danville, 143; do. 6s, 104 ; Richmond and Allegany, 39 ; do. 1st, 104½ ; Rome, Watertown and Ogdensburg, 29 ; do. 1st consol., 94 ; Renssalaer and Saratoga, 144 ; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 110 ; St. Louis, Alton and Terre Haute div. bonds, 58; St. Paul, Minneapolis and Manitoba, 112¾ ; do. 1st, 112 ; do. 1st Dakota Ext., 106; St. Paul and Duluth pref., 74⅛ ; Southern Pacific of California 1st, 104; South Pacific 1st, 105¼ ; Syracuse, Binghamton and New York 1st, 122; St. Louis and Iron Mountain 5s, 86½ ; do. 1st pref. inc., 98½ ; St. Paul and Sioux City 1st, 109 ; Texas and Pacific, 53½ ; do. inc. L. G., 75⅜ ; do. Rio Grande 1st, 90; Toledo, Delphos and Burlington inc., 30½ ; Toledo, Peoria and Western 1st, 116 ; Utah Southern Gen'l mort. 7s, 110 ; Winona and St. Peter 2d, 120 ; Wabash, St. Louis and Pacific, Gen'l mort. 6s, 92¾ ; do. Chicago div., 91½; Arkansas 6s, Fund, 38 ; do. 7s, L. R. P. B. and N. O., 29 ; do. M., O. & R. R., 28 ; Louisiana consol. 7s, 69; Missouri 6s, Asylum, 114½; do. 6s, 1888, 112; North Carolina 6s, S. T, 3d class, 9 ; do. 4s, consol., 83; South Carolina 6s, non-fundable, 12½; Tennessee 6s, old, 75 ; do. new, 75 ; American District Telegraph, 41; Sutro Tunnel, 1⅛ ; Colorado Coal and Iron, 49½ ; do. 6s, 90 ; Cam. Coal, 36; Maryland Coal, 21¾; New Central Coal, 24 ; Central Mining, 1½ ; Caibou, 2¾ ; Homestake, 15½; Robinson, 3½; Standard, 21; Silver Cliff, 2¾.

Boston.—Atlantic and Pacific Income 6s, 34 ; Boston, Clinton, Fitchburg and New Bedford pref., 130 ; Boston Land, 8¼ ; Boston Water Power, 7 ; Burlington and Missouri River in Nebraska 6s, non-exempt, 103; Connecticut and Passumpsic Rivers pref., 93¼; Connotton Valley, 20½; do. 7s, 94; do. 7s, Straitsville div., 76; Chicago, Burlington and Quincy 4s, new, 87¾ ; do. old, 89½ ; do. 5s, 1901, 102½ ; Chicago and West Michigan, 85; Central of Iowa, 36; Cincinnati, Sandusky and Cleveland 7s, 105; Detroit, Lansing and Northern pref., 114 ; Flint and Pere Marquette, 23¾ ; do. pref., 95¼ ; Iowa Falls and Sioux City, 82½ ; Kansas City, St. Joseph and Council Bluffs 7s, 119; Kansas City, Fort Scott and Gulf, 86½; do. pref., 126 ; do. 7s, 110⅛ Little Rock and Fort Smith, 65¼ ; do. 7s, 73⅝; Maine Central 6s, 95 ; Mexican Central 7s, 88½ ; do. Block, new, 94; do. old, 114½ ; Massachusetts Central 6s, 95 ; Marquette, Houghton and Ontonagon, 67¾; New Mexico and Southern Pacific 7s, 118 ; New York and New Engalnd 6s, 107¾; Northern Pacific 6s, 101; Ogdensburg and Lake Champlain 6s, 99 ; do. Inc., 47½ ; Pleasant Hill and Desoto 7s, 112; Rutland, 5½; do. pref., 26 : Summit Branch, 15½ ; Toledo, Delphos and Burlington, 8; Wisconsin Central, 23; Atlantic Mining Co., 16½ ; Allouez, 3⅝; Blue Hill, 1½; Central, 29; Catalpa, 2½ ; Copper Harbor, 3; Douglas, 1⅝ ; Franklin, 14; Harshaw, 3; Huron, 4½; National, 3⅛ ; Napa consol Quicksilver, 7½; Osceola, 32¾ ; Phœnix, 2½ ; Pewabic, 16 ; Ridge, 4⅜ ; Sullivan, 3⅝; Silver Islet, 23.

Baltimore.—Atlanta and Charlotte, 80 ; do. 1st, 108; do. inc., 92½; Atlantic Coal, 1.20 ; Baltimore and Ohio 2d pref., 120¼; Baltimore City 6s, 1886, 106½; do. 6s, 1890, 115¼; do. 6s, 1884, 105½; do. 5s, 1916, 121½ ; Columbia and Greenville pref., 88½ ; do. 1st 104½@106 ; Canton 6s, gold, 107⅛@— ; George's Creek Coal, 100; Marietta and Cincinnati 1st Sterling, 125½ ; Maryland Defense 6s, 106 ; Northern Central 5s, 99½; Norfolk Water 8s, 131; Richmond and Danville, 140; do. gold bonds 103; South Side (Va.) 2d, 105; Virginia Midland, 65½ ; do. 1st pref., 100 ; do. 2d pref., 100 ; do. 2d mort., 110¼ ; do. 5th mort., 97½; Virginia and Tennessee 6s, 103¾; Virginia Peelers, 41¼; do. peeler coupons, 27½. The latest quotations are : Atlanta and Charlotte, 79¾@81; do. 1st. 107¾@108 ; Baltimore and Ohio, 195@200; do. 6s, 1885, —@107½ ; Baltimore and Catonsville, 12@15 ; Baltimore City 6s, 1884, —@105; do. 6s, 1890, 114⅝; @—; do. 5s, 1900, 117@— ; do. 5s, 1916, 121¼

@— ; do. 4s, 1920, —@113 ; Columbia and Greenville 1st, 105@106 ; Central Ohio 1st, 109 @—; Marietta and Cincinnati 1st, 127⅛@— ; do. 2d, 105@105½ ; do. 3d, 60¼@60⅜ ; Northern Central, 51⅜@51¾ ; do. 6s, 1885, 108¼@—; do. 6s, 1900, 115@— ; do. 6s, 1900, gold, 116 @118; do. 6s, Sterling, 1904, 112½@—; do. 6s, 1904, gold, 112@— ; do. 5s, 1926, 99⅜@99⅝ ; Norfolk and Western pref., —@59 ; Ohio and Mississippi 2d, 120@124 ; do. Springfield div. 1st, 119½@119¾ ; Pittsburg and Connellsville 7s, 124@126 ; Richmond and Allegany, 38½@ 41 ; Richmond and Danville, 140@— ; Virginia Midland 5th mort., —@98½; Virginia and Tennessee 2d, 103½@104 ; Virginia consols., 76@ 76½ ; do. consol. coupons, 85@85½ ; do. 10-40s, 43½@44.

Philadelphia.—American Steamship Co. 6s, 108 ; Allegheny Valley 7s, 119 ; Central Transportation, 40 ; Chesapeake and Delaware Canal 6s, 91; Catawissa new pref., 52; Erie and Western Transp. Co., 60; Nesquehoning Valley, 57½; New Orleans Pacific 6s, 95½; Oil Creek 7s, 100; Philadelphia, Wilmington and Baltimore 4s, 96; Pennsylvania and New York Canal 7s, 1906, 125; Philadelphia and Reading R. R. scrip, 82; do. deben. 7s, 65; do. Income 7s, 95 ; Philadelphia, Germantown and Norristown, 108; Schuylkill Nav. 6s, 1895, coupon on, 77⅛ ; Texas and Pacific 1st, 106½; do. consol. mort. 6s, 101½; do. 6s, Rio Grande div. 90⅜; Union and Titusville 7s, 107; West Jersey and Atlantic 6s, 112. The latest quotations are: City 6s, 110@124; do. free of tax, 129@132; do. 4s new, 105@112 ; Pennsylvania State 6s, 3d series, 102@102½ ; do. 5s, new loan, 117@118; do. 4s, new, 110@114; Philadelphia and Reading R. R., 34⅝@34¾ ; do. consol. mort. 7s, reg., 123¼@124; do. mort. 6s, 122@— ; do. gen'l mort. 6s, coupon, 98⅛@99⅜; do. 7s, 1893, 122@125; do. new, conv., 74⅞@75; United New Jersey R. R. and Canal, 185¼@ 185½ ; Buffalo, Pittsburg and Western, 22@22½; Pittsburg, Titusville and Buffalo 7s, 99⅜@99⅝ ; Camden and Amboy mort. 6s, 1889, 113½@ 115¼ ; Pennsylvania R. R., 63⅜@63½; do. general mort. coupon, 128@130; do. reg., 123½@ — ; do. consol. mort. 6s, reg., —@128; Little Schuylkill R. R. 56⅞@57⅛ ; Morris Canal, 65@ 75 ; do. pref., 168½@169½ ; Schuylkill Navigation, 6@7 ; do. pref., 13⅛@13¼ ; do. 6s, 1882, 91¾@92¼ ; do. 1872, 108½@—; Elmira and Williamsport pref., 55@60; do. 6s, 110@—; do. 5s, 99@— ; Lehigh Coal and Navigation, 44½ @44¾; do. 6s, 1884, 106¾@107⅛ ; do. R. R. loan, 117⅛@117⅜ ; do. Gold Loan, 115@115¾ ; do. consol. 7s, 116⅜@116⅝ ; Northern Pacific, 39¾@ 39⅞ ; do. pref., 81@81⅛ ; North Pennsylvania, 59¾@60 ; do. 6s, 107@107 ; do. 7s, 122@122 ; do. General mort. 7s, reg., 119@124 ; Philadelphia and Erie, 20½@21 ; do. 7s, 117¾@1179; do. 5s, 105@105½; Minehill, 62⅝@62⅞; Catawissa, 15@16½; do. pref., 52½@53¼; do. new pref., 52@52; do. 7s, 1900, 119@— ; Lehigh Valley 62@62⅜ ; do. 6s, coupon, 120@125 ; do. reg., 121½@122½ ; do. 2d mort. 7s, 132 @132⅛ ; do. consol. mort. 116@120 ; Fifth and Sixth streets (horse), 149@150 ; Second and Third, 114¾@ 115¼; Thirteenth and Fifteenth, 77@77½; Spruce and Pine, 44¾@49¼; Green and Coates, 90@105; Chestnut and Walnut, 94@95 ; Germantown, —@70; Union, 110@125; Lombard and South, 23@23⅛ ; West Philadelphia, 110@110 ; People's 18@18½; Continental, 100@105.

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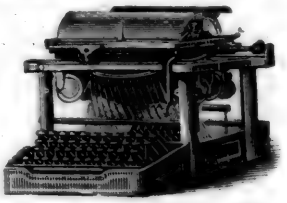
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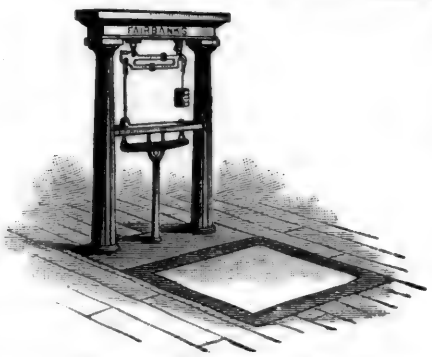
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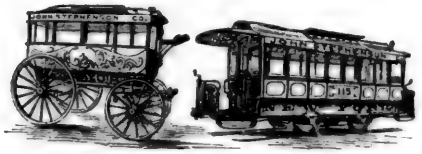
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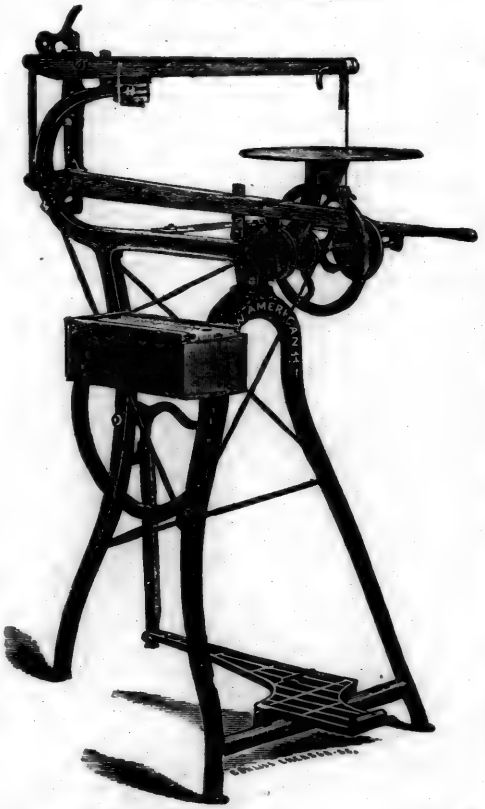
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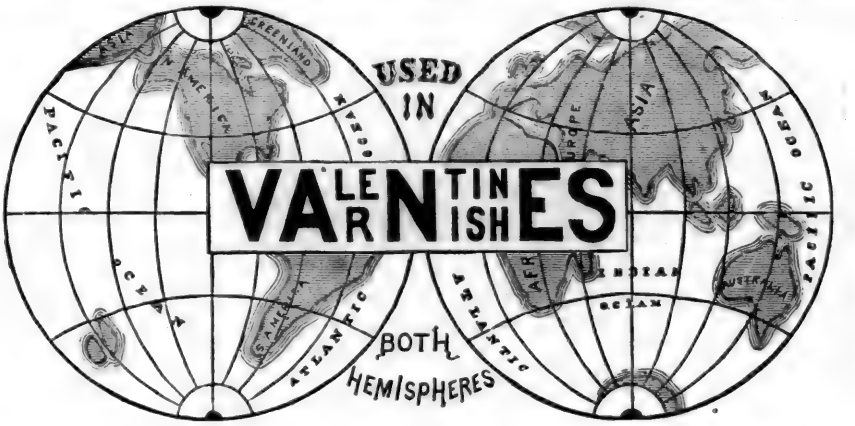
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SECOND QUARTO SERIES.—VOL. XXXVII., No. 52.] NEW YORK, DECEMBER 24, 1881. [WHOLE No. 2,383.—VOL. LIV.

Leaves From Old Journals.

SOME RAILROAD INCIDENTS.

BY THE HON. JOSIAH QUINCY.

[Continued.]

"WHEN you speak of the opposition that our early railroads encountered," said a young man to me, the other day, "you refer, of course, to the difficulty of inducing people to take stock in them. Nobody could have objected to the increase of facilities for transportation, provided he was not asked to pay the bills." But it happened that I did mean just what I said; and perhaps the most singular phenomenon in the history of early railroads was the bitter opposition they encountered from leading men, whose convenience and pecuniary interests they were directly to promote. The believer in railroads was not only obliged to do the work and pay the bills for the advantage of his short-sighted neighbor, but as Shakespeare happily phrases it, "cringe and sue for leave to do him good." Can I furnish proof of this incredible statement? Yes, I have it before me at this moment, and it is worth giving with some detail.

The old town of Dorchester, which some years ago was annexed to Boston, has within its ancient limits nine railroad stations, and at those most frequented about fifty trains stop daily. The main road, known as the Old Colony, passes over a route which I caused to be surveyed at my own expense, with the view of providing cheap transportation for the towns of Dorchester and Quincy and others to the south of them. I need not say that the land made accessible by this railroad has become very valuable, and that the business and population of the old town of Dorchester cluster about the stations. If any tyrant could tear up these tracks and prevent them from being relaid, his action would paralyze a prosperous community, and might well be called a *calamity* by those most careful in weighing their words. Now, can the reader believe that the very word I have italicized was chosen so late as 1842 by the inhabitants of the town of Dorchester, in regular town meeting, assembled to express their sense of the injury that would result to them and their possessions by laying a railroad track through any portion of their territory? No, there can be no mistake about it. Here is the report of their meeting, authentic in contemporaneous type, and duly attested by Mr. Thomas J. Tolman, town clerk. A leading business man was chosen moderator and a committee of six prominent citizens was appointed to oppose the passage of a railroad through the town. The resolutions are worth reporting with some fullness. The first declares it to be the opinion of the inhabitants of the town of Dorchester that a railroad upon either of the lines designated by those asking for a charter "will be of incalculable evil to the town generally, in addition to the immense sacrifice of private property which will be involved. A great portion of the road will lead through thickly settled and populous parts of the town, crossing and running contiguous to public highways, and thereby making a permanent obstruction to a free intercourse of our citizens, and creating great and enduring danger and hazard to all travel upon the common roads." The second resolution declares that, if, in spite of the protest of the inhabitants of Dorchester, their town must be blighted by a railroad, "it should be located upon the marshes and over creeks," and by thus avoiding all human habitations and business resorts "a less sacrifice will be made of private property and a much less injury inflicted upon the town and public generally." The concluding resolution is one of those jewels (rather more than five words long) that must suffer by any curtailment:—

"*Resolved*: That our representatives be instructed to use their utmost endeavors to prevent, if possible, *so great a calamity to our town as must be the location of any railroad through it*; and, if that cannot be prevented, *to diminish this calamity as far as possible* by confining the location to the route herein designated."

The Italics are, of course, mine. They are quite irresistible. But when "calamities" threaten, the good man does not do his whole duty by protesting in town meeting. There is the powerful agency of the press, through which oppressors may be rebuked and their horrible projects brought to naught. Let me quote a few extracts from a newspaper article. It was written by a citizen of Dorchester and appeared shortly after the meeting. The writer has been speaking of existing facilities for water transportation, which he thinks should content certain inhabitants of the town of Quincy who are petitioning for a railroad:—

"What better or more durable communication can be had than the Neponset River or the wide Atlantic? By using these, no thriving village will be destroyed, no enterprising mechanic ruined, no beautiful gardens and farms made desolate, and no public or private interests most seriously affected. Look at the rapid growth of Neponset village, through which this contemplated road is to run (the citizens of which are as enterprising and active as can be found, many of whom have invested their *all* either in trade, mechanics, manufactures, or real estate), and all, all are to be sacrificed under a car ten thousand times worse for the public than the car of Juggernaut! Look at the interests, for instance, of the public house in this place, kept by a most estimable citizen, who has ever—"

But I have no heart to copy further. In the wreck of an entire community we can spare no tears for the woes of a single tavern-keeper. The ruins of that once prosperous village of Neponset are, even to this day, visited by reflective tourists. I think I mentioned that the Old Colony Company has a way of stopping some fifty trains there, in order to accommodate moralists, who take a melancholy satisfaction in musing among them.

Yes, of all the difficulties that were met in establishing locomotion by steam, the obstruction offered by blind, stolid, unreasonable conservatism was not the least. It required not only men of foresight, but those of strong enthusiasm, like my old friend, Mr. P. P. F. Degrand, to tunnel through these craggy prejudices. There is a certain vital energy which thrills in French nerves in greater plentitude than in those of other nationalities, and this Boston broker had enough of it to run a Napoleon. I used to enrich an old lecture, entitled "Our Obligations to France," with a sketch of Degrand, a man not famous as the world goes, but one to whom the public is far more indebted than to many of the politicans who get their column in the biographical dictionaries.

To the older railroad men of Massachusetts her iron thoroughfares are consecrated ground, consecrated by the labor, the anxieties, the sacrifices which they cost. They are monuments to the public spirit of the dead; not vulgar instruments for extorting a maximum of money for a minimum of service. There is probably no short and precise solution to the difficult problem which the private control of these arteries of the body politic presents to thoughtful men. The railroads have come to hold a power which should only be committed to the State, unless, indeed, some way can be devised of holding their managers to strict accountability. I have said elsewhere what I have had to say upon this subject, and will avoid the temptation of mingling prophecies and suggestions with the uncontroversial matter which belongs to reminiscences.

WOLLASTON, MASS.

THE Pittsburg and Lake Erie Railand is to be double-tracked.

Transporting Ships by Land.

Sir Edward Reed, for many years Chief Constructor of the British Navy, has written a letter to Admiral Ammen, giving his views in regard to the proposed ship railway across the Isthmus of Tehuantepec, in which he takes strong ground in favor of the scheme. He says :

"The suggestion to transport ships loaded with cargoes from one ocean to another over a railway more than one hundred miles long is one which was certain at first to excite many doubts and suspicions, both among those who do and among those who do not understand the construction of a ship or of ship railways. But first impressions upon a matter of this kind are of little value. Let us investigate the matter closely, and in the light of existing knowledge and experience. In the first place I feel obliged to express surprise at the contention of Captain Phelps that the ship railway across the Isthmus of Tehuantepec must be adapted for transporting the heaviest vessels used anywhere. On the contrary, the primary requirement clearly is that the railway should be fitted for carrying the vessels engaged in ordinary commerce, and more particularly such as are employed in distributing to the world the corn and other products of California and the neighboring States. To Americans the quick and economical interchange of products between the Eastern and Western States, by means of their own mercantile vessels, would, I think, be the first object to attain ; for this purpose it would certainly not be necessary to provide for the transport of such ships as the City of Rome, the Servia, and other immense vessels now building in England expressly and solely for improving the intercourse between America and Europe. I should anticipate that a ship railway across the Isthmus of Tehuantepec would be a great stimulant to the employment of American-built vessels, of wood as well as of iron; and it is obvious that there would be no demand for vessels of immense size. The trade of the world, and assuredly American home trade, would be amply provided for if provision is made for transporting ships of a maximum displacement of 6,000 tons."

Sir Edward Reed disagrees with Captain Phelps regarding the weight of the car and cradle necessary to carry the ships, and says : "I am of the opinion that the weight of a car and cradle, of ample strength to carry a ship of 4,000 tons weight, need not exceed 500 tons ; if to carry a ship of 6,000 tons, it need not exceed 750 tons." In regard to raising and transporting the ships, Sir Edward says : "In so far as the lifting of the ships bodily out of the water is concerned, this process is in repeated operation at the Victoria docks, on the Thames, at Malta, at Bombay, at Sebastopol, and several other places; while the process of hauling ships up out of the water upon a wheeled carriage, on an inclined plane laid with rails, is a very common one. No engineer can doubt that either process is perfectly applicable, with increased power, to ships of larger size, although I should myself prefer the process of direct lifting for several reasons, the chief of which is that it furnishes the readiest and best opportunities for supporting the ship upon the cradle as she leaves the water."

Sir Edward thinks that laden ships can be raised and transported without injury, and says that the thing chiefly to be guarded against is not general structural strains, but local strains resulting from the unequal distribution of weights and more especially of cargo. "I affirm," he says, "that the general structural strains which are liable to be brought upon a ship by lifting and transporting her, presuming, of course, that reasonable skill and care are applied to these processes, are inferior, much inferior, to those strains to which every ocean-going ship is continually liable at sea. Indeed, the only structural strains which would have to be very specially guarded against is that which exhibits itself in and in connection with the beam-knees of wooden ships; and even this, with proper bilge support, would be less than the like strain which occurs at sea." Of local strains he says: "I apprehend that an engineer of the skill and eminence of Captain Eads, with all the experience of ship-builders at his command, would not undertake the work of lifting and transporting loaded ships without making full provision, as may be readily done, for applying ample local support to every ship's bilge at every part. The hydraulic lift at Malta has raised numerous ships with cargoes on board without the slightest injury of any description.

"In the next place it seems to me quite certain that the appliances which would secure ample and fine support to a ship when lifted high and dry, would also be such as would effectually keep her upright in storms and preserve her from injury on the road. I take it for granted that the railroad constructed for the purpose would be of the most solid kind, and so laid as to have its double or triple sets of rails as nearly as possible in the same plane, and also that the carriages would be made with equal care in all their parts. With these precautions taken, and considering that a comparatively low speed is all that is required, I am at a loss to see in what way danger to the ship would arise."

Sir Edward completely disposes of the statement of Captain Phelps that a well-constructed ship undergoes little or no strain when tossed about by the waves, by citing the case of her Majesty's yacht, the Victoria and Albert, which, it has been demonstrated, is liable at sea to undergo a change of breaking strain at a given section of no less than 47,400 foot tons. This is nearly one-half the greatest breaking strain that she could possibly undergo if left high and dry upon two rocks, one at the bow and one at the stern. "It is stated that at a low rate of speed," he adds, "good engines would draw 800 tons. They can, in fact, draw more; but let us accept these figures. Sixty engines would, therefore, draw 48,000 tons, or seven times the maximum weight which, as I estimate, it is at present requisite to provide for. Instead of sixty locomotives, therefore, nine or ten of the ordinary type would be sufficient for the large majority of the ships to be transported, extra power being, of course, applied over short distances where the gradients are exceptional. Again, Captain Phelps gives five tons as pressure per wheel as the limit which may be properly applied; but this is only about one-half the pressure which is sometimes allowed for the wheels of our fast running locomotive engines. Instead of 4,800 wheels being required, as he estimates, I should think that the 800 (without the 4,000) would be ample for the largest carriages to be employed on the railway."

Further on Sir Edward says: "As regards the comparative economy of transporting a ship's cargo by canal or railway, I am inclined to believe that the railway would prove the more economical of the two." Sir Edward estimates that the cost of transporting a ship's cargo across the Isthmus would at the very most be $1.50 per ton.

Western Union Telegraph Company.

Executive Office,
Western Union Telegraph Company,
New York, December 14, 1881.

In the report presented by the Executive Committee at the last quarterly meeting of the board, held September 14,1881, the net revenues for the quarter ending September 30 (August being partially and September wholly estimated) were stated at $1,949,894.61.

The official returns for the quarter (ended September 30) showed the net revenue to be $2,104,635.75, or $154,741.14 more than the estimate.

The following revised statement, based upon complete returns, will show the condition of the company at the close of the quarter ended September 30, 1881:

Surplus July 1, 1881, as per last quarterly report		$127,258 76
Net revenues, quarter ended September 30, 1881		2,104,635 75
Total		$2,231,894 51
From which deduct appropriations for—		
Dividend of 1½ per cent paid October 15	$1,199,708 70	
Interest on bonded debt	107,000 00	
Sinking funds	20,000 00	
Construction	202,290 51	
Telegraph stocks, &c	113,135 39	
	$1,642,134 60	
Less portion of the sinking fund for the bonds of 1900 [which was set aside previously], returned to the company by the Union Trust Co. trustees, because of the drawn bonds not having been presented for redemption	$40,000 00	
		1,602,134 60
Leaves a surplus, October 1, 1881		$629,759 91
The net revenue for the quarter ending Dec. 31 instant, based upon officials returns for October, nearly complete returns for November, and estimating the business for December, will be about		$2,010,527 27
Add surplus, October 1, as above		629,759 91
Total		$2,640,297 18
From which appropriating for—		
Interest on bonded debt	$107,000 00	
Construction and purchase of telegraph stocks & properties	300,000 00	
Sinking funds	20,000 00	
		427,000 00
Leaves a balance of		$2,213,287 18
It requires for the payment of a dividend of 1½ per cent on the capital stock		1,200,000 00
Deducting which, leaves a surplus, after paying dividend, of		$1,013,287 18

In view of the preceding statements the committee recommend the adoption by the board of the following :

Resolved, That a dividend of 1½ per cent be and is hereby declared payable on the 16th day of January next to stockholders of record at the close of business on the 20th day of December instant.

Resolved, That for the purpose of such dividend the stock books of the company be closed at three o'clock on the afternoon of the 20th day of December instant, and be reopened on the morning of the 17th of January next.

Respectfully submitted,
Norvin Green, President.

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CONSIDERABLE interest is manifested in the proposed line of American steamers, intended to shorten to six days the time required to cross the Atlantic. It is proposed by Mr. Lorillard and Mr. Corbin to use Fort Pond Bay, near Montauk Point, Long Island, as a landing place, and by bringing passengers by rail to New York to greatly reduce the time in this manner, while another great reduction is to be made in using a class of vessels of higher rate of speed than those intended equally for passenger and freight traffic, it being understood that the new line is to be more strictly a passenger line, and to the ordinary ocean line what an express train is to a mixed freight and passenger train. There are merits in the idea which are readily recognized in these days of rapid transit. There is a question, however, as to how extended a demand there is for this necessarily more expensive method of ocean travel, or if it is extended and rich enough in the traveling season to make up for the idle months of winter. The class of people who are especially urgent as to speed are not as a rule the swarms of pleausure tourists and summer idlers, but rather that class of business men who are quite as apt to desire a quick passage across the ocean in the winter, as in the summer. But the number of ocean travelers is increasing, and the experiment may show that it is sufficiently large already to warrant the establishment of an express passenger line of steamers. As might be supposed from its aim, the line is intended to be distinctively American in its ownership and management.

THE Western grain-producing sections would seem to present good fields for trying the "agricultural tramways," which are about to be experimented with by the Great Eastern Railway, of England. The plan proposed in England is, to build cheap tramways as feeders out into different producing sections which the main line does not reach, using in many cases the ordinary wagon road for its course. The plan would doubtless prove a decidedly beneficial one in some cases in our Western country, where the question of distance from the railroad is the all important one affecting land values and the return of agricultural work. Feeders of this kind, provided in some practical and economical manner, with deserved encouragement from the land owners, or towns and counties directly benefited, would tend to greatly equalize settlement, and give value to lands now considered merely worthless, because not touched by the railroad. They would act like a network of veins distributing the business life and enterprise which the railroad creates and naturally deserves to locations along its route.

THE most definite action which has developed as yet from the vast amount of talk that has been indulged in concerning the regulation of interstate commerce, is the introduction of a bill this month into the House of Representatives at Washington, for the establishment of a board of commissioners upon whom would devolve, according to the requirements of the bill, a variety of duties the faithful performance of which ought to prove of service alike to the railroads and the people. The bill was introduced by Mr. Henderson, of Illinois, and provides for the appointment by the president, with the advice and consent of the Senate, of three commissioners, who shall hold office two, four, and six years respectively, and of whom one shall be experienced in the law and one in the business of operating and managing railways. The salary of each of the commissioners is to be $8,000 per annum, payable quarterly, with an allowance for all necessary traveling expense. The board shall have supervisory jurisdiction over that part of the business of all railroads which passes from one State or Territory to another or to a foreign country, and over the transportation of all property from one State or Territory to another. It shall report annually to the Secretary of the Treasury, and recommend from time to time such measures as may be necessary to the establishment of a just and practical system of national legislation for the regulation of interstate railroad commerce.

Land Grant Railroads.

THE report of Mr. Joseph K. McCammon, Commissioner of Railroads, which has just been transmitted to the Secretary of the Interior, after treating upon the subject of the substanial improvements made in all the railroad properties during the past year, goes on to say:

"The construction of new and the extension of old railroads in the West, and notably the leasing and rapid building of new lines by the Central and Union Pacific Companies since the last report are marked features of railroad history. The Union Pacific is building an extension from Granger, a station on their main line 156 miles east of Ogden, to Baker City, Oregon, via Port Neuf, on the Utah Northern Railroad, which will connect at Baker City with the Oregon system of railroads, and thus acquire an outlet to the Pacific coast independent of the Central Pacific Railroad. This extension when completed will be about 600 miles long, and steel rails to lay the entire length have been contracted for. It is represented that the work will be completed at an early date. The Central has this year, by leasing the Southern Pacific of Arizona and New Mexico, which is now completed to Deming, New Mexico, and there connecting with the Atchison, Topeka and Santa Fe Railroad, secured a through route from the Pacific coast, independent of the Union Pacific Railroad. The Atlantic and Pacific Road is being extended toward the Pacific coast at a rapid rate, and is expected to reach there at an early date. The Northern Pacific is being rapidly constructed from both the east and west. The indications are that within a short time there will be five different routes to the Pacific coast, where, less than a year ago, there was but one. The railroads have been instrumental in developing the country at a rapid rate; capital has been invested in immense sums, and still the tendency is toward increased developments, principally in the West and Southwest. It is believed that the operations in railroad construction this year will exceed those of any previous year, and, in consequence, large tracts of mineral and agricultural lands will be made accessible."

The Commissioner then takes up the question of compensation to Land Grant Railroads for transmission of troops and Government supplies, and says :

"I would recommend that Congress consider the question whether provision should not be made to establish permanently, or for a stated period, the rate of compensation to be paid by the Government to the railroads mentioned. After due consideration of the subject, I have reached the conclusion that 50 per cent of the tariff or ordinary rate of the companies would be a compensation just to the railroads and the Government, and proper for permanent application."

A supplemented report of Mr. H. Blackstone, Railroad Engineer, accompanies the report of the Commissioner. The document shows that a careful examination has been made of the tracks, bridges, rolling stock, etc., of the Land Grant Railroads. The Engineer says :

"It is gratifying to find these roads in such general good condition, they having recently possed through a rather severe Winter season without sufficient time and opportunity for any general repair and surfacing of track, &c., showing that the improvements spoken of by my predecessor were of substantial character. However, the favorable condition of these railroads, under all the circumstances, still leaves much to be done in order to bring them to that standard condition that true economy in their maintenance and operation suggests."

Mr. Blackstone criticizes severely the faulty construction of many of the bridges, and says that comparatively few of them are supplied with proper safeguards against accident.

In conclusion, the attention of Congress is called to the fact that there is no uniform system of railroad signals in use, which is a source of confusion, and should be remedied by appropriate legislation.

INCORPORATION.

The Troy and Chatham Railroad filed articles of incorpor tion at Albany, on the 15th inst.; capital, $1,000,000.

Articles of incorporation of the Chicago, Mount Vernon and Southern Railroad Company were filed in the office of Secretary of State of Illinois on the 19th inst. The capital stock is $3,000,000. It is proposed to construct a railroad through Effingham, Fayette, Marion, Jefferson, Franklin and Williamson counties from Altemont to Marion, with a branch from Mount Vernon to Tamawa.

A charter was granted at the State Department, Harrisburg, Penn., on the 16th inst. to the Red Bank and Youngstown Railroad Company, with a charter capital of $3,875,000. The new road will run from a point one mile east of Red Bank, Clarion County, to a point on the boundary line between Pennsylvania and Ohio, near where the Mahoning River crosses the line in Warren County, a distance of 65 miles.

The Richards Copper Mining Company has been incorporated at Luray, Va. The mine is situated about one and a half miles southwest of Stony Man, Page co., and has been pronounced by experts to be the richest vein of copper anywhere known in the United States except the famed Michigan mines. The company has now a force at work and will begin shipments at an early day. For the present the ore will be shipped in its crude State, but the company purpose very early in the spring erecting a furnace near Luray. The president of the company is Dr. McIllahaney, of Washington.

The Newark and Edgewood Railroad Company have filed a certificate of incorporation with the Secretary of State of Ohio. The capital is $50,000. The road is intended to be a branch of the Ohio Central Railroad, and will be about four miles in length. The incorporators are Samuel Thomas, G. G. Hadley, J. W. Boyles and A. W. Scott, of the Ohio Central, and John S. Fleck, A. G. Ashbrook, I. W. Bigelow, Waldo Taylor, J. W. Collins, George M. Grasser, F. S. Wright, James E. Thomas and A. W. Bradley, of Newark.

Articles of incorporation were filed at Albany, N. Y., on the 16th inst. of the New York and East River Railroad Company. The road is to run from New York by the most feasible route through Westchester County to a point on the boundary line in the town of Rye, near the village of Port Chester, and by connecting lines to the city of New Haven, Conn. The length of the road will be 30 miles. The capital is $2,500,000. Joseph Pool, George W. Nash, Sheldon Collins, and two others are the directors.

The Central Tunnel Railway Company of New York filed articles of association on the 7th inst. The capital is $5,000,000. The road, which is to begin near the City Hall Park and terminate near the Grand Central Depot, will be five miles long, and is to be connected with the Fourth avenue Improvement. It will run under Chambers, Reade, Elm, Spring and Great Jones streets, Lafayette place, Astor place, Eighth and Ninth streets and Fourth avenue. This is the same company which filed articles in May last. This second filing was in consequence of some clerical errors in the first articles. The officers are General John Cochrane, president; William Kent, secretary ; H. C. Stetson, treasurer ; and Gouverneur Tillotson, counsel.

Judge A. D. Dickinson, of the Farmville (Va.) Circuit Court, has granted a charter incorporating the London and Virginia Development and Industrial Company. The capital stock of the company cannot be less than $1,500,000 or more than $30,000,000, divided into shares of $100 each. According to the terms of the charter the company cannot own at any one time in any one county in Virginia more than 100,000 acres of land. The three principal offices of the company will be in London, Lynchburg and Farmville. The company is authorized to make contracts for any work of public or private improvement, to issue bonds, &c., and has for its object generally the development of the mining and agricultural interest of Virginia. In addition its operations are not confined by the terms of its charter to Virginia only, but it has the power to branch out in other States. The incorporators include some wealthy Virginians and several London capitalists.

ORGANIZATION.

The directors of the Walkill Valley Railroad Company, recently elected, are : Edward F. Winslow, Conrad N. Jordan, Theodore Houston, George H. Sharp, Samuel D. Coykendall, John L. Nisbet, Horace Porter, Charles Bard, Alexander Taylor, Charles Payne, Howard Mansfield, Walter Kattie and F. E. Worcester.

The directors of the Providence and Stonington Steamship Company, elected on the 14th inst., are : D. S. Babcock, S. D. Babcock, Henry Morgan, S. M. Miller, Amos N. Beckwith, E. P. Taft.

The Rhode Island and Massachusetts Railroad Company held its annual meeting on the 14th inst., and elected directors as follows : D. Goff, H. Conant, A. B. Chace, Jonathan Chace, G. L. Litflefield, Jesse Boynton, James P. Ray, Joseph G. Ray, Edgar K. Ray.

The stockholders of the Ft. Worth and Denver City Railway Company, elected on the 13th inst., are : J. M. Eddy, J. P. Smith, Wm. H. Lawrence, C. L. Frost, Max Eser, R. E. Montgomery, W. A. Ross, W. A. Hoffman and Morgan Jones. The officers are : J. M. Eddy, president; W. W. H. Lawrence, vice president; W. A. Ross, secrerary; C. L. Frost, treasurer.

The following gentlemen have been elected directors of the Boston and Maine Railroad Company for the ensuing year : Nathaniel G. White, Lawrence ; George C. Lord, Newton; Amos Paul, South Newmarket, N. H.; Nathaniel J. Bradlee, Boston ; James R. Nichols, Haverhill ; John Felt Osgood, Boston; Samuel E. Spring, Portland, Maine; Nathaniel W. Farwell, Lewiston, Maine; Wm. S. Stevens, Dover, N. H.

At the annual meeting of the New York, Providence and Boston Railroad Company, held at Providence, R. I., on the 14th inst., the following directors were chosen : Samuel D. Babcock, Henry Morgan, J. B. Johnston, D. S. Babcock, Geo. M. Miller, Edward Morgan, of New York city, Henry Howard of Coventry, Chas. H. Salisbury of Providence, Nathan M. Dixon of Westerly, John A. Burnham of Boston and A. S. Matthews of Stonington.

At the annual meeting in Boston on the 14th inst. of the stockholders and the holders of certificates of indebtedness of the Eastern Railroad Company, the following gentlemen were elected directors: on the part of the stockholders—John Cummings of Woburn, Samuel C. Lawrence of Medford and Charles Houghton of Boston; on the part of the certificate holders —Elijah B. Phillips of Boston, Jacob C. Rogers of Peabody, George P. King of Boston, George S. Morrison of New York, Richard Olney of Boston, and Alfred P. Rockwell of Boston, the newly elected directors met and organized by the election of E. B. Phillips president and F. I. Amory, clerk.

PERSONAL.

George C. Lord has been elected President of the Boston and Maine Railroad Co., vice H. G. White resigned. The office of Vice-President, hitherto filled by Mr. Lord, has been abolished.

Hiram A. Blood, of Fitchburg, Mass., has been chosen President of the Texas and Great Western Railroad Co.; A. W. Boardman, of Boston, Treasurer; and T. H. Wood, of Denton, Tex., Superintendent.

John Thomas, has resigned the office of Superintendent of the Cleveland and Pittsburg

Railroad (with which company he has been for the past 18 years), to take charge of the Chicago Division of the Baltimore and Ohio Railroad, with headquarters at Chicago.

A. C. ANDRUS, late of the Northern Pacific Railroad, has been appointed General Passenger Agent in New York City for the Chicago, Milwaukee & St. Paul Railway Company.

THOMAS CLYDE has been elected President and William P. Clyde, A. S. Buford, T. E. Logan, Dr. W. H. Gwathmey and Reuben Foster, directors of the Richmond, York River and Chesapeake Railroad Company.

CONSTRUCTION.

THE track of the International and Great Northern Railroad was completed to Laredo on the 16th inst.

THE first through car from Cincinnati to Newport News passed through Staunton, Va., on the 13th inst.

THE Montreal & Sorel Railway is approaching completion and is expected to be opened about the 1st of January.

THE track of the St. Paul, Minneapolis and Manitoba Railway has been completed to Minto, 116 miles from Fargo.

THE branch of the Chicago, Milwaukee and St. Paul Railway from Mazamanie, on the Prairie du Chien Division, North 11 miles, to Sauk City, is completed.

WORK on the Valley (Va.) Railroad is progressing favorably, and, with an open winter, cars will be running from Baltimore to Lexington certainly by June, 1882.

THE Massachusetts Central Railroad between Oakdale and Jefferson, the junction with Boston, Barre and Gardner Railroad, 48 miles from Boston was opened for traffic on the 21st inst.

THE citizens of Wooster, Ohio, have formed a company for the purpose of building a railroad from that town to Millersburg, where it will connect with the New York, Pittsburg and Chicago Railroad.

THE survey of the Gatineau Valley, (Ca). Railway has been completed. The total length of line is over 100 miles. The actual length of the proposed railway from the desert to Hull Station is 75 miles.

THE Leamington & St. Clair Railway Company have closed negotiations with the Canada Southern Railway Company, to complete and operate their road from near Comber Station, to the village of Leamington, on Pigeon Bay, Lake Erie.

THE Dallas and Whichita Railroad 38 miles in length, was formally transferred to the Missouri, Kansas and Texas Railroad Company, on the 15th inst. It is expected that the extension of the road into Northwestern Texas, will soon be commenced, the stockholders having authorized the directors to make such extension at their discretion.

THE Denver extension of the Chicago, Burlington and Quincy Railroad is now completed to within 180 miles of Denver, and the grading for the entire distance is done. Large shipments of steel rails to Denver are made, in order to enable the company to also commence laying rails from Denver, East. It will take about six months more, however, to complete the new road all the way to Denver, as some very heavy work remains to be done within 100 miles East of that city.

The Coal Trade.

THE leading coal carrying companies make the following reports of their tonnage for the week ending December 10, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad	177,665	253,586	220,243
Schuylkill Canal	14,597	24,319	.....
Lehigh Valley	135,486	196,350	172,905
Delaware, Lackawanna and Western	92,826	4,073,479	3,367,682
Shamokin	23,957	1,019,492	877,369
Central R. R. of New Jersey	99,460	4,187,353	3,604,851
United R. R. of New Jersey	44,273	1,503,702	1,111,034
Pennsylvania Coal	29,909	1,349,474	1,076,220
Delaware and Hudson Canal	75,158	3,422,460	2,909,325
Huntingdon and Broad Top Mountain	7,730	489,813	397,980
Penn. and New York	30,424	46,850	40,332
Clearfield, Pa	47,193	2,273,606	1,637,872

The total tonnage of anthracite coal from all the regions for the week ending Dec. 10, as reported by the several carrying companies, amounted to 613,824 tons, against 491,745 tons in the corresponding week last year, an increase of 122,079 tons. The total amount of anthracite mined for the year is 27,588,552 tons, against 23,210,629 tons for the same period last year, an increase of 4,377,923 tons. The quantity of bituminous coal sent to market for the week amounted to 115,291 tons, against 76,491 tons in the corresponding week of last year, an increase of 38,800 tons. The total amount of bituminous mined for the year is 4,724,874 tons, against 4,144,289 tons for the corresponding period last year, an increase of 580,585 tons. The total tonnage of all kinds of coal for the week is 729,115 tons, against 568,236 tons in corresponding week last year, an increase of 160,879 tons, and the total tonnage for the coal year is 32,313,426 tons, against 27,354,918 tons to same date last year, an increase of 4,958,508 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending December 10 was 206,610 tons, of which 148,228 tons were coal and 58,382 tons coke. The total tonnage for the year thus far has been 8,633,702 tons, of which 6,372,519 tons were coal and 2,261,183 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended December 10 were 59,261 tons, and for the year to that date 2,100,525 tons, an increase of 109,487 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 41,560 tons; year, 1,337,550 tons; increase compared with 1880, 152,063 tons; Chesapeake and Ohio Canal—week, 12,667 tons; year, 498,320 tons; decrease compared with 1880, 103,096 tons. Pennsylvania Railroad—week, 4,876 tons; year, 261,327 tons; increase compared with 1880, 57,251 tons. The Reading Railroad shipment for last week, ending December 17, was 184,500 tons, of which 49,000 tons were sent to and 41,500 tons shipped from Port Richmond, and 22,000 tons sent to and 21,300 tons shipped from Elizabethport.—*Phil. Ledger, Dec.* 19.

The Business of the Fairbanks Scale Company in 1881.

A CORRESPONDENT of the *Boston Journal*, writing from St. Albans, Vt., under date December 12th says: "During a recent visit to the Fairbanks Scale Works, at St. Johnsbury I learned the following interesting facts relative to the business of the company for the year 1881. The twelve months now drawing to a close have been the most prosperous of any year since the establishment of this great industry. The number of scales ordered since January 1, has exceeded 63,000, or 8,000 more scales than were sold in 1880. The company has made 4,000 hay scales and 400 iron frame railroad track scales. The number of Post Office scales made under contract with the United States Government the current year was 2,500. In the manufacture of a hundred varieties of scales weighing from half an ounce to 60,000 pounds, there have been used the past year 5,000 tons of pig iron, 500 tons of bar iron, 175,000 pounds of steel, 25,000 pounds of brass castings and 2,000,000 feet of lumber. The Fairbanks Scale Company employs 600 men, to whom it pays in wages $350,000 per annum. The business done by the company approximates the sum of $5,000,000 a year. Its scales have been shipped to all parts of the civilized world during the year 1881. The Messrs. Fairbanks are the principal owners of the St. Johnsbury and Lake Champlain Railroad, and during the past season over 5,000 tons of coal were brought over the line and used at the scale works. The men employed by the company are intelligent and skillful to a marked degree, and most of the workmen own pretty cottage homes. The liberal management of the Messrs. Fairbanks in their great industry, as well as their munificent public gifts to the educational, religious and literary institutions of St. Johnsbury, has done much to make the town what it is to-day.

Forfeiture of Life Insurance for Non-payment of Premium.

IN the United States Supreme Court at Washington on the 19th inst., a decision was rendered in the case of Ruth E. Thompson vs. the Knickerbocker Life Insurance Company, a case presenting again the question of forfeiture for non-payment of premium. The Court holds:

1. That the failure to pay a premium punctually when due forfeits the whole policy.

2. That if the company accepts a note in part payment of the premium with the express stipulation that the note shall be paid at maturity upon penalty of forfeiture, the penalty must be enforced.

3. That sickness or incapacity is not a valid excuse for non-payment.

4. That the company is not bound to give the insured notice of the maturity of the note or the falling due of the premium.

5. That a parole agreement to waive forfeiture cannot stand against the express terms of the policy or note.

6. The previous acts of leniency on the part of the company cannot be construed as a permanent waiver of the forfeiture clause. Judgment of the Circuit Court is affirmed.

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
Adams Express	.....	.....	143	145	143½	144
Albany and Susq	.....	.....	.....	.....	.....	126½
1st mortgage	.....	.....	.....	125½	125½	.....
2d mortgage	.....	.....	.....	.....	106	.....
American Express	92¾	93½	95	.....	94	....
Atlantic & Pac. Tel.	.....	.....	.....	.....	.....	91
Burl., C. R. & Nor.	.....	.....	.....	.....	82	.....
1st mortgage 5s	.....	99¾	99	.....	.....	99½
Canada Southern	60	59	58¼	58	56¾	57
1st mortgage guar	.....	99½	99	.....	.....	99¼
Central of N. Jersey	95¼	93¾	92½	92	90½	89⅞
1st mort. 1890	118¾	.....	.....	.....	.....	.....
7s, consol. ass	.....	.....	.....	.....	.....	.....
7s, convertible ass.	.....	.....	.....	113¼	.....	.....
7s, Income	.....	102⅜	.....	.....	.....	97
Adjustment	.....	.....	.....	.....	.....	.....
Central Pacific	94¾	94	93¾	93	90¾	91
6s, gold	.....	.....	.....	.....	.....	115½
1st M. (San Joaq)	.....	.....	.....	.....	.....	.....
1st M. (Cal. & Or.)	.....	.....	.....	.....	.....	.....
Land grant 6s	.....	.....	.....	.....	.....	.....
Chesapeake & Ohio	.....	27¼	27	.....	.....	.....
Chicago and Alton	.....	.....	132	131¼	.....	130
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund	.....	.....	.....	.....	.....	.....
Chi,, Bur. & Quincy	139¾	138½	137	137	136½	136½
7s, Consol. 1903	130	.....	.....	.....	.....	.....
Chi., Mil. & St. Paul	106¼	105½	105	105	104¾	104⅝
Preferred	.....	.....	.....	.....	.....	120
1st mortgage, 8s	.....	.....	.....	.....	.....	.....
2d mort., 7 3-10s	.....	.....	.....	.....	.....	.....
7s, gold	.....	.....	.....	.....	.....	.....
1st M. (La. C. div)	.....	.....	.....	.....	.....	.....
1st M. I. & M. div.)	.....	.....	.....	.....	.....	.....
1st.M. (I. & D. ext.)	.....	.....	.....	.....	.....	.....
1st M. (H.&D. div.)	.....	.....	.....	.....	.....	.....
1st M.(C. & M.div.)	.....	.....	.....	.....	.....	.....
Consolidated S. F.	122½	.....	.....	.....	.....	.....
Chi. & Northwestern	124¾	124½	123½	124¾	123¾	124¾
Preferred	139¼	140	.....	.....	.....	139½
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund 6s	109¾	109½	108½	.....	.....	108½
Consolidated 7s	.....	.....	.....	.....	.....	.....
Consol. Gold bo'ds	123¾	124	.....	123½	.....	.....
Do. reg	.....	.....	123½	.....	.....	.....
Chi., R. Isl. & Pac.	134½	134½	134	133	133¾	133½
6s, 1917, c	127¾	.....	.....	.....	.....	.....
Clev.,Col.,Cin.&Ind.	92	91½	.....	89½	88¾	89
1st mortgage	.....	.....	.....	.....	.....	.....
Clev. & Pittsburg gr.	.....	.....	.....	.....	.....	.....
7s, Consolidated	.....	.....	.....	.....	.....	.....
4th mortgage	.....	.....	113	.....	.....	.....
Col.,Chi.,& Ind. Cent.	21	20½	20	20	20	20
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Del. & Hud Canal.	107⅞	107¼	107⅞	107½	106¾	106½
Reg. 7s, 1891	.....	114½	.....	.....	.....	.....
Reg. 7s, 1884	.....	.....	.....	108½	.....	.....
7s, 1894	.....	.....	116¾	.....	.....	.....
Del.,Lack.& Western	127⅝	127⅝	126⅝	126¾	126¼	126⅞
2d mortgage 7s	.....	.....	.....	.....	.....	.....
7s, Consol. 1907	.....	.....	129	....	.....	.....
Erie Railway	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mort. 5s, ext.	.....	.....	.....	.....	.....	.....
3d mortgage	....	.....	.....	105½	.....	.....
4th mort. 5s, ext.	.....	108	.....	.....	.....	.....
5th mortgage	.....	.....	.....	112	.....	.....
7s, Consol. gold	.....	.....	.....	127¾	128	128¼
Great West. 1st mort	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Hannibal & St. Jo.	98¼	98	96¾	96¾	96¾	96½
Preferred	114¾	114¾	114	114¾	113¾	113¾
8s, Convertible	.....	.....	.....	108	108	108
Houston & Tex. Cen	.....	88	.....	.....	88	.....
1st mortgage	.....	113	.....	113	113¼	.....
Illinois Central	133¼	132½	131½	132	130¾	130½
LakeShore&MichSo	120⅝	120¾	119½	120¼	118¾	118⅞
Consol. 7s	.....	.....	.....	130	.....	.....
Consol. 7s, reg	.....	.....	.....	.....	.....	.....
2d Consolidated	.....	.....	.....	123	124	.....
Leh. & W. B. 7s, Con	.....	.....	.....	.....	.....	.....
Long Dock bonds	.....	.....	.....	.....	.....	.....
Louisville & Nash.	107	108	105¾	106½	102½	102¾
7s, Consolidated	.....	.....	.....	.....	.....	.....
Manhattan	56	54	54¼	53¾	55	56¾
Met. Elevated	92½	90⅛	91	91¼	91½	89¼
1st mortgage	103	103	102	102	101½	102
Michigan Central	92¼	91¼	88⅞	89¼	87⅞	88⅛
7s, 1902	123	.....	.....	.....	122¾	.....
M. S. & N. I. 1st, S. F	.....	107¾	.....	.....	.....	107¾
Morris & Essex	.....	.....	122¼	.....	121½	122½
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
7s of 1871	122½	.....	.....	.....	.....	.....
7s, Convertible	.....	.....	.....	.....	.....	.....
7s, Consolidated	123½	.....	.....	.....	.....	.....
N.Y. Cen. & Hud. R.	135¾x136		135¾	135¾	134¾	134½
6s, S. F. 1883	102¾	.....	.....	.....	.....	.....
6s, S. F., 1887	.....	.....	.....	.....	.....	.....
1st mortgage	137	.....	.....	.....	136¾	.....
1st mortgage, reg.	.....	.....	.....	.....	.....	.....
N. Y. Elevated	108	107¾	.....	107	.....	108
1st mortgage	.....	.....	.....	119	119	119
N. Y. & Harlem	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg	.....	.....	.....	.....	.....	.....
N. Y., Lake Erie & W	44¾	44¾	44	43¼	42¼	42⅞
Preferred	92¾	91¼	91	91¾	91¼	90¾
2d Consolidated	100¾	100¾	100¼	100¾	.....	99¾
New 2d 5s fund	97¾	.....	98	.....	99¼	.....
N.Y.,N.Hav'n&Hart	.....	.....	.....	170	.....	.....
North Mo. 1st mort	.....	.....	.....	.....	.....	.....
Northern Pacific	39⅝	39¼	38⅝	38¼	37¾	37
Preferred	81½	80¾	78⅝	78¾	77⅞	77½
Ohio & Mississippi	39¾	38	38¼	36⅞	35¼	36
Preferred	.....	.....	83¾	.....	107	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Consolidated 7s	119	.....	.....	.....	.....	.....
Consol. S. Fund	.....	.....	.....	.....	.....	.....
Pacific Mail S. S. Co	44¼	44	42¾	41¼	41	42
Pacific R. R. of Mo.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	107¾	.....	108
2d mortgage	.....	.....	.....	.....	.....	.....
Panama	.....	.....	.....	.....	.....	.....
Phila. & Reading	68¾	68½	68¼	67¾	66	66¾
Pitts,Ft.W.&Chi.gtd	.....	.....	.....	.....	.....	.....
1st mortgage	.....	140	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
3d mortgage	.....	.....	.....	.....	.....	.....
Pullman Palace Car	127½	129	127	127	121	121½
Quicksil'r Min'g Co	14	.....	.....	.....	13½	12¾
Preferred	60	.....	59½	59¼	59¼	58⅝
St. Louis & San Fran	44	.....	41½	42¾	41¾	40
Preferred	64¼	.....	60¾	60¾	60¾	57¾
1st Preferred	105¾	.....	.....	.....	.....	105
St. L., Alt'n & T. H.	.....	.....	.....	47	47	.....
Preferred	.....	.....	.....	.....	.....	90
1st mortgage	.....	.....	.....	.....	.....	.....
2d mort. pref.	.....	.....	.....	.....	.....	.....
Income bonds	.....	.....	.....	100	101	100
St. L., Iron Mt. & S	.....	.....	.....	.....	.....	.....
1st mortgage	.....	117	117	.....	.....	.....
2d mortgage	109¾	109¾	109¾	109¾	.....	.....
Toledo and Wabash	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
7s, Consolidated	.....	107¾	.....	.....	.....	.....
St. Louis Division	.....	107¾	107½	.....	108	108
Union Pacific	119¾	118¾	11 ⅝	118¾	117¾	117½
1st mortgage	117¾	117¾	117	117	117¾	.....
Land Grant 7s	113	113	.....	.....	.....	.....
Sinking Fund 8s	.....	.....	.....	.....	.....	123
United States Ex	76	76	.....	.....	.....	76¾
Wabash, St. L.& Pac	40¾	40¾	38¾	37⅞	35¾	38¼
Preferred	81⅝	81¾	78¼	76¼	72¾	73¾
New mort. 7s	.....	.....	.....	.....	.....	.....
Wells-Fargo Ex	.....	.....	.....	.....	.....	135
Western Pacific b'ds	.....	.....	.....	.....	.....	.....
Western Union Tel.	86¾	85⅝	85¼	85¼	83x	82¼
7s, S.F. conv., 1900	.....	.....	.....	.....	.....	.....
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	117⅝	117⅝	117⅝	117¼	.....	117⅜
U. S. 4s, 1907, coup.	.....	118⅛	118⅜	118¼	118⅜	118⅜
U. S. 4½s, 1891, reg.	114½	114⅝	.....	.....	114¼	.....
U. S. 4½s, 1891, coup	114⅝	.....	114½	.....	.....	.....
U. S. 5s, 1881, reg	.....	.....	.....	.....	.....	.....
U. S. 5s, cont'd at 3½	103	102⅞	102⅞	.....	.....	.....
U. S. 6s cont'd at 3½	.....	100¾	.....	.....	100⅞	.....
Dt. of Col. 3-65s, reg	.....	.....	.....	.....	.....	.....
Dt. of Col.3-65s,coup	.....	.....	.....	.....	.....	.....

Boston Stock Exchange.

Prices for the Week Ending Dec. 21.

	Th.15.	F. 16.	Sat.17.	M.19.	Tu.20.	W.21.
Atch.,Top.&San.Fe.	95⅜	95⅛	95	94¾	94	93¾
1st mortgage	.....	.....	.....	120	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	117
Boston & Albany	158½	158½	159	....	159½	159½
7s reg	.....	.....	.....	.....	.....	.....
Boston and Lowell	.....	.....	.....	.....	.....	.....
Boston & Maine	149½	.....	149½	.....	149	148½
Boston & Providence	.....	.....	.....	.....	.....	.....
Bos'n,Hart.& Erie7s	68¼	69¾	70	70½	68¾	67
Burl.& Mo.R.L.G.7s	.....	.....	.....	.....	.....	.....
Burl.& Mo.R.in Neb	.....	.....	.....	.....	.....	.....
6s, exempt	.....	.....	.....	.....	115	.....
4s	.....	.....	.....	.....	.....	.....
Chi.,Burl. & Quincy	139½	139¼	138	137½	137	136½
7s	.....	.....	.....	126½	.....	.....
Cin.,Sand&Clev($50)	.....	.....	28½	28	28	27½
Concord ($50)	.....	.....	.....	.....	.....	.....
Connecticut River	.....	.....	.....	.....	.....	.....
Eastern	38	38	38½	38	37¾	37
New 4½ Bonds	106¾	106¾	.....	.....	.....	.....
Fitchburg	.....	.....	.....	.....	.....	.....
Kan.C., Top. & West	.....	.....	.....	.....	.....	.....
Michigan Central	.....	.....	.....	.....	.....	.....
N.Y. & New England	66¾	72¾	67½	68	64½	64½
7s	117¾	117¾	.....	.....	117¾	117¾
Northern N. H.	108½	107	.....	.....	.....	.....
Norwich&Worcester	.....	.....	.....	.....	.....	.....
Ogden & Lake Cham	.....	.....	36	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Old Colony	.....	130	131	.....	127	.....
Ph.,Wil.&Balt.($40)	.....	.....	.....	.....	.....	.....
Portl'd,Saco & Ports	.....	.....	.....	.....	.....	.....
Pueblo & Ark Val.	.....	.....	.....	.....	.....	.....
7s	117	.....	.....	.....	.....	.....
Pullman Palace Car	.....	.....	.....	.....	127	.....
Union Pacific	.....	119½	119½	118½	118¾	.....
6s	.....	.....	.....	.....	.....	114¾
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	120½	121	.....	.....	.....	.....
Vermont & Canada	.....	.....	.....	.....	.....	.....
Vermont & Mass	.....	.....	.....	134	.....	.....
Worcester & Nashua	.....	.....	.....	.....	.....	.....
Cambridge (Horse)	.....	.....	.....	.....	.....	.....
Metropolitan(Horse)	.....	.....	.....	.....	.....	.....
Middlesex (Horse)	.....	.....	.....	.....	.....	.....
Cal.&Hecla Min'gCo	.....	.....	.....	239	236	.....
Quincy	48	49½	.....	49	.....	48

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Dec. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.
Allegh'y Val. 7 3-10s	.....	124	.....	.....	.....	.....
7s, Income	52	.....	.....	.....	.....	.....
Camd'n & Am. 6s, '83	.....	.....	.....	.....	.....	.....
6s, 1889	.....	.....	.....	.....	.....	.....
Mort. 6s, 1889	.....	.....	.....	.....	113¼	113¼
Camden & Atlantic	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Catawissa	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
7s, new	.....	.....	.....	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	.....	.....
Elmira&Williamsp't	.....	.....	.....	.....	.....	.....
Preferred	.....	60	.....	.....	.....	.....
Hunt. & B. Top Mt.	15	.....	.....	.....	14	15
Preferred	29	28¾	28¾	28	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Lehigh Navigation	44½	44½	.....	44¾	44¼	43¾
6s, 1884	.....	.....	107	.....	.....	.....
Gold Loan	.....	112x	.....	.....	.....	112x
Railroad Loan	117	.....	.....	.....	.....	.....
Conv. Gold Loan	112¾	.....	.....	.....	.....	.....
Consol. Mort, 7s	117	117	.....	.....	.....	.....
Lehigh Valley	62	61¾	62	62¼	61½x	61¼
1st mort. 6s, coup	.....	.....	.....	121	.....	.....
1st mort. 6s, reg	.....	.....	.....	.....	.....	.....
2d mort. 7s	.....	132	.....	.....	.....	.....
Consol mort. 6s	.....	.....	117	117	.....	.....
Consol.mtg.6s,reg	.....	.....	.....	.....	.....	.....
Little Schuylkill	.....	.....	.....	.....	57	.....
Minehill&Sch.Hav'n	.....	62¾	.....	.....	.....	62¾
North Pennsylvania	.....	.....	60	60	.....	.....
1st mortgage 6s	.....	.....	106¼	.....	.....	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Genl. mtg.7s,coup	.....	.....	.....	.....	.....	.....
Genl. mtg. 7s, reg	.....	.....	.....	.....	.....	.....
Northern Central	.....	.....	51¾	51¼	51¼	51¾
5s	.....	.....	.....	.....	100	.....
Northern Pacific	39¾	.....	39¾	38¾	38¼	37¾
Preferred	81¾	81¾	81½	78¾	78¾	77¾
Pennsylvania R. R.	63	63	62¾	62¾	62¾	62¼
1st mortgage	.....	.....	.....	.....	.....	.....
Gen'l mort	.....	126	.....	.....	.....	.....
Gen'l mort reg.	.....	.....	.....	.....	.....	.....
Consol. mort. 6s	.....	116	.....	.....	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Pa.State 6s 2d series	.....	.....	.....	.....	.....	.....
do 3d series	.....	102½	.....	102½	.....	.....
do 5s, new	118	.....	.....	118	.....	.....
do 3s	.....	.....	.....	.....	.....	.....
Phila. & Reading	34¼	34¼	34¼	34½	33¾	33¾
1st mortgage 6s	.....	.....	.....	.....	.....	.....
7s of 1893	.....	.....	.....	.....	.....	.....
7s, new convert	.....	.....	.....	75	.....	.....
Consol. mort. 7s	.....	.....	.....	125	125	125¾
Consol. mort. reg.	.....	.....	.....	.....	.....	.....
Gen'l mort. 6s	99	99	98¾	98¾	98½	97¾
Philadelphia & Erie	21¼	.....	20¾	20¼	.....	20
1st mortgage 5s	105½	.....	.....	.....	.....	.....
2d mortgage 7s	117½	.....	.....	.....	.....	.....
Pittsb.,Cin.&St.L.7s	.....	.....	.....	.....	.....	.....
Pitts.,Titusv.&Buff.	22½	22¼	22	22	21½	21
7s	101	.....	101	1?2	102	.....
Schuylkill Navi't'n.	.....	6	.....	.....	.....	.....
Preferred	13½	.....	.....	.....	.....	.....
6s, 1872	.....	.....	.....	.....	107½	.....
6s, 1882	.....	92	....	89	.....	.....
United Co. of N. J.	....	....	185¾	.....	.....	186¾
Hestonville, (Horse)	18⅞	.....	.....	18	.....	.....
Chestnut&Wal.(do)	.....	.....	.....	.....	.....	.....
Green & Coates (do)	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the Week Ending Dec. 20.

	W. 14.	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.
Baltimore & Ohio..	195	.....	200	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	.....	106¼	.....	106	.....
Central Ohio ($50)..	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....	.....	110
Marietta & Cincin'ti	.....	.....	.....	.....	.....	.....
1st mortgage, 7s..	127⅛	127½	.....	127	.....	.....
2d mortgage, 7s..	105¼	104⅝	104⅞	105	105⅛	104⅛
3d mortgage, 8s..	60¼	60	60⅛	60¾	60¼	60¾
Northern Cen. ($50)	.....	.....	.....	51¼	51⅝	51⅛
2d mort., 6s 1885..	.....	.....	.....	.....	.....	.....
3d mort., 6s, 1900.	.....	.....	.....	.....	.....	.....
6s, 1900, gold.....	.....	....	115⅛	114	.....	.....
6s, 1904, gold.....	.....	....	114	.....	.....	.....
Orange & Alex. 1st.	.....	.....	.....	.....	.....	.....
2d mortgage, 6s...	.....	.....	.....	.....	.....	.....
3d mortgage, 8s...	.....	.....	.....	.....	.....	.....
4th mortgage, 8s..	.....	.....	.....	.....	.....	.....
O., Alex. & Manas's 7s	.....	.....	.....	.....	.....	.....
Pitts. & Connellsv. 7s	.....	124¾	125	.....	.....	125¼
Virginia 6s, Consol.	76¼	75⅝	74	74¾	.....	73½
Consol. coupons..	85¾	85	84½	.....	.....	.....
10-40 bonds.....	44	44	43	.....	43	42½
Def'd Certificates.	.....	17¼	.....	.....	.....	.....
Western Maryland..	.....	.....	16½	.....	.....	.....
1st M., end. by Balt	.....	.....	.....	.....	.....	.....
2d M., do .	.....	.....	.....	.....	.....	.....
3d M., do .	.....	.....	.....	.....	.....	.....
1st M., unendors'd	.....	.....	.....	.....	.....	.....
2d M., end. WashCo	.....	.....	.....	.....	.....	.....
2d M., preferred..	.....	.....	.....	.....	.....	.....
City Passenger R R.	.....	.....	.....	42	.....	.....

London Stock Exchange.

	Closing Prices Nov. 25.	Dec. 2.		
Baltimore & Ohio (sterling).....	114	116	114	116
Cairo & Viencennes com. stock	45	47	48	50
Do. preferred 5 per cent.....	90	92	90	92
Central of N. J. $100 share.....	93	98	93	98
Do. Cons. Mortgage.....	117	119	118	120
Do. Adjustment Bonds.....	104	109	104	109
Do. Income Bonds.....	104	107	104	107
Det., G'd Haven & Mil. Equip bds	112	114	112	114
Do. Con. M. 5p.c., till '83 aft'r 6p.c	110	112	110	112
Illinois Central $100 shares.....	135	136	137	138
Lehigh Valley Cons. mortgage..	115	119	115	119
Louisville & Nashville mort 6s.	106	108	106	108
Do. Sink. Fund bds (S. & N. Ala)	105	107	105	107
Do. capital stock $100 shares.	97	99	101	103
N. Y. Cent. & Hud. R. mt. bds..	137	140	137	140
Do. $100 shares.....	141	142	141½	142½
Do mort. bonds (stg.).....	123	125	123	125
N.Y., Lake Erie & West., $100 shs	46½	47	46¾	47¼
Do. 6 p. c. pref. $100 shares ..	95	97	96	98
Do. 1st Con. Mort. bds (Erie) .	130	132	130	132
Do. do. Funded Coupon bds.	127	129	127	129
Do. 2d Consol Mort. bonds...	104	105	104	105
Do. do. Funded Coupon bds..	101	103	101	103
Do. Gold Income bonds.....	95	100	95	100
N.Y., Pa. & Ohio 1st mort. bonds.	53	54	53½	54½
Do. Prior Lien bds (sterling)..	105	110	105	110
Pennsylvania, $50 shares.....	64¾	65¼	65¼	65¾
Do. Con. Sink Fund Mort....	119	121	120	122
Philadelphia & Reading $50 shs	33	34	33½	34½
General Consol Mortgage.....	118	120	115	117
Do. Improvement Mortgage..	103	105	103	105
Do. Gen. Mtg. '74, ex-def'd coup.	99	101	100	102
Do. Scrip for the 6 def. ½ coup.	94	98	91	98
Pittsb., Ft. W. & Chi. Eq. bds....	105	109	105	109
St. L. Bridge 1st mort. gold b'd.	126	128	126	128
Do. 1st pref. stock.....	102	104	102	104
Union Pa. Land Grant 1st. mtg.	115	119	115	119

Financial and Commercial Review.

THURSDAY EVENING, Dec. 22, 1881.

THE rate for call loans during the day to the stock brokers was 6 per cent to that rate plus a commission of 1-32 and 1-16 of 1 per cent per day. On Governments the same class of loans could be made at 3½@4 per cent. In the last hour the rate fell to 4@5 per cent.

The posted rates for prime bankers' sterling were 4.80½@4.81; and 4.84½@4.85. The actual rates were 4.79¾@4.80¼, and 4.83¾@4.84¼, with cable transfers 4.84⅞@4.85¼, and prime commercial bills 4.78¼@½. Continental bills are as follows: francs, 5.25⅝@5.26¼ and 5.20⅝@5.21¼; marks, 94@94⅛ and 94⅞@95; and guilders, 39⅝@40⅛.

From the Report of the Comptroller of the Currency it appears that in addition to the Mechanics' National Bank of Newark and the Pacific National Bank of Boston, there have been since the institution of the National Bank system, 86 failures of national banks, or, to speak in the terms of the report, 86 have been "placed in the hands of receivers prior to November 1, 1881." The claims proved against these banks aggregated $25,966,602, of which $18,561,698, or about 80 per cent, has been repaid to creditors. Of the $7,601,750 of assessments levied on shareholders for the purpose of enforcing their individual liability, but $3,000,000 has been collected. The affairs of twelve banks which failed prior to November 1, 1880, have during the year just past been closed with this result: that one of them was able to pay 60 per cent of its obligations, another 63.6 per cent, another 84.83 per cent, another 100 per cent, without interest, and the remaining eight principal and interest. There are sixteen, besides the Newark and Boston banks, still in the hands of receivers credited with dividends paid to their creditors of from 25 to 100 per cent.

The Supreme Court at Nashville, Tenn., on the 17th inst., granted the petition of the State Funding Board to have advanced on the docket the motion of the Board to dissolve the injunction against funding the State debt at par 3 per cent interest, and the coupons to be receivable for taxes. The case will, therefore, by order of the court, come up for a hearing on the 17th of January, 1882.

Judge Prentiss, of Cleveland, Ohio, has decided that a railroad company cannot hold property in cars for demurrage penalty. The decision is an important one.

The treasurer of Clarke county, Va., has been instructed to purchase bonds issued in aid of the Shenandoah Valley Railroad Company, to the extent of his surplus funds, if they can be had at par.

A mortgage covering all the property, franchises, etc., of the Cincinnati and Eastern Railway Company and its various branches, given to P. F. Swing, a trustee, to secure the issue of $2,000,000 of bonds of said company, has been filed in Cincinnati. The mortgage is given for the purpose of funding the entire debt of the company, and provides for the redemption of all bonds heretofore issued by them, and the payment of all other indebtedness of said company.

Geo. W. Easley, attorney of the Hannibal and St. Joseph Railroad Co., has filed in the Supreme Court of Missouri a motion for a rehearing in the mandamus case recently decided against the railroad company.

The plan for reorganization of the Ohio and Mississippi Railway, which has been sent to England, has not been definitely acted on there, but will be in due time. The physical condition of the Ohio and Mississippi and Marietta and Cincinnati is good, especially the latter, which is said to be above the average of Ohio railroads at this time.

The government has decided that imported steel-hammer moulds are liable to an ad valorem duty of 45 per cent as partly manufactured articles of steel, and are not subject merely to three cents per pound duty as steel in bars.

Stockholders of the Panama Railroad Company who have deposited their stock with the United States Trust Company will receive six months' interest on Jan. 3 on the unpaid installments due from the canal association.

The Chief of the Bureau of Statistics reports that the total values of the exports of domestic provisions, tallow and dairy products, during the month of November, 1881, were $8,621,521; November, 1880, $12,075,864; eleven months ended November 30, 1881, $120,340,387; eleven months ended November 30, 1880, $128,007,783. The total values of the exports of provisions and tallow during November, 1881, were $7,795,818, and during November, 1880, $10,514,596. The exports of dairy products for the seven months ended November 30, 1881, amounted to $14,336,308, and for the corresponding period in 1880, to $18,052,787.

The Wabash, St. Louis and Pacific Railway Co. have appointed the Gt. Western Railway Company of Canada as fiscal agents in London for the purpose receiving certificates of the preferred and common stock, with a view to effecting a transfer thereof upon the books of the company in New York—all charges incident to the transmission of the stock to be borne by the owners.

The Comptroller of the Currency has authorized the following National Banks to commence business; the Garfield National Bank of New York City, capital $200,000; the First National Bank of Wallingford, Conn., capital, $100,000; the Lancaster National Bank of Lancaster, N. H., capital, $125,000; the Chicago National Bank, capital $300,000; the National Bank of Stamford, N. Y., capital, $50,000; and the Manufacturers' National Bank of Neenah, Wisconsin, capital, $65,000.

The Secretary of the Treasury has ordered to be taken to the Supreme Court the case of Kennedy, an importer of hoop iron, cut and punched, against the collector of customs of Philadelphia, recently decided by Judge McKennan in favor of the importer. This case involves the question of duty on hoop iron used as cotton ties, on which Assistant Secretary French rendered a decision that a specific duty of 1½ per cent per pound should be charged instead of 35 per cent ad valorem.

The Chief of the Bureau of Statistics at Washington reports that the total value of domestic breadstuffs exported from the United States during the month of November, 1881, was $18,025,880, against $22,053,198 during the month of November, 1880; for the five months of the fiscal year ending November 30, 1881, $98,337,515, against $134,874,360 for the corresponding five months of 1880; and for the eleven months of the calendar year ending November 30, 1881, $210,318,432, against $257,231,045 for the corresponding eleven months of 1880. In the export of wheat there was a falling off of 24,000,000 bushels; Indian corn, 39,000,000; rye, 1,300,000 bushels, and barley, 900,000 bushels. In wheat flour there was an increase of about 500,000 barrels.

The Commissioner of the General Land Office has ordered the sale of about 5,000 acres of public lands lying near Toledo, on Lake Erie. The sale will take place on the 13th of February next, at the Land Office in Washington.

The closing quotations on Thursday were

American District Telegraph, 32@34; Adams Express, 143@148; American Express, 91½@92; Chicago, Burlington and Quincy, 135¼@135¾; Canada Southern, 52@53; Chicago and Northwestern, 124¼@124¾; do. pref., 138@138½; Chicago and Alton, 129@131; Central of New Jersey, 88¾@89; Central Pacific, 89½@89½; Chicago, Milwaukee and St. Paul, 102½@102¾; do. pref., 118@119½; Cleveland, Columbus, Cincinnati and Indianapolis, 87@88; Columbus, Chicago and Indiana Central, 20@20½; Delaware and Hudson Canal, 106¼@106⅜; Delaware, Lackawanna and Western, 125⅞@126; Hannibal and St. Joseph, 95¾@96¼; do. pref., 112½@113; Illinois Central, 129@129½; Lake Erie and Western, 37@37½; Lake Shore and Michigan Southern, 116¾@116½; Metropolitan Elevated, 84¾@—; Manhattan Beach, 25@27; Michigan Central, 86¼@86½; New York Elevated, 107½@109; New York, Lake Erie and Western, 40⅞@41; do. pref., 89@89½; New York Central and Hudson River, 132⅞@133; Northern Pacific, 34⅞@35; Ohio and Mississippi, 35@@35½; Panama, 195@204; Pacific Mail, 41@41½; Texas and Pacific, 49@49½; Union Pacific, 116@116½; United States Express, 73@75; Western Union Telegraph, 78⅛@78¼; Wabash, St. Louis and Pacific, 35½@35¾; do. pref., 70⅜@70⅝; Wells-Fargo Express, 130@134.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atlantic and Pacific 1st, 100; American Dock and Imp., 138¾; do. 5s, 101½; Boston and New York Air Line pref., 66; Chicago and Eastern Illinois Inc., 104½; Chicago and Northwestern Interest bonds, 103½; Cedar Falls and Minnesota, 20⅝; do. 1st, 118; Chesapeake and Ohio 1st pref., 36¾; do. 2d pref., 28; do. 1st, Series A, 100; do. B, 83; do. cur. int., 53½; Chicago, St. Paul, Minneapolis and Omaha, 36; do. pref., 101¼ do. consol., 99½, Chicago, St. Louis and New Orleans, 83½; Central Iowa, 37; do. 1st, 114; Chicago, Milwaukee and St. Paul, Southwestern div. 1st, 107; do. Chicago and Pacific div. 1st, 109½; do. S. M. div. 1st, 106½; Cairo and Fulton 1st, 112½; Columbus, Chicago and Indiana Central 1st Trust Co. certif. ass. sup., 118½; do. Income, 73; Cedar Rapids, Iowa Falls and Northern 1st, 114½; Denver and Rio Grande, 70½; do. 1st, 112; do. 1st consol., 103⅞; Denver, South Park and Pacific 1st, 103½; East Tennessee, Virginia and Georgia, 14⅜; do. pref., 23¾; do. inc., 5¾; Evansville and Terre Haute 1st consol., 102¾; Gulf, Colorado and Santa Fe 1st, 109; Houston and Texas Central Gen'l mort., 98; do. Waco and N. W. div. 1st, 116½; Indiana, Bloomington and Western, 48; International and Gt. Northern 1st, 107½; Keokuk and Des Moines 1st, 105; Kansas Pacific 6s, Denver div. ass., 109; do. 1st consol., 103½; Louisiana and Missouri River 1st, 117; Lafayette, Bloomington and Muncie 1st, 103; Lehigh and Wilkesbarre consol. ass., 108; Louisville and Nashville gen'l mort. 6s, 102; Louisville, New Albany and Chicago, 76; do. 1st, 103; Long Island, 53; Lake Erie and Western, 40½; do. Inc., 59½; Michigan Central 5s, 98½; Milwaukee, Lake Shore Western, 47½; Memphis and Charleston, 73; Missouri Pacific, 102¾; do. 1st consol., 108; do. 3d, 109½; Manhattan Beach, 26; Mobile and Ohio, 35; do. 1st deben., 97; do. 2d deben., 71½; do. 4th deben., 61; do. new mort., 109½; Missouri, Kansas and Texas, 38⅛; do. 6s, 82; do. consol. 7s, 106½; do. 2d, 72½; Marietta and Cincinnati 1st pref., 16; do. 2d pref., 7½; Minneapolis and St. Louis pref., 62½; Metropolitan Elevated 2d, 90⅞; New York City and Northern Gen'l mort., 105; Nashville, Chattanooga and St. Louis, 86; do. 1st, 117¾; New York, Ontario and Western, 27⅜; Norfolk and Western pref., 57; do. Gen'l mort., 103⅞; Northern Pacific 1st, 103⅛; New York, Pennsylvania and Ohio inc., 40; New York Central 6s, subscription, 102; New Orleans Pacific 1st, 93⅞; Ohio Central, 23; do. 1st, 99½; do. inc., 45½; Ohio Southern, 23½; do. 1st, 91½; do. inc., 47; Oregon Railway and Nav., 151; do. 1st, 109; Peoria, Decatur and Evansville, 36⅜; do. inc., 75; Pennsylvania Co. 4½s, 98½; Richmond and Allegany, 41; do. 1st, 105; Richmond and Danville, 166; do. 1st, 104¾; Rochester and Pittsburg, 26; do. inc., 40; Rome, Watertown and Ogdensburg, 25; do. 1st consol., 91; St. Paul and Sioux City 1st, 109; St. Louis and San Francisco 2d, Series B, 92; do. C, 91; Southern Pacific of California 1st, 103; St. Louis, Alton and Terre Haute div. bonds, 50; St. Paul, Minneapolis and Manitoba, 111; do. 1st, 111½; St. Paul and Duluth, 26; do. pref., 74½; St. Louis, Kansas City and Northern, Omaha div. 1st, 114½; St. Louis, Jacksonville and Chicago 1st, 115; St. Louis and Iron Mountain 5s, 85⅞; do. Cairo, Arkansas and Texas 1st, 107¾; do. Arkansas Branch 1st, 109½; Texas and Pacific, 50⅜; do. inc. L. G., 72¼; do. consol. 6s, 103¾; Rio Grande div. 1st, 88½; Toledo, Delphos and Burlington, 17; Toledo, Peoria and Western 1st, 116; Winona and St. Peter 2d, 120; Wabash, St. Louis and Pacific, Chicago div. 1st, 86½; do. Gen'l mort. 6s, 88; Alabama, Class A, 82⅛; Arkansas 7s, M., O. & R. R., 28; do. L. R. & Ft. S., 26; Louisiana 7s, consol. 67½; North Carolina 6s, old, A. & O., 34; do. S. T, 3d class, 9; South Carolina 6s, nonfund., 12½; Tennessee 6s, old, 74½; do. new, 75½; Virginia 6s, def., 17½; do. consol., ex mat. coupon, 76; American District Telegraph, 31; Sutro Tunnel, 1½; Colorado Coal and Iron, 44; do. 6s, 90; Cam. Coal, 34; Consolidation Coal, 40; Maryland Coal, 18½; do. pref., 26; Pennsylvania Coal, 240; Central Mining, 1¾; Caibou, 2½; Excelsior, ½; Little Pittsburg, 1⅝; Robinson, 3; Standard, 19⅛; Silver Cliff, 2½.

Philadelphia.—Belvidere Delaware 2d mort., 117; Central Transportation, 39; Huntingdon and Broad Top Mountain consol. 5s, 87½; Philadelphia and Reading Coal and Iron deben. 7s, 63; Pittsburg Av. 7s, 108; Philadelphia, Wilmington and Baltimore 4s, 94; Pennsylvania Company 4½s, 95½; Philadelphia and Reading R. R. scrip, 81; do. consol. mort. gold 6s, 114; Pennsylvania Canal 6s, 101; Philadelphia and Trenton, 184; Philadelphia, Germantown and Norristown, 107; St. Paul and Duluth pref., 73; Texas and Pacific consol. mort. 6s, 101½; do. Rio Grande div. 6s, 90; Union and Titusville 7s, 107. The latest quotations are: City 6s, 110@124; do. free of tax, 129@132; do. 4s new, 105@112; Pennsylvania State 6s, 3d series, 102@102½; do. 5s, new loan, 117@118; do. 4s, new, 110@114; Philadelphia and Reading R. R., 33⅛@33¼; do. consol. mort. 7s, reg., 125½@125½; do. mort. 6s, 116@—; do. gen'l mort. 6s, coupon, 98¾@99; do. 7s, 1893, 118@125; do. new, conv., 73@77; United New Jersey R. R. and Canal, 186@186¾; Buffalo, Pittsburg and Western, 21@21⅛; Pittsburg, Titusville and Buffalo 7s, 101¾@102¼; Camden and Amboy mort. 6s, 1889, 113½@114½; Pennsylvania R. R., 62¼@62¾; do. general mort. coupon, 128@130; do. reg., 123@—; do. consol. mort. 6s, reg., 118½@—; Little Schuylkill R. R. 56½@57¼; Morris Canal, 65@75; do. pref., 168½@169½; Schuylkill Navigation, 6@7; do. pref., 13@13¼; do. 6s, 1882, —@90; do. 1872, 107@108; Elmira and Williamsport pref., 57@60; do. 6s, 110@—; do. 5s, 99@—; Lehigh Coal and Navigation, 44@44¼; do. 6s, 1884, 107@107½; do. R. R. loan, 117@117⅛; do. Gold Loan, 111¾@112¼; do. consol. 7s, 116@116⅝; Northern Pacific, 37⅜@37⅞; do. pref., 77¼@77½; North Pennsylvania, 59⅞@60⅛; do. 6s, 107@107; do. 7s, 123½@—; do. General mort. 7s, reg., 119@124; Philadelphia and Erie, 19½@20½; do. 7s, 117@119; do. 5s, 105@106; Minehill, 62@62½; Catawissa, 15@16; do. pref., 52½@52¾; do. new pref., 52@53; do. 7s, 1900, 119@—; Lehigh Valley 61¼@61½; do. 6s, coupon, 120@125; do. reg., 121½@122½; do. 2d mort. 7s, 132@132½; do. consol. mort. 117@117¼; Fifth and Sixth streets (horse), 149@150; Second and Third, 114¾@115½; Thirteenth and Fifteenth, 75@80; Spruce and Pine, 47¾@48¼; Green and Coates, 90@100; Chestnut and Walnut, 94@95; Germantown, —@70; Union, 110@125; Lombard and South, 23@23½; West Philadelphia, 105@110; People's 16@18; Continental, 100@105.

Boston.—Atlantic and Pacific 6s, 97; do. Income, 34½; Atchison, Topeka and Santa Fe 5s, 100; Burlington and Missouri River in Nebraska 6s, non-exempt, 104¾; Boston, Revere Beach and Lynn, 120; Boston Land, 8½; Boston Water Power, 6½; Cedar Rapids and Missouri River, 144; Chicago and West Michigan 5s, 95¾; Connotton Valley, 19½; do. 7s, 89¾; do. 7s, Straitsville div., 76; Chicago and Eastern Illinois, 105; Central of Iowa, 36½; Chicago, Burlington and Quincy 4s, old, 89⅝; do. new, 88; Detroit, Lansing and Northern pref., 114½; Eastern (N. H.) R. R., 96; Fort Scott Branch 7s, 110¾; Flint and Pere Marquette, 23½; do. pref., 95; Iowa Falls and Sioux City, 84; Kansas City, Fort Scott and Gulf, 88; do. 7s, 110½; Kansas City, Lawrence and Southern 5s, 104; Kansas City, St. Joseph and Council Bluffs 7s, 119; Little Rock and Fort Smith, 64; do. 7s, 113; Massachusetts Central 6s, 94½; Mexican Central 7s, 87¾; do. Block, new, 93; Marquette, Houghton and Ontonagon, 65; do. pref., 118; Northern Pacific 6s, 100½; New York and New Engalnd 6s, 107½; Rutland pref., 26⅛; Summit Branch, 14; Toledo, Delphos and Burlington, 8½; Wisconsin Central, 20½; Atlantic Mining, 17; Allouez, 3⅜; Blue Hill, 1; Brunswick Antimony, 6½; Central, 30; Copper Falls, 4; Douglas, 1½; Franklin, 14; Harshaw, 3; Huron, 4; National, 3½; Osceola, 30¾; Pewabic, 15¾; Phœnix, 2¾; Ridge, 4; Sullivan, 3⅛; Silver Islet, 18.

Baltimore.—Atlanta and Charlotte, 82½; do. inc., 95; do. 1st, 108½; Atlantic Coal, 1.25; Baltimore City 6s, 1886, 106½; do. 6s, 1890, 114¾; do. 6s, 1900, 128; do. 5s, 1885, 101; do. 5s, 1916, 121; do. 5s, 1894, 116; Baltimore and Ohio 2d pref., 120½; Charlotte, Columbia and Au-

gusta, 64; Canton 6s, gold, 110 ; Consolidation Coal, 40⅝ ; Columbia and Greenville pref., 94 ; Maryland 6s, exempt, 108; Parkersburg Branch, 8¾; Richmond and Allegany, 43½ ; South Side (Va.) 2d, 105; Virginia Midland, 70 ; do. 1st pref., 100¼ ; do. 2d pref., 100 ; do. 1st mort., 114; do. 2d mort., 105½; do. 5th, 98¼; Virginia Peelers, 41 ; Virginia consol. coupons Jan., 1882, 76. The latest quotations are : Atlanta and Charlotte, 82¼@82¾; do. 1st, 108¼@108½; do. inc., 95⅛@95¼ ; Baltimore and Ohio, 195@—; Baltimore City 6s, 1890, —@115 ; do. 5s, 1916, 121@121¾ ; do. 4s, 1920, —@113 ; Central Ohio 1st, 110@—; Columbia and Greenville 1st, 105@105½ ; Marietta and Cincinnati 1st, 125@126¾; do. 2d, 104⅜@104½ ; do. 3d, 60¾@60¼ ; Northern Central, 51½@— ; do. 6s, 1885, 108⅛@110; do. 6s, 1900, 116½@— ; do. 6s, 1904, gold, 113@—; do. 5s, 1926, 99¾@100½ ; Norfolk and Western pref., 58@—; Ohio and Mississippi, Springfield div. 1st, 118@119 ; Pittsburg and Connellsville 7s, 125⅛@125⅜ ; Richmond and Danville, 165@180 ; Richmond and Allegany, 41@43 ; Virginia Midland 5th mort., —@98¼; Virginia consols., 73½@73⅞; do. consol. coupons, —@81½ ; do. 10-40s, 42@42¾.

Solid Petroleum.

According to a St. Petersburg paper, a German, Herr P. N. Dittmar, has practically solved the problem of rendering petroleum solid—a problem considerably studied by chemists of late in view of the large question of transport. A company has been formed in Russia to work the patent when completed. The transformation of the substance will not cost more than about ten cents per thirty-six pounds. The mode of treatment is not yet disclosed, and chemists to whom small samples of the solid petroleum have been sent have not been able to make out the nature of the foreign substances that are added in a proportion of 2, or at most 3 per cent, to solidify the petroleum. The reporter of the St. Petersburg paper saw the product, says it is of a wine-yellow color, and has the consistency of very stiff gelatine; it can be kneaded with the fingers like wax, and is yet somewhat breakable. A small piece of the thickness of a lead pencil and about an inch long could be lit at one end and held with the fingers. It melted like wax, and it was only after a little, when hot drops ran down, that the flame had to be blown out. The danger of fire is considerably less than with liquid petroleum. The product can easily be liquified when required by the addition of vinegar, and the process is rapid. The vinegar in time separates out below and the petroleum above. It is not stated whether the same vinegar can be used repeatedly.

An Improved Railway Car.

The relative merits of the English and American patterns of railway car have been discussed of late on both sides of the Atlantic, and it has been clearly brought out that while the American system gains in safety to the traveler from attack and robbery, it loses in point of privacy. A pair of first-class carriages, which appear to combine both of these advantages, are, however, now being tried on the London and Northwestern Railway. As described by *Cassell's Magazine*, they arec onnected together by a covered passage, and a gangway runs from end to end of both. Small compartments open out of this gangway on each side, and at the extremities of the two cars there are single compartments having four seats, which are available as couches for sleeping in at night. Two sleeping-berths are also suspended from the roof for use if necessary. Each of these compartments occupies the whole breadth of the vehicle, and opens by a door into a room where an attendant is waiting. The side compartments opening on the gangway are also provided with sleeping accommodation, in the form of couches which fold against the wall when not in use. Care has been taken to provide good ventilation and facilities for viewing the scenery; lavatories are attached; and the cars are lit and heated by means of oil and coal gas. In this way the freedom and convenience of the Pullman car is to a certain extent combined with the personal independence of the ordinary railway carriage.

Wrongful Application of Money.

A decision was rendered in the United States Supreme Court, at Washington, on the 19th inst., in the case of William Libby and others, survivors of A. T. Stewart and Francis Warden, against Lewis C. Hopkins and others, brought here by appeal from the Supreme Court of Ohio. This was a suit to foreclose certain mortgages upon real estate in the city of Cincinnati, given by Hopkins to A. T. Stewart & Co., as security for the payment of promissory notes. Hopkins sent Stewart & Co., before he became insolvent, money enough to pay these notes and release the real estate from the lien of the mortgages, and gave specific directions that the money should be so applied. Stewart & Co., however, used the remittances to pay other and unsecured debts of Hopkins for merchandise bought of them and then, after Hopkins became insolvent, sought to have the mortgages declared a first lien upon the property which they covered. The court below refused to allow this to be done, declaring that Stewart & Co., had no right to set off the unsecured debt due them against funds intrusted to them for an entirely different purpose. This court affirms the judgment of the Supreme Court of Ohio, and holds that as Stewart & Co. refused to apply the money as Hopkins directed, they held it subject to his order, and continued so to hold it until the rights of the Trustee in bankruptcy attached. If, therefore, Stewart & Co., enforced the lien of the mortgages, they must satisfy the counter-claim of the Trustee in bankruptcy of Hopkins to the money which they wrongfully applied.

The Sutro Tunnel and the Speculators.

The great Sutro tunnel, four miles long, pierces Mt. Davidson, Nevada, 2,000 feet below its summit. It cuts the Comstock vein some 1,500 feet below the surface working-shafts of all the celebrated Bonanza silver mines, which, by being thus drained of water, are now being worked 1,000 feet deeper than before. "This costly tunnel," says the San Francisco correspondent of the *Baltimore Sun*, "was a speculation got up in Europe by Adolph Sutro, when the mines were producing millions every month, not from the vein itself, which never paid dividends of any account, but from irregular masses of extremely rich ore, found in a few instances beyond the vein itself. These lie like isolated nest-eggs, hidden from human search, deeply buried in barren porphyritic rock, leaving no signs by which they could be traced. It was and it is now assumed by speculators and by some geologists and experienced miners that these contingent excressences are a law of the formation and accompany the Comstock vein to its greatest depths. Millions have been spent in the past four years on the faith of this theory, diamond drilling from the dark gangways of a score of mines on this celebrated vein, through porphyritic rock encasing the vein, guided only by guess, without any signs of a bonanza. As these holes are not over one and a half inches in diameter, they may be within an inch of a bonanza and miss finding it.

"This will convey a conception of the gambling chances on which speculators are putting their money at risk. Of a thousand holes in four years, not one has found anything! Just now it is rumored that Sutro himself has sold out his stock, and the market is demoralized. Yet, ere you receive this letter, you may receive a dispatch announcing that the diamond drill in one of the mines has struck rich ore. However small the extent which a drill hole can reveal, the thirty mining stocks on the whole line of the Comstock vein will boom aloft twenty millions, probably. Though only one may own the bonanza, all will be advanced in value by this confirmation of the theory that bonanzas are accompaniments of the regular formation throughout its whole extent. The volume of water now flowing from the Sutro tunnel is six millions of gallons every twenty-four hours, which confirms the assumption that every hill in Nevada and California is a reservoir of water preserved from evaporation and available for irrigation, thus making providential compensation for the scanty flow of surface-streams.

Wabash, St. Louis and Pacific Railway.

Like the New York Central, the Erie, and one or two others, the Wabash have opened a London registration for their Common and Preferred stocks. The Great Western of Canada act for the Wabash, and the event, important to the Wabash, is not without interest to Great Western of Canada Proprietors, indicating, as it does, an intimate connection between the two companies.

The Wabash is so vast an undertaking that its length is measured by thousands of miles of railway. It is a combination of a number of railways, and forms in the whole quite a network of railways within itself, terminating at Detroit, where it unites with the Great Western of Canada. It embraces within its extensive system Toledo, Butler, Fort Wayne, Logansport, La Fayette, Decatur, Altamont, Peoria, St. Louis, Quincy, Burlington, Columbia, Moberly, Brunswick, Lexington, Kansas City, Council Bluffs, Omaha, with a fork to Chicago, etc.

Different opinions prevail as to the value of

the stock of this large amalgamated railway, but whatever its value to its own proprietors there can be no doubt that it will throw an important traffic on the Great Western of Canada.—*Herapath's Railway Journal.*

Cincinnati Iron Market.

OFFICE OF E. L. HARPER & CO.
Cincinnati, Dec. 20, 1881.

THE market continues about the same as at last writing. The demand for all grades is good and prices strong. We quote as follows:

	No.		Mos.
FOUNDRY.			
Hanging Rock Charcoal	1	29 00@30 00	4
Strong Neutral Coke	1	26 00@27 00	4
American Scotch	1	25 00@26 50	4
GREY FORGE.			
Neutral Coke		23 50@24 50	4
Cold Short		22 50@23 50	4
CAR WHEEL AND MALLEABLE.			
Hanging Rock Cold Blast		36 00@38 00	4
" Warm Blast		30 00@32 00	4
Lake Superior 1 and 2		32 00@33 00	4
Lake Superior 3 to 6		34 00@36 00	4
Southern Car Wheel		36 00@40 00	4

Plumbago not Dutiable.

A DECISION of importance to importers of plumbago was rendered in the United States Supreme Court at Washington on the 19th inst. in the case of Josiah H. Gautier and others against C. A. Arthur, Collector. This was a suit brought to recover duties paid on 800 barrels of plumbago imported by a French vessel from Ceylon. The importers contended that the goods were exempt from duty under the fifth section of the act of June 6, 1872, to reduce duties on imports, which places plumbago on the free list. The collector held that the goods were liable to duty under the seventeenth section of the act of June 30, 1864, which imposes a discriminating duty of 10 per cent ad valorem upon goods imported by foreign ships. This court holds that the discriminating section of the act of 1864 was repealed by the act of June 6, 1872, so far as the free list in the fifth section of the last mentioned act is concerned, and that, consequently, plumbago, whether imported in foreign ships or American ships, is free from duty, as are also the other articles named in the said fifth section. The judgment of the Circuit Court is reversed, with directions to enter judgments in favor of the importers for the amount of duties paid, with interest and costs.

Suspicious Symptoms.

A MINISTER who was perhaps not too careful in his habits was induced by his friends to take the teetotal pledge. His health appeared to suffer, and his doctor ordered him to take one glass of punch daily.

"Oh!" said he, "I dare not. Peggy, my old housekeeper, would tell the whole parish."

"When do you shave?" the doctor asked.

"In the morning."

"Then," said the doctor, "shave at night; and when Peggy brings up your hot water, you can take your glass of punch just before going to bed."

The minister afterwards appeared to improve in health and spirits. The doctor met Peggy soon after and said:

"I'm glad to hear, Peggy, that your master is better,"

"Indeed, sir, he's better, but his brain's affected; there's something wrong with his mind."

"How?"

"Why, doctor, he used to shave at night before going to bed, but now he shaves in the morn, he shaves before dinner, he shaves after dinner, he shaves at night—he's aye shavin'."

The symptons were indeed, very suspicious.

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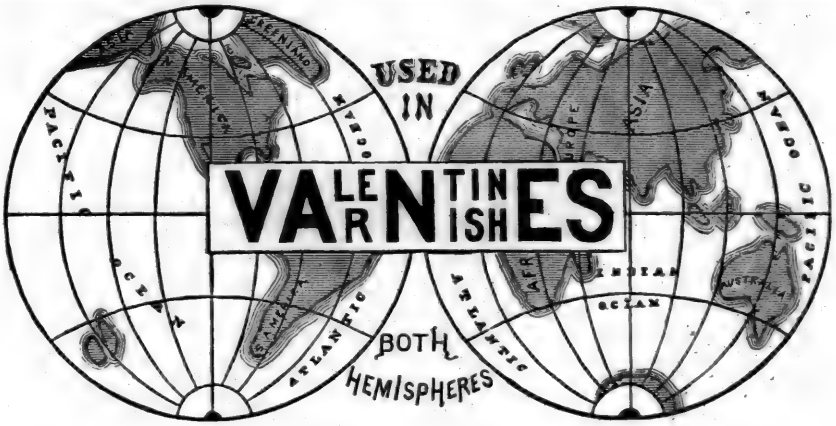
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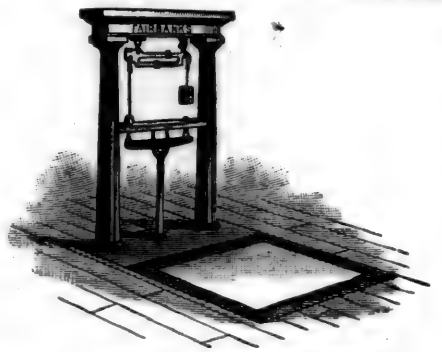
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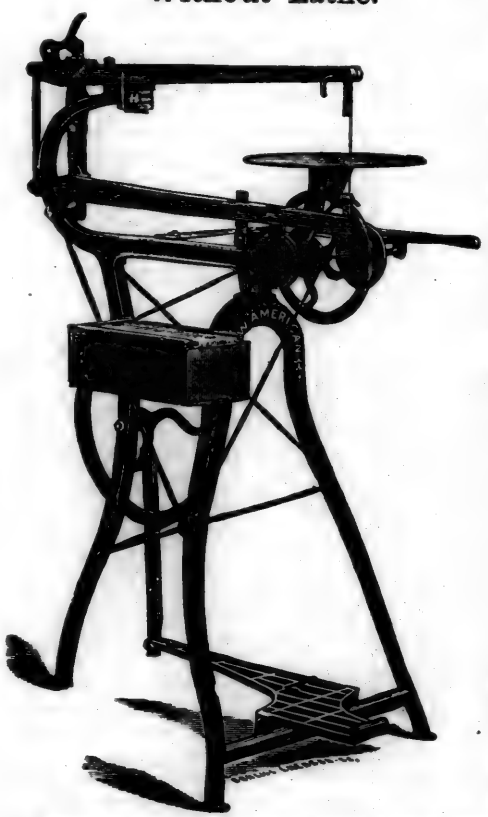
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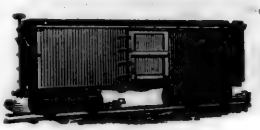
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The No. 1 machine is furnished with capital letters, figures, and punctuation marks only. Its key-board contains forty-eight characters, which are arranged in six rows of eight each.

No. 1 Caligraphs are made with four different styles of type, as follows: Large and small Gothic, and large and small Roman.

The No. 2, or upper and lower case Caligraph, is like the No. 1 in all respects, except that it is furnished with both capital and small letters, and is made larger to admit of the use of extra keys, type-bars, etc., for the additional characters. Both machines are operated in the same manner, and are about equal in speed.

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The arrangement of the letters on the key-board is the best I have ever seen. The alignment is perfect, and the arrangement for retaining it, excellent.

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E. H. SMITH, Stenographer.

AMERICAN Railroad Journal.

ESTABLISHED 1831.

Steam Navigation, Commerce, Finance, Banking, Machinery, Mining, Manufactures.

SECOND QUARTO SERIES.—VOL. XXXVII., No. 53.] NEW YORK, DECEMBER 31, 1881. [WHOLE No. 2,384.—VOL. LIV.

Country—City.

IT is a common saying in the Country that the City is the place in which to make money. In this saying one great truth is generally overlooked, that money is worth no more than what it will buy. Now, if a person in the country receives food, lodging and clothing, and money enough to pay necessary bills, that person is well off—comparatively rich. But the person does not think so, and so gives up a certainty for an uncertainty and enters a large city. If successful in procuring work the pay received is in money, and perhaps more money than the party ever handled before. Here now is the much sought change. Instead of receiving food, lodging and clothing, the person receives money, the hard earned, much coveted money. But the person cannot live on money. Money has no life imparting power. It cannot satisfy hunger, nor thirst. It cannot clothe nor warm. All of these things a person must have, and so is obliged to exchange hard earned money for them, and in this City by the time a party has done this, it is generally found that the money has not as comfortably fed, clothed, housed and warmed as the same amount of labor formerly did in the country. This is a very favorable view of the situation of the many who come from the country to the city, and all observing men know that a large class are in precisely this condition. Now add to this class, the number that were dependent on charity in this city last winter, 1,200,000—or 1 out of every 13 inhabitants, and it can readily be maintained that the great majority of persons here are not as comfortable as are the persons of the working class in the country.

The other day a large and influential firm advertised for a young lady to fill an ordinary position where the compensation was very limited. Some 250 applications were received and perhaps a dozen of the best penmen were invited to call. Out of the dozen calling only one was considered to be any where near what was required. These applicants all had histories. Mrs. S., was a young married woman of about 23 years of age. Some months before her application she had contracted what was considered a first-class marriage. Her husband was a buyer in a large wholesale house, commanding a good position in society as well as a good salary. Considering himself pretty smart, he concluded to go into business for himself, and gave up his position. He was not long in business before he failed. Thrown upon the world he experienced that which befalls all high salaried men when out of employment. He found that high paying positions were all filled, and poorer salaried places were beneath his acceptance. Step followed step until at last he became so much reduced financially, that he was obliged to give his consent allowing his wife to earn what she could, to help make both ends meet. With tears in her eyes she offered to work for $8 per week and was refused.

Mrs. P., was the best penman of the whole number. She was a young married woman about 26 years old. She was of very respectable family, her ancestors having formerly owned very valuable estates in this City. She married at 15, against the wishes of her parents, and for 10 years had endured poverty and abuse for the sake of clinging to her husband. At last weary and discouraged and almost starved she separated from her husband, who was only too glad to be rid of her, and sought to support herself. In a little room in the upper ward of this City, she just managed to keep soul and body together by covering buttons, etc. Almost in rags and tatters she applied to this firm only to be rejected. She could starve, but could do nothing menial such as housework.

A man answered the advertisement in person. He was in reduced circumstances and had an idea that if he was willing to work for what a girl was to receive the firm would employ him. Other men followed him all with apparently the same story, and all seemingly respectable men. Most all the applicants at any of our large business houses are men and women who as boys and girls had good homes and fair opportunies in the Country, but desiring more money left the Country for the City. They received more money truly, but the money would not buy the home and living and comfort left behind in the Country. Thus by these homely illustrations we see the necessity of teaching our children to learn the value of money and its uses, for multitudes of men and women can be mentioned who have never roved from their Country towns, and have never known what it is to be without a good home, good society and solid comfort. It is much to be regretted that the diaries of business men cannot be made more open to the inspection of the public. That boys and girls growing into manhood and womanhood cannot have the privilege of looking beneath the show and tinsel of a City life and see the sorrows and sufferings of those who apparently are successful. It is a great calamity that the vast multitudes who have left Country homes to be lost in the great City, cannot be made to pass in mournful array clad in tatters, hungry and forlorn, that the discontented ones in Country homes may behold them, and pause before leaving well enough in their attempt to do better. We have no sympathy with the statement that men must leave home to be successful, but all faith in the doctrine that it is best for most to build over against their own wall.

Railway Station Indicator.

A VERY simple but useful contrivance, gotten up for the purpose of indicating to passengers on the train the name of the next station, has been adopted by the Pennsylvania Railroad Company. At each end of the car is an oblong box containing the names of all the stations on a ribbon. Over the top of the box is printed "next stop," and the name of the station at which the next stop is to be shows through an opening in the door of the box. Thus when the train leaves Philadelphia, the next stop indicated is Abbotsford, but as the train nears that place, and no stop is necessary, the station is changed to Angora. The shifting of the names is controlled by the engineer on the locomotive, and in this case is done by means of the vacuum brake. There is a small rubber bellows in each box which is contracted when the engineer makes a vacuum; this works a lever that raises a platform on which the band containing the names of the stations rests. An ingenious catch prevents the band from slipping backward, so when the platform falls again by the bellows filling with air the band must fall to the front, thus shifting the name of the stations passed to the next one above it. The engineer has a small indicator in the locomotive cab, bearing the names of the stations, and he thus knows whether the apparatus is set right. The indicator can also be worked by the Westinghouse automatic brake-cylinders or by a bell cord. The device does away with the train hands calling the names of the stations; and the names being printed in legible letters, are more easily made out—by a person who can read—than some of the almost unintelligible ejaculations of a brakeman. The cost of the apparatus is about one per cent of the cost of a car, and the inventor says the cost of maintenance will be very small.

Lake Shore and Michigan Southern Railway.

THE following statement was presented at the annual meeting of the Lake Shore and Michigan Southern Railway Company held on the 23 inst., December, 1881, being partly estimated:

	1881.	1880.
Gross earnings	$17,970,000	$18,749,461
Operating expenses and taxes	11,286,000	10,418,105
Percentage of earnings	[62.80]	[55.56]
Net earnings	$6,684,000	$8,331,356
Interest, rentals and dividends on guaranteed stock	2,710,000	2,750,374
Balance	$3,974,000	$5,580,982
Equals per share	[8.03]	[11.28]
Dividends, 8 per cent	3,957,320	3,957,320
Leaving	$16,680	$1,623,662

The passenger, mail and express business shows a gain of about half a million of dollars. While the freight tonnage increased about 8 per cent the reduction in rates caused a falling off of over a million and a quarter dollars in earnings therefrom. Had the freight rates of last year been obtained for this, there would have been a gain of about half a million of dollars in gross earnings instead of the loss of over three quarters of a million now shown—and the net result would have been increased by the sum of these two amounts. Upon the same basis expenses would have been somewhat under 59 per cent of earnings. This would be about 3 per cent more than last year, and is due to an advance in the price of labor, and of most materials; such advance being common to all the railroads. The road and equipment has been fully maintained at its best standard. Expenses include the cost of 11,000 tons of steel rails.

E. D. WORCESTER, Treasurer.

Compressed Air Locomotive.

ON he Stratford and Epping Forest Branch of the North Metropolitan Tramway Company, cars are now being daily drawn between Stratford and Leytonstone, by the Beaumont compressed air locomotive. The distance is two and a quarter miles, and as there are gradients amounting in the whole distance to a rise of 82 feet, and at least one "nasty curve" in the course of the journey, the new locomotive is fairly well tested. The air is transmitted by a flexible hose laid underground, the compressing station at the depot of Tramway Company to the engine on the rails in the street. The air pressure at the commencement of each journey is brought up to 1,000 pounds to the square inch. The journey to Leytonstone, performed once an hour at the moderate pace necessary to make the journey alternate properly with the horse cars, was done yesterday by the expenditure of 325 pounds of this pressure, while the return journey, which is down hill, only reduced the pressure 125 pounds further. The horses traveling on the road have become familiar with the locomotive. The Board of Trade regulations require the engine to be clothed, so to speak, with long skirts, so that no wheels are seen, and as the engine travels along the road like a moving house, the sight to some horses seeing it for the first time is a little, but apparently not seriously, disquieting. In the event of the Beaumont engine being utilized generally for tramway traffic, a combined car and locomotive would be constructed which would not seem so unfamiliar to passing horses. The communication direct to the locomotive of the air at such high pressure is an interesting achievement, and the safety of the storage of such high pressure is obviously assured if the maximum strength of the cylinder is proved originally and by periodic inspections to be well above the pressure it is called upon to bear. From the commencement of the journey every foot of progress implies a reduction in the pressure. To keep the temperature of the air up during its expans on enough heat is provided by steam jacketing of the cylinders. The high pressure is obtained at an expenditure of from 8 to 10 pounds of coal per tram mile, which is said to be sufficiently satisfactory from an economical point of view.—*London Daily News.*

Canada Southern Railway.

THE following is the statement of the Canada Southern Railway Company for the years 1880 and 1881—December, 1881, being partly estimated:

	1881.	1880.
Gross earnings	$3,372,305 52	$3,705,679 19
Operating expenses & taxes	3,675,853 16	2,406,341 39
Per cent of earnings	[79.35]	[64.94
Net earnings	$696,452 36	$1,299,337 80
Receipts from other sources	10,673 65	15,386 22
Total receipts, net	$707,126 01	$1,314,724 02
Less interest on bonds	678,624 70	407,799 61
Rate	[5 per cent]	[3 per cent]
Balance	$28,501 31	$906,924 41
Equals, per share of stock	19	6.04

Decrease in gross earnings, $333,373.67. equal to 9.0 per cent; increase in operating expenses, $269,511.77, equal to 11.2 per cent; decrease in net earnings, $602,885.44, equal to 46.4 per cent.

The increase of 11.2 per cent in operating expenses was caused by a somewhat unusual expenditure for renewals and maintenance of the road and equipment, an increase in the freight movement of 10 per cent over that for the year 1880 and the greater cost of materials and labor referred to in the statement of June 30 last. In addition to other items of maintenance and repairs, the following have been charged to operating expenses during the year: 169,681 ties, equal to 64.27 miles laid, and 1,460 tons steel rails, eqnal to 15.53 miles laid, $112,757.56; 61 new cars of various classes built and 184 cars of various classes rebuilt, $57,342.55. The loss in revenue arises chiefly from the decrease in rates obtained on through freight business, in which the average reduction was 20.2 per cent. If the average rate of 1880 had been obtained on the tonnage of 1881, more than $500,000 would have been added to the net revenue for this year. The passenger traffic shows an increase of 30 per cent in the number of persons carried, but the low rates received from through passengers caused a falling off of 4 per cent in the gross earnings as compared with 1880. Had the rates of that year been maintained through 1881 they would have added more than $100,000 to the revenue from this source. It will be observed that the increase in the rate of interest on bonds from 3 per cent to 5 per cent has been fully met, notwithstanding the exceptional decrease in earnings shown above.

C. VANDERBILT, Treasurer.

New York Central and Hudson River Railroad.

THE following is a comparative statement of the operations of the New York Central and Hudson River Railroad Company for the fiscal years ending September 30, 1880 and 1881:

Gross earnings:	1879-80.	1880-81.
From passengers	$6,611,159 51	$6,958,038 32
From freight	22,199,965 94	20,736,749 54
From miscellaneous	4,364,787 78	4,653,608 92
Total earnings	$33,175,913 23	$32,348,396 78
Expenses	17,849,894 38	19,464,786 54
Net earnings	$15,326,018 85	$12,883,610 24
Interest, rentals & taxes on earnings and capital	4,756,799 34	4,990,783 13
Profit	$10,569,219 51	$7,892,827 11
Dividend, 8 per cent	7,141,512 95	7,138,343 51
Surplus	$3,427,706 56	$754,483 60
Profit per share	11.82	8.82
Expenses, per cent	53.80	60.17

Included in the operating expenses for this year are 9,014 tons of steel rails, 44 locomotives, 45 passenger cars and 478 freight cars.

Michigan Central Railroad.

THE following statement of the business of the Michigan Central Railroad Company for the years 1880 and 1881, was presented at the annual meeting of the company held on the 23d inst. The month of December, 1881, is partly estimated:

	1881.	1880.
Gross earnings	$8,936,000	$9,085,749
Operating expenses and taxes	6,752,000	5,738,751
Percentage of earnings	[75.56]	[63.16]
Net earnings	$2,184,000	$3,346,998
Interest and rentals	1,693,000	1,586,410
Balance	$491,000	$1,760,588
Equals per share	[2.62]	[9.39]
Dividends 1881, 2½ per cent. Dividends 1880, 8 per cent	468,455	1,499.056
Leaving	$22,545	$261,542

There was a gain of about $250,000 in passenger business, but in freight, although the tonnage was 4½ per cent greater than last year, the earnings therefrom were about $550,000 less, owing to reduced rates, affecting both gross earnings and net to that extent, which loss was reduced to $150,000, as shown above, by the earnings of the Detroit and Bay City line (145 miles), which this company has operated since 1st of April last. The net earnings of that line have more than met the interest on the bonds issued on its account. Operating expenses include the cost of 10,250 tons of steel rails (an increase of 4,550 tons over last year), eight new locomotives and four new iron bridges. The increase in percentage of expenses is mainly owing to the reduced rates on freight, and partly to increased cost of labor and the principal items of supplies.

C. VANDERBILT, Treasurer.

THERE are indications of more railroad building in New Hampshire next season than for quite a number of years. In addition to the proposed Pemigewasset Valley line, it is expected that there will be a route built from Portsmouth to York (Me.) Beach, and an extension from Littleton to Franconia village. There are also rumors in relation to the completion of the Manchester and Keene and concerning the building of several links in the Connecticut Valley. The extension of the Franconia branch is stimulated by the fact that work will soon be resumed at the iron mines at that place.

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Contributed articles relating to Railroad matters generally, Mining interests, Banking and Financial items, Agricultural development, and Manufacturing news, by those who are familiar with these subjects, are especially desired.

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AMERICAN RAILROADS OF HALF A CENTURY AGO.

FIFTY years ago this week the AMERICAN RAILROAD JOURNAL published a list of railroads then being constructed in this country, some of which were in part built and being operated. Of the proposed 250 miles of the Baltimore and Ohio Railroad, 60 miles were completed and in operation January 1, 1832; the Albany and Schenectady had 12 of its fourteen miles in operation. The road next in importance to the Baltimore and Ohio at that time, the old Charleston and Hamburg, which was to be 135 miles in length, had 20 miles in operation and was carrying the United States Mail, it being one of the first, if not the very first railroad to have a contract with the government for carrying the mail. The Mauch Chunk had 9 miles completed and in use, and the Quincy, a stone quarry road near Boston, generally known as the first railroad in the country, had 9 miles in use. Work was begun upon the Ithaca and Oswego, 29 miles; the Lexington and Ohio, 75 miles; the Camden and Amboy, 50 miles, and the Lackawaxen 16 miles. Among other railroad enterprises about being undertaken were the Boston and Albany, the Boston and Providence, and the Philadelphia and Norristown.

The JOURNAL mentions in its issue of January 1, 1832, that notice had been given that application would be made to the Legislature of New York at its ensuing session for charters for twenty-five railroads in different parts of the State, with an aggregate capital of $42,000,000. The most important of these projects were the Lake Erie and the Hudson River roads, the proposed route for the former being described as "from Lake Erie through the Southern tier of counties, to the Hudson River, crossing a ferry and then down on the East side to the city of New York." There was considerable opposition to the construction of railroads in this State, and of this road in particular, the opposition coming largely of course, from those who looked upon the railroad as the destroyer of the canal, then one of the chief prides of the State. The bill incorporating the New York and Erie Railroad was passed April 24, 1832, and the earliest meetings of the incorporators were held in the office of the JOURNAL then located at 35 Wall street.

Concerning the urgent demands for a better method of transportation and the advantages of such a railroad as the promoters of the Erie route were advocating, the JOURNAL in its New Years issue, 1832, says:—"With such a railroad, intersected at convenient distance by other railroads, running from the Erie canal and one from Ogdensburgh to Syracuse or Utica, almost every county in the State would be brought within *twenty-four hours' ride* of New York. It would prevent a recurrence of the state of things which now exists in this city. There would not then be, as there now are thousands of barrels of flour and other kinds of produce in proportion, frozen up in canal boats and in sloops on the Hudson; salt would not be now selling in Albany for $2.50 per bushel, and pork at $2 per hundred for want of salt to save it, whilst it is worth from $5 to $7 in this city. Coal would not then sell here for $15 or $16 per ton; nor oak wood at $9, and hickory at $13 per cord, as has been the case for two or three weeks past, if railroads were in general use; but all kinds of business would move on regularly and be more equally divided throughout the year. Produce could come to market as well in January as in July; and the farmer would not be obliged, in order to get his crop to market in the fall, to neglect preparing for the next."

Comparing the condition of the markets in the mid-winter of 1832 with that of 1882; the widely differing prices then in Albany and New York with the comparative equality of quotations to-day in the markets in all parts of this vast continent, and one of the greatest results that the railroad has affected is strikingly illustrated- It may not be untimely for those who are prone to look with a spirit of ensmty and unjust criticism upon the railroad, to take a retrospective glance at the condition of transportation, and the markets fifty years ago. There are errors of management to-day to be remedied and no one realizes it more clearly than the railroad men themselves, but, it is not a bad idea at this season to have brought to our mind the great work which the railroad has performed during the past half a century for the development of commerce, the enhancement of personal comfort and the advancement of national prosperity.

Covering Boilers with Silk.

EXPERIMENTS were recently made in Germany for the purpose of obtaining the relative merits of silk and felt as a covering for boilers, it being a well-known fact that silk is an excellent non-conductor of heat. In one trial three boilers of the same size and make were ranged in order, one covered with the ordinary felt, another with a coating of silk of only five-eights of the thickness of the felt, while the third was left altogether uncovered. They were all filled with water having a temperature of 100 degrees Centigrade, and examined at intervals. After the lapse of three hours it was found that the unprotected boiler had lost 12 degrees of heat, and the other two each two degrees. After a further lapse of 33 hours, the felt covered boiler had lost thirteen and a half degrees, and that covered with silk only 14, so that there was no appreciable difference between the protective powers of the silk and those of a casing of felt nearly twice its thickness. With regard to the cost of the material, it is said that in all silk manufactories

there are waste scraps which it would be difficult or impossible to utilize in the trade. These can, it is asserted, be made up into bands and rolls, costing comparatively little, and sold at a profit to the makers and users of boilers. As to the lasting and wearing powers of silk, as compared with felt nothing is said, and there has not, perhaps, been time to apply an adequate test ; but it is at the least possible that in this respect the finer substance may possess great advantage over the coarser and cheaper.

PERSONAL.

W. S. Baldwin has been appointed General Ticket agent of the Buffalo, Pittsburg and Western Railway and all lines under its control.

Daniel B. McCoy, late Superintendent of the Ashtabula and Pittsburgh Railroad, has been appointed Assistant General Superintendent of the Chicago and Northwestern Railway, in place of James McCabe, resigned.

S. M. Felton, Jr., has resigned his position of General Superintendent of the Pittsburg, Cincinnati and St. Louis Railway to assume that of General Superintendent of the New York and New England Railroad.

George W. Boyd, who has just been appointed Assistant General Passenger Agent of the Pennsylvania Railroad Company, has been connected with the Passenger Department of the road in positions of responsibility for many years, and is regarded as a very efficient officer.

C. R. Kinnan has been appointed Assistant General Passenger Agent and J. L. Charlton Assistant General Ticket Agent of the Missouri Pacific Railroad and leased lines, in place of O. W. Ruggles, who recently resigned to take the General Passenger agency of the Michigan Central.

Frederick N. Finney, General Manager of the Wisconsin Central Railroad has resigned his position to accept the presidency of the Continental Construction Company, which is building the new line between Boston and Buffalo, N. Y. The resignation is to go into effect January 1, 1882.

Augustus R. Griffin, of Hempstead, N. Y., has been appointed receiver of the Southern Hempstead Branch Railroad Company, in the suit of William F. Wood and others to foreclose a mortgage of $75,000. The road runs from Valley Stream to Hempstead, six miles, but has not been operated for several years.

Justice Pratt in the Supreme Court, Brooklon, has granted an order directing Alexander Cameron, to sell the New York, Greenwood and Coney Island Railroad, to satisfy the judgment obtained by Mary Hayes against it. The road is about a mile long, and extends from the long pier, at the foot of Thirty-sixth st., to Fifth avenue, Brooklyn.

Dr. Isaac I. Hayes, the arctic explorer, died at his home in this city on the 17th inst., in the 49th year of his age. He was a native of Chester, Penn. and graduated at the University of Pennsylvania with the degree of Doctor of Medicine. In the same year he sailed with Dr. Kane in the brig Advance, on the famous voyage in search of Sir John Franklin, and was surgeon of the expedition. After his return he delivered a number of lectures on the polar regions, and in July, 1860, he started on another voyage of arctic discovery. He reached latitude 81 deg. 37 min. and then was obliged to return on account of having exhausted his supplies. In 1869 he explored the southern coast of Greenland in the steamer Panther. He was a member of the New York Legislature from 1875 to 1880.

When Mr. John W. Garrett, who has just been re-elected President of the Baltimore and Ohio Railroad Company for the twenty-fourth term, first entered upon his duties as such the road was in anything but a prosperous condition and the securities of the company were way below par. Under his management the road has become one of the leading trunk lines of the country. He displays a great deal of independence in his conduct of the road. He maintains a telegraph system of his own, runs sleeping and parlor cars only which belongs to his company, and has organized an association something on the order of a life insurance company for the benefit of the employes of his road, which is now a pronounced success.

INCORPORATION.

The Paris, Montezuma and Northeastern Railroad Company filed articles of incorporation with the Secretary of State of Illinois on the 24th inst. The principal office is to be at Paris, Ills. The capital is to be $250,000. The road will extend from Peoria, Ills., in a northeastern direction, to the Indiana State line.

Articles of incorporation have been filed with the Secretary of State of Oregon for the Salem and Waldo Hills Railroad Company. Capital stock, $100,000. The object is to build and operate a railroad and telegraph line from Salem through Howell's Prairie, the most fertile and beautiful spot in the Willamette valley, to connect with the narrow gauge road near Silverton. The principal office will be at Salem.

The Chicago, Mt. Vernon and Southern Railroad Company, with headquarters at Mt. Vernon, have filed articles of incorporation with the Secretary of State of Illinois. The capital stock is $3,000,000. Incorporators, Seth F. Crews, George H. Varnell, George M. Haynes; of Mount Vernon; Bluford Wilson, James A. Creighton and Jonathan Merriam, of Springfield. The proposed route is through Effingham, Fayette, Marion, Jefferson, Franklin and Williamson counties, from Altamont to Marion with a branch from Mount Vernon to Tamaroa.

The stockholders of the New York and Long Branch, the New Egypt and Farmingdale, the Long Branch and Sea Girt, the New York and Long Branch Extension, and the Long Branch and Barnegat Bay Railroad Companies have adopted articles of agreement for the consolidation of the roads and the formation of a company to be known as the New York and Long Branch Railroad Company, with a capital of $2,000,000, in shares of $100 each. The officers named are : President. Henry S. Little ; vice president, George G. Haven; secretary and treasurer, Anthony Reckless.

Articles of incorporation of the St. Paul, Minneapolis and Chicago Railroad Company have been filed for record in the office of the Secretary of State of Minnesota. The capital stock is $4,000,000, consisting of 40,000 shares of $100 each. The indebtedness is limited to $6,000,000. The proposed route is from a point in the city of Minneapolis, running east, westerly and southerly, to a point upon the eastern boundary line of Minnesota, in Houston County. The general office of the corporation is to be in the city of Minneapolis. The incorporators and directors are M. J. Briggs, Aloro Jenks, C. J. Thomas, Adam Eulberg and Thomas Kennedy, of Dodgeville, Wis.

The papers of organization of the Central Pacific Railroad of Wyoming have been filed with the Secretary of Wyoming Territory by Charles Crocker, Charles F. Crocker and W. V. Huntington, incorporators and trustees. The capital stock is $13,500,000 in 135,000 shares. The office is at Evanston, Wyoming. The road will begin on a point of the north and south boundary line between the Territories of Wyoming and Utah, where the Bear River crosses the boundary line; running thence through the counties of Unitah, Sweetwater, Carbon, Albany and Laramie, in Wyoming, to a point on the eastern boundary line of Wyoming where the Niobrara River crosses the same. The length will be 450 miles. The capital stock represents the actual contemplated cost of construction and of the right of way. Each trustee takes 33,750 shares.

CONSTRUCTION.

A railroad is being surveyed between Chico, Cal., and Magalia.

The recently completed railroad between Bodie, Cal., and Mono Lake is running successfully.

The Chicago, Portage and Superior Railway Company announces officially that it will commence laying its track on Jan. 1.

The survey of the Eureka and Colorado River Railroad has been completed from Snake Valley to Shackles station, South of Hamilton, Nev.

The Humeston and Shenandoah Railroad, now building through the Southern tier of Iowa counties, will be ready for business in June next.

The Guerdon and Camden Branch of the St. Louis and Iron Mountain Railroad has been completed to Camden, on the Ouachita river, a distance of 35 miles.

The Harrisburgh *Telegraph* states that a narrow-gauge railroad is to be built from the vicinity of Singlestown, Penn., to Jonestown, and that it will ultimately have important connections.

Track laying on the Baltimore and Delta Narrow-gauge Railroad has been completed to within a mile and a half of Towsontown, and will reach the county seat about the second week of January.

The Washington, Penn., *Observer* says that the Baltimore and Ohio Railroad Company intend to push the construction of the Hempfield Railroad vigorously to completion, double-

track it with steel rails, make it first-class in every respect, and use it as their main line from the East and West.

THE Canadian Pacific Air Line between Winnipeg and Portage la Prairie was completed on the 20th inst., and inspected by Gen. Rosser. The first regular train passed over it on that day, and all traffic has been transferred to it.

FROM Santo Domingo, December 18, we learn that Emilio Zeller, the agent of the Samana Railroad Company, and two engineers have opened about a mile of the road at Yuna, above Samana, employing 160 men. Mr. Crosby and Chief Engineer Wood, with a cargo of rails from England, were daily expected.

ABOUT one-half of the track of the Lehigh and Hudson River Railroad, between Belvidere and McAfee has been laid, and all the line is graded, and ready for the track layers, except about 9 miles between Woodruff's Gap and Hamburgh Junction, the grading of which will be completed during the present winter.

TRACK laying is progressing on the Shenandoah Valley Railroad South from Waynesboro' and North from Roanoke, and soon an intermediate section of fifteen or twenty miles will be put down from the junction on North river with the Lexington Branch of the Richmond and Alleghany Railroad towards Waynesboro'.

TRACK laying has commenced at Atchison, Kanasas, on the Omaha extension of the Missouri Pacific Railroad. It is expected that the new line will be completed to Hiawatha by the middle of March. The Central Branch railway will commence running regular trains to Leonard, Norton county, on the 1st of January prox. Leonard is 295 miles West of Atchison and 25 miles West of the present terminus of the road.

A DESPATCH from Plymouth, N. H., says that the grantees of the Pemigewasset Valley Railroad have decided to commence the construction of their road immediately. Work will be begun on that end at once, and probably the entire winter will be occupied in making cuts upon the first three miles of road. The remainder will occupy but little time, owing to its being almost a level country for the next fifteen miles.

THE contract for the construction of 40 miles of track on the Toledo, Cincinnati and St. Louis Railroad between the lines of the Illinois Central Railroad, have been let to Capt. Henry McPherson, of Boonville, Mo., who agrees to have it ready for operation on the first day of June. The company expects to make a similar contract on the road West of Ramsey, Ill., so there will be no doubt of the final completion of the entire road by the 1st of June.

THE Locust Valley Branch of the Long Island Railroad is to be extended through Oyster Bay and Cold Spring to Huntington. The company also proposes to tear up the track on the Syosset branch, from Hicksville to Greenlawn, and as soon as practicable the Middle Island, or main line track, from Hicksville to Manor Station, and extend the North side branch from Port Jefferson to Riverhead. This will give a North side and South side road, and do away with the numerous branches.

THE Commissioners appointed by the Supreme Court to examine the route of the New York, West Shore and Buffalo Railroad through Syracuse, have reported unanimously affirming the line adopted by the company. This line enables the company to locate its stations for the transaction of its traffic with Syracuse and the vicinity as favorable as those of any other line are now placed, and finally settles the definite location of the entire line from New York through Syracuse. The route is now definitely located to a point about 40 miles beyond Syracuse, and the company's engineers are running various lines between that point and Buffalo. Two or more favorable routes have been found, and the final location upon one of them will be decided upon in a short time.

ORGANIZATION.

AT the annual meeting of the Maine Central Railroad Company, held at Augusta, Me., on the 21st inst., the following Board of Directors was elected: A. Coburn, Darius Alden, Arthur Sewall, William G. Davis, Alfred P. Rockwell, George S. Morison, George P. King, George E. B. Jackson, Wm. B. Bacon, Willard P. Phillips, Elijah B. Phillips, Stephen J. Young, Horatio N. Joy. At a meeting of the newly-chosen board George E. B. Jackson, of Portland, was elected President and Josiah H. Drummond, Clerk.

AT the annual meeting of the Warwick Valley Railroad Comyany, held on the 20th inst., the following gentlemen were elected directors for the ensuing year: Grinnell Burt, Richard Wisner, C. H. Demarest, John L. Welling, Jas. Burt, Geo. W. Sandford and H. B. De Kay, of Warwick; W. C. Sheldon, John H. Seed, John S. Martin, Thos. P. Fowler and D. B. Halstead of New York City; Alfred Ely, of Newark, N. J. The new Board organized by the election of Grinnell Burt, President and Superintendent; W. C. Sheldon, Vice-President; C. H. Demarest, Secretary; Thos. Burt, Treasurer, and John Sayer, Asst. Treasurer.

AT a meeting of the stockholders of the Alabama, New Orleans and Texas Railroad Company, limited, better known as the Northwestern Railroad, held at New Orleans on the 23d inst., the following Board of Directors was elected: J. H. Oglesbey, Emile Carrier, James M. Seixas and Henry Abraham, of New Orleans; John Scott, of Cincinnati; Frederick Wolffe, Otto Plock and Charles E. Lewis, of New York, and W. H. Hardy, of Meridian Miss. The officers chosen were: Frederick Wolffe, president; W. H. Hardy, vice-president; John Scott, general manager; Max Calm, secretary and treasurer; John Glynn, jr., general resident agent, and Robert Mott, attorney. The construction of the Northwestern line will now be pushed forward very rapidly, as the contract provide that the road must be completed within twelve months, including the bridge across Lake Pontchartrain. This company has also purchased property—ten squares with a river front—in the Third District of the city, known as the Levee Steam Cotton Press, for a depot, etc. The price paid was $360,000.

The Coal Trade.

THE leading coal carrying companies make the following reports of their tonnage for the week ending December 17, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad	188,573	442,160	323,080
Schuylkill Canal	3,336	27,655	.....
Lehigh Valley	141,367	337,718	240,020
Delaware, Lackawanna and Western	100,655	4,174,134	3,425,858
Shamokin	22,422	1,041,935	894,109
Central R. R. of New Jersey	100,781	4,288,476	3,681,629
United R. R. of New Jersey	46,738	1,550,441	1,138,309
Pennsylvania Coal	28,964	1,378,438	1,093,042
Delaware and Hudson Canal	77,877	3,500,338	2,958,177
Huntingdon and Broad Top Mountain	8,468	498,282	403,556
Penn. and New York	30,916	77,766	62,660
Clearfield, Pa	45,279	2,318,885	1,681,911

The total tonnage of anthracite coal from all the regions for the week ending Dec. 17, as reported by the several carrying companies, amounted to 647,865 tons, against 371,251 tons in the corresponding week last year, an increase of 276,614 tons. The total amount of anthracite mined for the year is 28,236,427 tons, against 23,581,580 tons for the same period last year, an increase of 4,654,547 tons. The quantity of bituminous coal sent to market for the week amounted to 103,087 tons, against 92,611 tons in the corresponding week of last year, an increase of 10,476 tons. The total amount of bituminous mined for the year is 4,827,961 tons, against 4,236,900 tons for the corresponding period last year, an increase of 591,061 tons. The total tonnage of all kinds of coal for the week is 750,952 tons, against 463,862 tons in corresponding week last year, an increase of 287,090 tons, and the total tonnage for the coal year is 33,064,388 tons, against 27,818,780 tons to same date last year, an increase of 5,245,608 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending December 17 was 182,742 tons, of which 133,147 tons were coal and 49,595 tons coke. The total tonnage for the year thus far has been 8,816,444 tons, of which 6,505,666 tons were coal and 2,310,778 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended December 17 were 53,693 tons, and for the year to that date 2,154,198 tons, an increase of 126,925 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 43,406 tons; year, 1,380,956 tons; increase compared with 1880, 162,792 tons; Chesapeake and Ohio Canal—week, 5,483 tons; year, 503,753 tons; decrease compared with 1880, 97,781 tons. Pennsylvania Railroad—week, 4,699 tons; year, 265,096 tons; increase compared with 1880, 59,520 tons. The Reading Railroad shipment for last week, ending December 24, was 179,700 tons, of which 50,500 tons were sent to and 33,000 tons shipped from Port Richmond, and 21,500 tons sent to and 22,000 tons shipped from Elizabethport.—*Phil. Ledger, Dec.* 26.

A CONSERVATIVE old man said he didn't like the way his youngest daughter celebrated the wooden wedding, because she celebrated it by marrying a blockhead.

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
Adams Express	145	....	143	.....	.....	145
Albany and Susq	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
American Express	91¾	90	92	....	89	....
Atlantic & Pac. Tel.	.....	.....	.....	.....	.....	.....
Burl., C. R. & Nor	.....	.....	.....	.....	.....	.....
1st mortgage 5s	99¼	99	.....	.....	99	99¼
Canada Southern	52¾	52	51	.....	51	52
1st mortgage guar	99	98¾	.....	.....	98¼	98½
Central of N. Jersey	88¾	91½	90¾	.....	90¾	92½
1st mort. 1890	.....	.....	.....	.....	.....	.....
7s, consol. ass	.....	.....	.....	.....	118	.....
7s, convertible ass	.....	.....	.....	.....	.....	.....
7s, Income	.....	.....	.....	.....	.....	.....
Adjustment	.....	.....	107	.....	108	.....
Central Pacific	89¾	90¼	90¼	.....	90¾	90¾
6s, gold	115½	.....	.....	.....	115¾	.....
1st M. (San Joaq)	.....	.....	.....	.....	.....	.....
1st M. (Cal. & Or.)	.....	.....	.....	.....	.....	.....
Land grant 6s	.....	.....	.....	.....	.....	.....
Chesapeake & Ohio	25¾	25¾	25¼	....	25¾	26
Chicago and Alton	131¼	129¼	128¼	.....	128¼	129
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund	.....	.....	.....	.....	.....	.....
Chi,, Bur. & Quincy	135¾	135¾	135	.....	134½	135
7s, Consol. 1903	.....	.....	.....	.....	.....	130
Chi., Mil. & St. Paul	102¼	103¾	103¾	.....	103⅞	105¾
Preferred	119¾	.....	118	.....	118	119
1st mortgage, 8s	.....	.....	.....	.....	.....	.....
2d mort., 7 3-10s	.....	.....	.....	.....	.....	.....
7s, gold	.....	.....	.....	.....	.....	.....
1st M. (La. C. div)	.....	.....	.....	.....	.....	.....
1st M. I. & M. div.)	.....	121	.....	.....	.....	.....
1st.M. (I. & D. ext.)	.....	.....	.....	.....	.....	121½
1st M. (H.&D. div.)	.....	.....	.....	.....	.....	117
1st M.(C. & M.div.)	.....	.....	.....	.....	.....	.....
Consolidated S. F.	.....	.....	.....	.....	.....	122¼
Chi. & Northwestern	123¼	124¼	124½	.....	124¾	125⅞
Preferred	138	136	137	.....	.....	140
1st mortgage	.....	.....	.....	.....	.....	.....
Sinking Fund 6s	.....	.....	.....	.....	.....	.....
Consolidated 7s	.....	.....	.....	.....	131	.....
Consol. Gold bo'ds	.....	.....	123	.....	.....	.....
Do. reg	.....	.....	.....	.....	.....	.....
Chi., R. Isl. & Pac.	133	133	132¾	.....	132	133
6s, 1917, c	129	.....	.....	.....	127¾	130
Clev.,Col.,Cin.&Ind.	88	87½	87	.....	86	86
1st mortgage	.....	.....	.....	.....	.....	123½
Clev. & Pittsburg gr.	.....	.....	134	.....	134	134
7s, Consolidated	.....	.....	.....	.....	.....	.....
4th mortgage	.....	.....	.....	.....	.....	.....
Col.,Chi.,& Ind. Cent.	20	20¼	20½	.....	21¼	21¼
1st mortgage	.....	.....	125	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Del. & Hud Canal.	106¼	106½	107	.....	107	107½
Reg. 7s, 1891	.....	.....	.....	.....	.....	.....
Reg. 7s, 1884	.....	.....	.....	.....	.....	.....
7s, 1894	.....	.....	.....	.....	.....	.....
Del.,Lack.& Western	126	127	127½	.....	127¾	127¾
2d mortgage 7s	.....	.....	.....	.....	.....	.....
7s, Consol. 1907	.....	.....	.....	.....	.....	.....
Erie Railway	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mort. 5s, ext	.....	.....	.....	.....	.....	.....
3d mortgage	....	106	.....	.....	.....	.....
4th mort. 5s, ext	.....	.....	.....	.....	.....	.....
5th mortgage	.....	.....	.....	.....	.....	.....
7s, Consol. gold	128	128	128¼	.....	.....	128½
Great West. 1st mort	.....	.....	.....	.....	.....	.....
2d mortgage	.....	106¼	.....	.....	.....	.....
Hannibal & St. Jo	96¾	95⅞	95½	.....	95¼	95⅝
Preferred	112¼	111	111¾	....	112	113½
8s, Convertible	108	.....	108	.....	.....	108
Houston & Tex. Cen	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	113¼	.....
Illinois Central	129¼	129¾	128¾	.....	129	130¼
LakeShore&MichSo	116¼	116¾	115⅝	....	115½	116½
Consol. 7s	.....	.....	.....	.....	.....	.....
Consol. 7s, reg	.....	.....	.....	.....	.....	.....
2d Consolidated	.....	.....	.....	.....	123	124
Leh. & W. B. 7s, Con	.....	.....	.....	.....	.....	.....
Long Dock bonds	.....	.....	.....	.....	.....	.....
Louisville & Nash.	100¾	101¼	101	.....	101	102¼
7s, Consolidated	.....	.....	121	.....	.....	.....
Manhattan	55	54	51½	.....	55	55
Met. Elevated	84½	85	85¾	.....	88	87¼
1st mortgage	103	102½	102⅝	.....	.....	.....
Michigan Central	86¼	87⅜	86¾	....	86	87
7s, 1902	.....	.....	.....	.....	.....	.....
M. S. & N. I. 1st, S. F	.....	107½	.....	.....	.....	107¼
Morris & Essex	121½	.....	121½	.....	122	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
7s of 1871	122	.....	.....	.....	.....	121½
7s, Convertible	.....	.....	.....	.....	.....	.....
7s, Consolidated	.....	123	132	.....	.....	.....
N. Y. Cen. & Hud. R.	132⅝	133¾	132½	.....	132½	132½
8s, S. F. 1883	.....	.....	.....	.....	.....	102¼
6s, S. F., 1887	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg	.....	.....	.....	.....	.....	.....
N. Y. Elevated	.....	107	107	.....	105	105½
1st mortgage	.....	.....	.....	.....	119	119
N. Y. & Harlem	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
1st mortgage, reg	.....	.....	.....	.....	.....	.....
N. Y., Lake Erie & W	41	41⅛	41	.....	40⅜	41⅛
Preferred	89½	90	91	.....	89¾	90⅞
2d Consolidated	99	98¾	99¼	.....	99	100¼
New 2d 5s fund	97½	98	98	.....	.....	.....
N.Y.,N.Hav'n&Hart	....	.....	170	.....	170	170
North Mo. 1st mort	.....	102¼	.....	....	.....	124¼
Northern Pacific	35¼	35¾	35½	.....	35¼	37½
Preferred	72	71⅞	71½	.....	73¼	76⅛
Ohio & Mississippi	35¼	35½	35⅝	.....	35¼	35⅞
Prefer ed	104	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Consolidated 7s	.....	.....	118	.....	.....	.....
Consol. S. Fund	.....	.....	.....	.....	.....	.....
Pacific Mail S. S. Co	41¼	40	40½	.....	40¾	40¾
Pacific R. R. of Mo.	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	107½	107¾
2d mortgage	.....	.....	.....	.....	.....	.....
Panama	.....	.....	.....	.....	.....	.....
Phila. & Reading	66	65¼	66½	.....	69	69½
Pitts,Ft.W.&Chi.gtd	.....	.....	.....	.....	134½	.....
1st mortgage	.....	.....	.....	.....	139½	.....
2d mortgage	.....	.....	.....	.....	.....	.....
3d mortgage	.....	.....	.....	.....	.....	.....
Pullman Palace Car	125	122½	.....	.....	122	.....
Quicksil'r Min'g Co	13	12½	12½	.....	.....	....
Preferred	.....	58¼	58¼	.....	.....	59
St. Louis & San Fran	40	39	.....	.....	39½	40
Preferred	57½	55	55	.....	55	56½
1st Preferred	105	103	....	.....	...	.....
St. L., Alt'n & T. H.	.....	.....	.....	.....	.....	.....
Preferred	88	86	86	.....	86	85¾
1st mortgage	.....	.....	115	.....	.....	.....
2d mort. pref	.....	.....	.....	.....	.....	110
Income bonds	.....	.....	.....	.....	.....	.....
St. L., Iron Mt. & S	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	117¼
2d mortgage	.....	.....	.....	.....	.....	.....
Toledo and Wabash	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	108⅞	.....	.....	.....	.....	.....
7s, Consolidated	.....	.....	.....	.....	.....	.....
St. Louis Division	.....	.....	.....	.....	107½	...
Union Pacific	116	116⅞	115¾	.....	115¾	116⅜
1st mortgage	.....	117	117⅛	.....	117⅜	.....
Land Grant 7s	.....	.....	.....	.....	.....	112½
Sinking Fund 8s	.....	.....	.....	.....	.....	.....
United States Ex	75	73½	.....	.....	73½	77
Wabash, St. L.& Pac	36	36⅞	35¾	.....	34½	36
Preferred	70½	71⅞	67¾	.....	66¼	67½
New mort. 7s	.....	.....	.....	.....	.....	.....
Wells-Fargo Ex	134	.....	.....	.....	.....	.....
Western Pacific b'ds	.....	112	.....	.....	.....	.....
Western Union Tel.	78½	79¾	78½	.....	78¼	79⅛
7s, S.F. conv., 1900	.....	118½	118½	.....	.....	.....
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	117½	.....	117½	.....	117⅜	117½
U. S. 4s, 1907, coup	.....	118½	.....	.....	.....	.....
U. S. 4½s, 1891, reg	114½	.....	.....	.....	.....	.....
U. S. 4½s, 1891, coup	.....	.....	.....	.....	114¾	.....
U. S. 5s, 1881, reg	.....	.....	.....	.....	.....	.....
U. S. 5s, cont'd at3½	102¾	.....	.....	.....	.....	102⅞
U. S. 6s cont'd at3½	.....	.....	.....	.....	.....	.....
Dt. of Col. 3-65s, reg	.....	.....	.....	.....	.....	.....
Dt. of Col.3-65s,coup	.....	108	.....	.....	.....	.....

Boston Stock Exchange.

Prices for the Week Ending Dec. 28.

	Th.22.	F. 23.	Sat.24.	M.26.	Tu.27.	W.28.
Atch.,Top.&San.Fe.	93¾	92½	93	.....	93	94
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Land Grant 7s	117½	117	.....	.....	.....	117
Boston & Albany	.....	158	158¾	....	160	160¼
7s reg	.....	.....	.....	.....	.....	.....
Boston and Lowell	.....	.....	105	.....	106	106
Boston & Maine	.....	149½	148	.....	148	149
Boston& Providence	.....	.....	162	.....	.....	.....
Bos'n,Hart.& Erie7s	66½	65¾	66	.....	65¼	66¾
Burl.& Mo.R.L.G.7s	.....	.....	.....	.....	.....	.....
Burl.& Mo.R.in Neb	.....	.....	.....	.....	.....	.....
6s, exempt	.....	.....	115	.....	.....	.....
4s	.....	.....	.....	.....	.....	.....
Chi.,Burl. & Quincy	135	136	135¼	.....	135	135¾
7s	.....	.....	.....	.....	.....	.....
Cin.,Sand&Clev($50)	26½	25½	25⅞	.....	.....	.....
Concord ($50)	.. ..	99¾	.....	.....	.....	.....
Connecticut River	.....	.....	.....	.....	.....	.....
Eastern	35½	35¼	.....	.....	35¼	.....
New 4½ Bonds	106	106	.....	.....	.....	.....
Fitchburg	.....	.....	.....	.....	122½	.....
Kan.C., Top. & West	.....	.....	.....	.....	.....	.....
Michigan Central	.....	.....	.....	.....	.....	.....
N.Y. & New England	64½	64	63¾	.....	63	64¾
7s	117½	.....	117	.....	.....	117
Northern N. H	.....	.....	.....	.....	.....	.....
Norwich&Worcester	.....	159	.....	....	158	.....
Ogden & Lake Cham	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Old Colony	125¾	125½	126	.....	.....	127
Ph.,Wil.&Balt.($40)	62	.....	.....	.....	63	63
Portl'd,Saco & Ports	.....	.....	.....	.....	.....	.....
Pueblo & Ark Val	.....	.....	.....	.....	.....	.....
7s	.....	.....	117½	.....	.. .	117½
Pullman Palace Car	.....	... .	.....	.....	.....	.....
Union Pacific	116¾	116¼	115⅝	.....	115½	115¾
6s	.....	.....	.....	.....	.....	.....
Land Grant 7s	.....	.....	.....	.....	.....	.....
Sinking Fund 8s	....	.....	.....	.....	120	.....
Vermont & Canada	.....	.....	.....	.....	.....	.....
Vermont & Mass	.....	.....	.....	.....	.....	.....
Worcester & Nashua	.....	.....	.....	.....	.....	59
Cambridge (Horse)	.....	.....	.....	.....	.....	.....
Metropolitan(Horse)	.....	76½	.....	.....	.....	.....
Middlesex (Horse)	.....	.....	118	.....	.....	.....
Cal.&Hecla Min'gCo	.....	235	.....	.....	235	237
Quincy	48¼	49¼	49½	.....	49½	50

Philadelphia Stock Exchange.

Closing Prices for the Week Ending Dec. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.
Allegh'y Val. 7 3-10s	.....	.....	124	.....	.....	.....
7s, Income	.....	.....	52	52	.....	.....
Camd'n & Am. 6s, '83	.....	.....	.....	.....	.....	.....
6s, 1889	.....	.....	.....	.....	.....	.....
Mort. 6s, 1889	.....	.....	.....	.....	.....	.....
Camden & Atlantic	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Catawissa	.....	.....	.....	.....	.....	.....
Preferred	.....	52½	.....	.....	.....	.....
7s, new	.....	.....	.....	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	.....	124½
Elmira&Williamsp't	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Hunt. & B. Top Mt.	14⅞	15	....	13⅞	.....	....
Preferred	.....	27½	24¾	25¼	.....	.....
2d mortgage	.....	.....	.....	.....	.....	.....
Lehigh Navigation	43¾	43	42¾	42⅝	.....	43⅜
6s, 1884	106¾	.....	.....	.....	.....	.....
Gold Loan	111¾	.....	.....	.....	.....	112
Railroad Loan	.....	117½	.....	.....	.....	.....
Conv. Gold Loan	.....	.....	.....	.....	.....	.....
Consol. Mort, 7s	.....	117	.....	.....	.....	117
Lehigh Valley	61	61¼	.....	61	.....	61
1st mort. 6s, coup	.....	.....	.....	.....	.....	.....
1st mort. 6s, reg	...	.....	.....	.....	.....	.....
2d mort. 7s	.....	.....	.....	.....	.....	.....
Consol mort. 6s	117	.....	.....	.....	.....	.....
Consol.mtg.6s,reg	118	.....	.....	.....	.....	.....
Little Schuylkill	.....	.....	.....	.....	.....	.....
Minehill&Sch.Hav'n	.....	.....	.....	.....	.....	62½
North Pennsylvania	60	60	.....	.....	.....	60
1st mortgage 6s	.....	.....	.....	.....	.....	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Genl. mtg.7s,coup	.....	.....	.....	.....	.....	.....
Genl. mtg. 7s, reg	.....	.....	.....	.....	.....	.....
Northern Central	52	.....	51½	.....	.....	51½
5s	.....	.....	.....	.....	.....	1
Northern Pacific	36⅞	35½	35	35¾	.....	35⅞
Preferred	77½	73	71⅞	71¾	.....	73½
Pennsylvania R. R.	62½	61¼	60½	60¾	.....	61¼
1st mortgage	.....	.....	.....	.....	.....	.....
Gen'l mort	.....	.....	.....	.....	.....	.....
Gen'l mort reg	.....	.....	.....	.....	.....	.....
Consol. mort. 6s	.....	.....	.....	.....	.....	.....
Consol. mort. reg	.....	.....	.....	.....	.....	.....
Pa.State 6s 2d series	.....	.....	.....	.....	.....	.....
do 3d series	.....	102¾	.....	.....	.....	102¼
do 5s, new	.....	.....	.....	.....	.....	.....
do 3s,	.....	.....	.....	.....	.....	.....
Phila. & Reading	33⅝	32¾	32⅝	33¼	.....	34⅜
1st mortgage 6s	.....	.....	.....	.....	.....	.....
7s of 1893	.....	.....	.....	.....	.....	.....
7s, new convert	.....	.....	.....	.....	.....	.....
Consol. mort. 7s	125¼	125	.....	125	.....	... .
Consol. mort. reg	.....	.....	.....	97⅞	..	.....
Gen'l mort. 6s	97	99	96	.....	.....	98
Philadelphia & Erie	.....	20	19½	20¼	.....	.....
1st mortgage 5s	.....	.....	.....	.....	.....	.....
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Pittsb.,Cin.&St.L.7s	.....	.....	.....	.....	.....	.....
Pitts.,Titusv.&Buff.	21	20	19¾	20⅜	.....	21
7s	.....	.....	.....	.....	.....	102
Schuylkill Navi't'n	.....	.....	.....	.....	.....	.....
Preferred	13	.....	.....	.....	.....	.....
6s, 1872	.....	.....	.....	.....	.....	.....
6s, 1882	.....	.....	.....	.....	.....	.....
United Co. of N. J	.....	.....	.....	.....	.....	.....
Hestonville, (Horse)	.....	17	.....	.....	.....	.....
Chestnut&Wal.(do)	.....	.....	.....	.....	.....	.....
Green & Coates (do)	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the Week Ending Dec. 27.

	W. 21.	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.
Baltimore & Ohio..	.....	.....	.....	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	.....	.....	.....	.....	.....
Central Ohio ($50)..	.....	45	45	.....	.....	.....
1st mortgage.....	.....	.....	.....	11)	.....	.....
Marietta & Cincin'ti	125¼	.....	.....	.....	.....	.....
1st mortgage, 7s..	.....	.....	125	125¼	.....	125
2d mortgage, 7s..	103¾	103½	.....	.....	.....	105¾
3d mortgage, 8s..	59¾	59⅞	59¾	60⅛	.....	62⅛
Northern Cen. ($50)	52	52½	51½	.....	.....	.....
2d mort., 6s 1885..	.....	.....	.....	.....	.....	.....
3d mort., 6s, 1900.	.....	.....	.....	.....	.....	.....
6s, 1900, gold.....	.....	.....	.....	.....	.....	.....
6s, 1904, gold.....	.....	.....	.....	.....	.....	.....
Orange & Alex. 1st.	.....	.....	.....	.....	.....	.....
2d mortgage, 6s...	.....	.....	.....	.....	.....	.....
3d mortgage, 8s...	.....	.....	.....	.....	.....	.....
4th mortgage, 8s..	.....	.....	.....	.....	.....	.....
O.,Alex.&Manas's 7s	.....	.....	.....	.....	.....	.....
Pitts.& Connellsv.7s	125½	.....	125¼	.....	.....	.....
Virginia 6s, Consol.	71¾	71	73	73	.....	71½
Consol. coupons..	.....	.....	.....	.....	.....	76
10-40 bonds.....	.....	.....	42	41	.....	41
Def'd Certificates.	.....	.....	.....	.....	.....	.....
Western Maryland..	.....	.....	.....	.....	.....	.....
1st M.,end.by Balt	.....	.....	.....	.....	.....	.....
2d M., do .	.....	.....	.....	.....	.....	.....
3d M., do .	.....	.....	.....	.....	.....	.....
1st M.,unendors'd	.....	.....	.....	.....	.....	.....
2d M.,end.WashCo	.....	.....	.....	.....	.....	.....
2d M., preferred..	.....	.....	.....	.....	.....	.....
City Passenger R R.	.....	.....	.....	.....	.....	.....

London Stock Exchange.

	Closing Prices— Dec. 9.		Dec. 2.	
Baltimore & Ohio (sterling).....	114	116	114	116
Cairo & Viencennes com. stock	42	45	45	50
Do. preferred 5 per cent.....	91	93	90	92
Central of N. J. $100 share.....	93	98	93	98
Do. Cons. Mortgage.....	118	120	118	120
Do. Adjustment Bonds.....	104	109	104	109
Do. Income Bonds.....	104	107	104	107
Det.,G'd Haven & Mil. Equip bds	112	114	112	114
Do.Con.M.5p.c.,till'83aft'r6p.c	110	112	110	112
Illinois Central $100 shares.....	137	138	137	138
Lehigh Valley Cons. mortgage..	115	119	115	119
Louisville & Nashville mort 6s.	105	107	106	108
Do. Sink. Fund bds (S.&N.Ala)	104	106	105	107
Do. capital stock $100 shares.	105	107	101	103
N. Y. Cent. & Hud. R. mt. bds..	138	142	137	140
Do. $100 shares.....	142½	143½	141½	142½
Do mort. bonds (stg.).....	123	125	123	125
N.Y.,Lake Erie & West.,$100 shs	47¼	47¾	46¾	47⅛
Do. 6 p. c. pref. $100 shares ..	96	98	96	98
Do. 1st Con. Mort. bds (Erie) .	130	132	130	132
Do. do. Funded Coupon bds.	127	129	127	129
Do. 2d Consol Mort. bonds...	103½	104½	104	105
Do. do. Funded Coupon bds..	101	103	101	103
Do. Gold Income bonds.....	95	100	95	100
N.Y.,Pa.& Ohio 1st mort. bonds.	53	54	53½	54½
Do. Prior Lien bds (sterling)..	105	110	105	110
Pennsylvania, $50 shares.....	65¼	65¾	65¼	65¾
Do. Con. Sink Fund Mort....	120	122	120	122
Philadelphia & Reading $50 shs	35	36	33½	34½
General Consol Mortgage.....	116	118	115	117
Do. Improvement Mortgage..	104	106	103	105
Do.Gen.Mtg.'74,ex-def'd coup.	101	103	100	102
Do. Scrip for the 6 def. ½ coup.	95	100	94	98
Pittsb., Ft. W. & Chi. Eq. bds....	105	109	105	109
St. L. Bridge 1st mort. gold b'd.	126	128	126	128
Do. 1st pref. stock.....	102	104	102	104
Union Pa. Land Grant 1st. mtg.	115	119	115	119

AMERICAN RAILROAD JOURNAL.

Financial and Commercial Review.

THURSDAY EVENING, Dec. 29, 1881.

IN the money market this morning 5@6 per cent was the quotation for call loans on stocks and 3@3½ per cent on United States bonds. Time loans on stocks were 6 per cent. Prime mercantile paper was 6@6½ per cent for 60 days to 4 months date. In the afternoon the rate to the stock brokers advanced to 1-32 of 1 per cent per day plus 6 per cent. Few loans, however, were made above 1-64, and the fair ruling rate for the day on this class of loans was 6 per cent; the closing rate was 5 per cent.

The posted rates for prime bankers' sterling were this morning advanced to 4.80½ and 4.81½. The actual rates were 4.79½@¾ and 4.83½@¾, with cable transfers 4.84½@4.85 and prime commercial bills 4.77½@4.78¼. The actual rates for continent bills are as follows: francs, 5.25⅝@5.26¼ and 5.20⅝@5.21¼; marks, 93⅞@94⅛ and 94⅜@95; and guilders, 39⅝ and 40⅜.

IN accordance with the act of the extra session of the Minnesota Legislature for the settlement of the old contested railway bonds, the new twenty year bonds to the amount of $4,000,000 have been signed and sealed, and will be put in use on Jan. 3. It has been determined that some $30,000 of the internal improvement land fund, $20,000 of the permanent university fund, and about $500,000 of the permanent school fund shall be invested in the new bonds. In pursuance of this understanding, some of the Missouri 6s, and United States 4 per cents in these funds have been sent East to be sold at the market price, the proceeds to be invested in the new State 4½ per cent bonds. The State will realize a large premium on these and other bonds to be sold, and a profit of from $80,000 to $100,000 will inure to the several funds from the transaction. No difficulty is likely to be encountered in placing all these 4½ per cent bonds at par. About $1,000,000 of the $4,000,000 will be absorbed in the several trust funds above mentioned, and the remainder will go to the bondholders, $2,000,000 or more to Selah Chamberlain, and the rest to other creditors.

THE Albany and Greenbush Bridge Company has taken up the two mortgages, one given in 1875 and the other in 1880, to cover bonds to construct the bridge, and has given a new mortgage to the Mercantile Trust Company of New York to secure bonds to the amount of $900,000 in denominations of $1,000 each payable November 1, 1931, in gold coin, with interest at the rate of 6 per cent per annum, also payable in gold.

THE Mercantile Trust Company will issue certificates of first preferred stock of the Manhattan Railway Company for the temporary receipts already issued and for the stock of the New York Elevated Railroad Company, to be exchanged for first preferred stock of the Manhattan Railway Company in accordance with the agreement between the Manhattan Railway Company, the New York Elevated Railway Company and the Metropolitan Elevated Railway Company, dated Nov. 14, 1881. Upon the delivery of the certificates to the Trust Company it will pay $10 a share in cash. Upon the delivery of the certificates of the Metropolitan Elevated Railway Company the Trust Company will issue certificates of second preferred stock of the Manhattan Railway Company therefor.

A TRAFFIC arrangement has just been concluded between the New York, Lake Erie and Western and the New York and New England Railroad Company, by which the former is to take its business for Boston and New England points over the New York and New England line, and the latter will give its business for the West to the New York, Lake Erie and Western. The new arrangement goes into effect Jan. 1.

CHECKS for the payment of the interest due January 1, 1882, on the public debt of the United States will not be mailed from the Treasury, at Washington, until the 31st inst.

THE railroad debt of Watertown, N. Y., amounting to $300,000, will be refunded January 1, 1882. The old bonds were issued in 1870, and bear 7 per cent interest. The new bonds, which will bear 4 per cent interest, have all been subscribed for at par by residents of the city and town. They fall due yearly in amounts of $10,000 each.

AT a meeting in London, Eng., on the 22d inst., of the shareholders of the Grand Trunk Railway Company of Canada, Sir Henry Tyler, president, proposed a supplementary traffic agreement with the Chicago and Grand Trunk Railway, with the Michigan Air Line, and with the Midland Railway of Canada. He gave a favorable account of the prospects of the road, and said he believed that at the half-yearly meeting he would be able to recommend the payment of the second preferred dividends in full. The statement of the president was favorably received, and the policy he recommended approved.

THE Missouri State Fund Commissioners have remitted to the Bank of Commerce, New York, sufficient funds to pay the interest on the State debt falling due January 1, 1882; but have instructed the Bank not to pay the interest claimed to be due on the bonds, issued in aid of the Hannibal and St. Joseph Railroad. The Governor also threatens in case the company should fail to pay the interest on these bonds to order the sale of the road under the law which authorizes him to do so whenever interest is in default. Referring to the above announcement the President of the Hannibal and St. Joseph Railroad Company is reported to have said that the "Company will not pay interest on Missouri State Aid bonds, and that the road will not be sold for that interest. The company paid into the State treasury, June last, the full amount of State loan for which those bonds were issued. The State received the money and assumed payment of interest and principal of bonds. The State paid interest on bonds at Bank of Commerce last July and will continue to pay it or dishonor its obligations. The company has plenty of money to pay these coupons, but it has paid its debt in full and does not intend to continue paying interest on a debt that is paid. The company intends to pay its own obligations promptly and its regular February dividend and has the money in hand for that purpose."

THE amount of interest on the public debt of the United States, falling due January 1, 1882, is more than $10,000,000, of which amont $7,387,000 is on account of the 4 per cent bonds, and the remainder on account of the extended 6 per cent bonds, which now bear 3½ per cent per annum. On the 4 per cent bonds one quarter's interest, and on the extended 6's one-half year's interest will be payable on the date above named.

THE report of the Warwick Valley Railroad Company for the year ending September 30, 1881, shows that the total earnings were $55,547.74, the expenses of operating, maintaining road, etc., were $31,353.53, and the net earnings $24,204.21. Of this amount $12,600 was paid for interest, and $6,800 for dividends, leaving a surplus of $4,804 21, out of which a dividend of 2½ per cent was declared payable January 10, 1882.

THE San Francisco Stock Board has declared a dividend of $100 to each member, payable immediately.

THE Mercantile Trust Company is prepared to issue first preferred stock of the Manhattan Railway Company, and to pay $10 per share in cash, in exchange for temporary receipts already issued for the stock of the New York Elevated Railway Company; also, to issue second preferred stock of the Manhattan Railway Company, in exchange for certificates of the Metropolitan Elevated Railway Company.

IN the United States Circuit Court, Pittsburg, on the 27th inst., Judge McKenna granted the petition of Samuel Dickson, of Philadelphia, asking that the injunction against the Lehigh and Wilkesbarre Coal Company be dissolved, and that the business be taken out of the hands of the receivers.

THE State treasurer of Alabama, has forwarded to New York and Mobile the necessary funds to meet the interest due January 1, on the Alabama bonds. The interest will also be paid at Montgomery on any bonds presented. More than half the bonded debt of the State is held by Alabamians.

The closing quotations on Thursday were: American District Telegraph, 37@38; Adams Express, 145@148; American Express, 90@91; Chicago, Burlington and Quincy, 136¼@136⅝; Canada Southern, 52¾@52⅞; Chicago and Northwestern, 126@126½; do. pref., 139@139½; Chicago and Alton, 129¾@130; Central of New Jersey, 91⅝@91⅞; Central Pacific, 91⅜@91½; Chicago, Milwaukee and St. Paul, 106⅜@106½; do. pref., 119@119½; Cleveland, Columbus, Cincinnati and Indianapolis, 83½@85½; Columbus, Chicago and Indiana Central, 21⅝@22; Delaware and Hudson Canal, 107¾@109½; Delaware, Lackawanna and Western, 127½@127⅝; Hannibal and St. Joseph, 95½@95¾; do. pref., 113@113½; Illinois Central, 131@131⅛; Lake Erie and Western, 35½@36; Lake Shore and Michigan Southern, 115⅞@116; Metropolitan Elevated, 85⅝@87; Manhattan Elevated, 54⅛@54⅞; Michigan Central, 87⅛@87½; New York Elevated, 105½@106; New York, Lake Erie and Western, 41⅛@41⅜; do. pref., 90⅛@90⅜; New York Central and Hudson River, 131⅝@131¾; Northern Pacific, 37½@37¾; Ohio and Mississippi, 36@@36½; Panama, 189@198; Pacific Mail, 41@41⅛ Texas and Pacific, 50⅛@50⅜; Union Pacific, 116¾@117; United States Express, 75@77; Western Union Telegraph, 79⅝@79¾; Wabash, St. Louis and Pacific, 36¾@36⅞; do. pref., 68¼@68⅜; Wells-Fargo Express, 130@135.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. consol., 126; American Dock and Imp., 7s, ass., 139½; Boston and New York Air Line pref., 66; Cedar Falls and Minnesota, 19; Chesapeake and Ohio 1st pref., 35; do. 2d pref., 26½; do. 1st, Series A, 102; do. B, 81½; do. cur. int., 52½; Chicago, St. Paul, Minneapolis and Omaha, 35½; do. pref., 101½ do. consol., 99½, Chicago, St. Louis and New Orleans, 80; do. 1st consol., 118½; Columbus, Chicago and Indiana Central Income, 73; Cedar Rapids, Iowa Falls and Northern 1st, 101; Chicago, St. Paul and Minneapolis 1st, 108½; Chicago, Milwaukee and St. Paul, S. M. div. 1st, 106½; do. Chicago and Pacific div. 1st, 97; Denver and Rio Grande, 70¼; do. 1st, 111½; do. 1st consol., 104½; Denver, South Park and Pacific 1st, 103½; East Tennessee, Virginia and Georgia, 13¾; do. pref., 23½; do. inc., 54⅜; Gulf, Colorado and Santa Fe 1st, 108; International and Gt. Northern 6s, 90; do. 1st, 107¾; do. 2d inc., 91½; Indiana, Bloomington and Western, 46½; do. 1st, 125; Indianapolis, Decatur and Springfield 2d income, 70; do. 1st, 104½; Kansas Pacific 1st consol., 102½; do. 6s, 1896, 109½; Keokuk and Des Moines 1st, 105; Lake Erie and Western, 34; do. 1st, 107½; do. Inc., 50½; Louisville, New Albany and Chicago, 75; do. 1st, 103; do. Evansville, Henderson and Nashville 1st, 100; Long Island, 49; Louisville and Nashville gen'l mort. 6s, 101½; Lehigh and Wilkesbarre inc., 90; Lafayette, Bloomington and Muncie 1st, 103; Manhattan Beach, 24½; Mobile and Ohio, 32¾; do. 1st deben., 95; do. 2d deben., 70; Missouri, Kansas and Texas, 37¼; do. consol. 7s, 106⅜; do. 2d, 70; do. 6s, 82; Missouri Pacific, 100¾; do. 3d, 110; Memphis and Charleston, 74; Milwaukee, Lake Shore and Western, 45¾; Marietta and Cincinnati 1st pref., 16; Michigan Central 5s, 95; Minneapolis and St. Louis 1st, Iowa Ext., 109½; Metropolitan Elevated 2d, 90; Nashville, Chattanooga and St. Louis, 85; do. 1st, 118; New York, Ontario and Western, 27½; Norfolk and Western pref., 57; do. Gen'l mort., 103½; Northern Pacific 1st, 102½; New Orleans Pacific 1st, 91; New York, Pennsylvania and Ohio inc., 44¼; Ohio Central, 23½; do. 1st, 99; do. inc., 44½; Oregon Railway and Nav., 151; Ohio Southern, 23; do. 1st, 92½; do. inc., 44½; Peoria, Decatur and Evansville, 36; do. 1st, 106; Quincy and Toledo 1st, 105; Rochester and Pittsburg, 25¼; do. 1st, 99½; do. inc., 100; Richmond and Allegany, 38⅝; do. 1st, 104⅛; Richmond and Danville, 169; do. 1st, 104¼; Rome, Watertown and Ogdensburg, 24½; do. 1st consol., 90; St. Paul, Minneapolis and Manitoba, 112½; do. 1st, 111⅞; South Pacific of Missouri 1st, 105¾; St. Louis and Iron Mountain 1st pref. inc., 96; do. Cairo, Arkansas and Texas 1st, 107½; St. Louis, Kansas City and Northern, Omaha div. 1st, 112; Scioto Valley 1st, 103; St. Paul and Sioux City 1st, 109; St. Louis and San Francisco 2d, Class B, 92; Toledo, Delphos and Burlington, 17¼; Texas and Pacific, 50¼; do. 1st, 106½; do. inc. L. G., 72; do. Rio Grande div. 1st, 87½; Utah Southern Gen'l mort. 7s, 110; Wabash, St. Louis and Pacific Gen'l mort. 6s, 87½; do. Iowa div. 1st, 90; do. Chicago div. 1st, 96¾; Louisiana consol. 7s, 96½; North Carolina 6s, S. T, 3d class, 8¾; South Carolina 6s, non-fund., 11; Tennessee 6s, old, 73; do. new, 73½; Colorado Coal and Iron, 42; do. 6s, 89¾; Maryland Coal, 20½; New Central Coal, 20; Canton Co., 61; Sutro Tunnel, 1; Central Mining, 1¾; Deadwood, 4; Excelsior, ½; Homestake, 14½; Little Pittsburg, 1½; Maryland; 17¾; Ontario, 35; Robinson, 3; Standard, 19½.

Philadelphia.—American Steamship Co. 6s, 107; Belvidere Delaware 2d mort., 107; Central Transportation, 38; Huntingdon and Broad Top Mountain consol. 5s, 87¾; Junction R. R. 6s, 103; Northern Pacific 1st mort. Missouri div., 105; Nesquehoning Valley, 57½; Pennsylvania Canal 6s, 100; Philadelphia, Wilmington and Baltimore 4s, 94; Philadelphia and Reading R. R. scrip, 80; Shamokin, Hazleton and Wilkesbarre 2d, 25; Texas and Pacific consol. mort. 6s, 99⅜; West Jersey and Atlantic 6s, 112; West Jersey 1st, 122. The latest quotations are: City 6s, 110@124; do. free of tax, 129@132; do. 4s new, 105@112; Pennsylvania State 6s, 3d series, 102@102½; do. 5s, new loan, 117@118; do. 4s, new, 110@114; Philadelphia and Reading R. R., 34½@34½; do. consol. mort. 7s, reg., 125@125¼; do. mort. 6s, 116@—; do. gen'l mort. 6s, coupon, 97⅞@98½; do. 7s, 1893, 118@125; do. new, conv., 73@77; United New Jersey R. R. and Canal, 186@186¾; Buffalo, Pittsburg and Western, 20⅝@20⅞; Pittsburg, Titusville and Buffalo 7s, 101¾@102¼; Camden and Amboy mort. 6s, 1889, 113½@114¼; Pennsylvania R. R., 61@61⅛; do. general mort. coupon, —@127; do. reg., 123@—; do. consol. mort. 6s, reg., 119@124; Little Schuylkill R. R. 56½@57½; Morris Canal, 65@75; do. pref., 168½@169½; Schuylkill Navigation, 6@7; do. pref., 13@13½; do. 6s, 1882, —@90; do. 1872, 107@108; Elmira and Williamsport pref., 57@60; do. 6s, 110@—; do. 5s, 95@--; Lehigh Coal and Navigation, 43⅛@43⅜; do. 6s, 1884, 106¾@107¼; do. R. R. loan, 116@118; do. Gold Loan, 111¾@112½; do. consol. 7s, 116¾@117½; Northern Pacific, 35¾@35⅞; do. pref., 73⅜@73½; North Pennsylvania, 59⅛@60⅛; do. 6s, 107@107; do. 7s, 123½@—; do. General mort. 7s, reg., 119@124; Philadelphia and Erie, 20@20⅛; do. 7s, 117@120; do. 5s, 105@106; Minehill, 62@62½; Catawissa, 15@16; do. pref., 52½@52¾; do. new pref., 52@53; do. 7s, 1900, 119@—; Lehigh Valley 61@61½; do. 6s, coupon, 120@121; do. reg., 121½@122½; do. 2d mort. 7s, 132@132½; do. consol. mort. 117@117¼; Fifth and Sixth streets (horse), 149@150; Second and Third, 114¾@115½; Thirteenth and Fifteenth, 75@80; Spruce and Pine, 47¾@48½; Green and Coates, 90@100; Chestnut and Walnut, 94@95; Germantown, —@70; Union, 110@125; Lombard and South, —@—; West Philadelphia, 108@110; People's 15½@16; Continental, 100@105.

Boston.—Atchison, Topeka and Santa Fe 7s, guar., 115½; do. mort. 5s, 115½; Atlantic and Pacific 6s, Income, 32; Boston Water Power, 5⅝; Boston Land, 7⅝; Boston, Revere Beach and Lynn, 122; Burlington and Missouri River in Nebraska 6s, non-exempt, 103½; Chicago, Burlington and Quincy 4s, 87; Connotton Valley, 18½ do. 7s, Straitsville div., 75¾; Chicago, Milwaukee and St. Paul, Wisconsin Valley 6s, 100; Chicago and West Michigan 5s, 96; Connecticut and Passumpsic Rivers R. R., 94; Detroit, Lansing and Northern pref., 114; Flint and Pere Marquette pref., 93½; Kansas City, Lawrence and Southern 5s, 104; Kansas City, Fort Scott and Gulf, 84; do. 7s, 111; Little Rock and Fort Smith, 59⅞; Marquette, Houghton and Ontonagon pref., 118; do. 6s, 103; Massachusetts Central 6s, 93½; Mexican Central 7s, 86¾; do. block new, 93; New York and New England 6s, 107; Northern Pacific 6s, 100; New Mexico and Southern Pacific 7s, 114½; Portsmouth, Great Falls and Conway 4½s, 87½; Rutland, 5; do. pref., 26; Republican Valley 6s, 103; Summit Branch, 11; Toledo, Delphos and Burlington, 8⅜; Wisconsin Central, 20⅛; Allouez Mining Co., 3; Atlantic, 16¾; Blue Hill, ⅝;

Brunswick Antimony, 6 ; Catalpa, 45c. ; Crescent, ½; Douglas, 1; Franklin, 14½ ; Harshaw, 4½; Huron, 4; National, 3 ; Osceola, 31; Phœnix, 2⅞; Pewabic, 16; Sullivan, 2½; Silver Islet, 18.

Baltimore.—Atlanta and Charlotte, 81 ; do. 1st, 108⅜; Baltimore City 6s, 1890, 114 ; do. 5s, 1916, 121¼ ; do. 4s, 1920, 112 ; Columbia and Greenville 1st, 105½; George's Creek Coal, 103; Maryland Defense 6s, 103; Richmond and Danville bonds 1885, 102½ ; Virginia Midland 1st pref., 100 ; do. 1st mort., 113½ ; do. 5th mort., 98½; Virginia Peelers, 40¾ ; do. Peeler coupons, 27½; do. Black scrip, 19. The latest quotations are : Atlanta and Charlotte, 80@— ; do. 1st. 108½@109 ; Baltimore and Ohio, —@210 ; do. 6s, 1885, 105½@—; Baltimore City 6s, 1886, 106½@108½ ; do. 6s, 1890, —@114¼ ; do. 5s, 1894, —@117; do. 5s, 1916, —@121; Canton 6s, gold, 110@111; George's Creek Coal, 100@103; Marietta and Cincinnati 1st, 124¾@127; do. 2d, 105¾@106 ; do. 3d, 62½@62½ ; Northern Central, 49@52 ; do. 6s, 1904, gold, 114@—; do. 5s, 1926, 100@100½ ; Ohio and Mississippi, Springfield div. 1st, —@120 ; Pittsburg and Connellsville 7s, —@125½; Richmond and Danville, 162½@175 ; Virginia Midland 5th mort., 97@99; Virginia consols., 71½@71⅝; do. 10-40s, 40⅞@41 ; Wilmington, Columbia and Augusta, 107½@109.

Finances of Indiana.

From the report of the Treasurer of the State of Indiana for the fiscal year ending October 31, 1881, we learn that the total receipts into the State Treasury during the year (including $888,865.37 on hand November 1, 1880,) were $4,167,025, and the disbursements $3,426,374.28, leaving a balance on hand of $740,650 72. The total receipts for the general fund, (including a balance of $504,894.94 on hand at the commencement of the year) were $1,192,920.02. The foreign indebtedness of the State is as follows:

Five per cent stock outstanding	$14,469 99
Two and one-half per cent stock outstanding	2,335 13
Five per cent bonds held by Brooklyn Savings Bank, due on April 1, 1884	200,000 00
Five per cent bonds payable to Winslow, Lanier & Co., of New York	385,000 00
Five per cent non-negotiable bonds held by Purdue University, due 1901	340,000 00
Twenty-four internal improvement bonds, Coghlan claim, past due	24,000 00
Six per cent internal improvement bonds, due 1866	6,000 00
Total	$971,825 12

The domestic debt, which consists of six per cent non-negotiable bonds, due the common school fund, amounting to $3,904,783.22, interest payable semi-annually, can h rdly bc regarded as a debt, in so much as it merely takes the place of an annual appropriation and is paid by the State to itself. The report shows a decrease of $121,570 in the total debt of the State. The total amount of appropriations subject to draft at the beginning of the year was $1,872,929.75; unexpended balance, $243,533.76; merged into the general fund, $160,733 08.

Track laying on the Lehigh and Hudson River Railroad has been completed between Belvidere and Danville, New Jersey, 13 miles, and in a few weeks the cars will be running to Andover, where a Y has been placed to connect with the Sussex Railroad. This is expected to be a great coal route from the Lehigh Valley to New York and New England.

Statement of the Public Debt of the United States, December 1, 1881.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent loan, 1861-'81, continued at 3½ per ct.	$111,546,800 00	$1,626,724 17
6 per cent loan 1863-'81 continued at 3½ per ct	47,905,700 00	698,624 79
5 per cent funded loan of 1881	401,504,900 00	1,171,055 96
4½ per cent funded loan of 1891	250,000,000 00	8,812,500 00
4 per cent funded loan of 1907	738,768,550 00	4,925,123 66
4 per cent refunding certificates	579,250 00	3,861 66
3 per cent navy pension fund	14,000,000 00	175,000 00
Aggregate of debt bearing interest	$1,564,305,200 00	$11,412,890 24
Interest due and unpaid		1,479,525 13

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due & unpaid.
4 to 6 per cent. old debt, 1837.	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent. bonds, of 1858	8,000 00	....
5 per cent. bonds, of 1860	10,000 00	600 00
6 per cent. 5-20 bonds, 1862, called	370,700 00	8,483 32
6 per cent. 5-20 bonds, June, 1864, called	58,650 00	170 95
6 per cent. 5-20 bonds, 1865, called	77,050 00	18,912 52
5 per cent. 10-40 bonds, 1864, called	534,050 00	112,033 55
6 per cent. Consol. bonds, 1865, called	411,400 00	15,866 83
6 per cent. Consol. bonds, 1867, called	1,146,250 00	205,607 43
per cent. Consol. bonds, 1868, called	321,750 00	24,454 35
6 per cent. loan, Feb. 8, 1861, matured Dec. 31, 1880	165,000 00	7,350 00
per cent. funded loan 1881, called	4,999,650 00	128,480 49
Oregon War Debt, March 2, 1881, matured July 1, 1881.	140,500 00	6,610 50
6 per cent loan of July 17 and Aug. 5, 1861, matured June 30, 1881	1,302,500 00	53,635 50
6 per cent. loan of March 3, 1863, matured June 30, 1881.	451,000 00	14,190 00
1-10 to 6 per cent. Treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. Treasury notes, 1846	6,000 00	206 00
6 per ct. Treasury notes, 1847.	950 00	57 00
3 to 6 per cent. Treasury notes, 1857	1,700 00	99 00
6 per ct. Treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' Treasury notes, 1861	16,300 00	1,104 43
5 per cent. 1 year notes, 1863	43,375 00	2,180 85
5 per cent. 2 year notes, 1863.	35,250 00	1,784 80
6 per ct. compound interest notes, 1863-64	226,060 00	46,123 27
7 3-10 per cent. 3 years' Treasury notes, 1864-65	141,400 00	4,849 64
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates, called.	5,000 00	394 31
Aggregated of debt on which interest has ceased since maturity	$10,648,315 26	$724,165 58

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$59,960 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of Deposit	9,045,000 00	
Coin certificates, 1863	5,207,920 00	
Silver certificates, 1878	66,663,830 00	
Unclaimed interest		7,256 51
Fractional currency, 1862, 1863 and 1864 $15,469,062 92		
Less amount estimated as lost or destroyed, act of June, 21, 1879 8,375,934 00		
	7,093,128 92	
Aggregate of debt bearing no interest	$434,750,854 92	$7,256 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent., continued at 3½ per cent.	$159,452,500 00	
Bonds at 5 per cent, continued at 3½ per cent.	401,504,900 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent.	738,768,550 00	
Refunding certificates	579,250 00	
Navy pension fund, 3 p.c	14,000,000 00	
	$1,564,305,200 00	$12,892,415 37
Debt on which interest has ceased since maturity.	10,648,315 26	714,165 58
Debt bearing no int., viz:		
Old demand and legal-tender notes	$346,740,976 00	
Certificates of deposit	9,045,000 00	
Coin & silver certificates.	71,871,750 00	
Fractional currency	7,093,128 92	
	$434,750,854 92	
Unclaimed interest		7,256 51
	$2,009,704,370 18	$13,623,837 46
Total debt, principal and interest to date, including interest due and unpaid	$2,023,328,207 64	

AMOUNT IN TREASURY.

Interest due and unpaid	$1,479,525 13
Debt on which interest has ceased	10,648,315 26
Interest thereon	724,165 58
Gold and silver certificates	71,871,750 00
U. S. notes held for redemption of certificates of deposit	9,045,000 00
Cash balance available December 1,1881	151,274,111 02
	$245,042,866 99
Debt, less am't in Treas'y Dec. 1, 1881	$1,778,285,340 65
Debt, less am't in Treasury Nov. 1, 1881	1,785,534,466 90
Decrease of debt during the month	$7,249,126 25
Decrease of debt since June 30, 1881	$62,313,471 33

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	155,575 00
Union Pacific bonds, 1862-64	27,236,512 00	680,912 80
Cent. Branch Union Pacific bonds, 1862-64	1,600,000 00	40,000 00
West'n Pacific Bonds, 1862.64	1,970,560 00	49,264 00
Sioux City & Pacific bonds, 1862-64	1,628,320 00	40,708 00
Totals	$64,623,512 00	$1,615,587 80

Interest paid by the United States, $51,467,272 02: interest repaid by transportation of mails, &c., $14,708,886 34; interest repaid by cash payments: 5 per cent. net earnings, $655,198 87; balance of interest paid by United States, $36,104,186 81.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, November 30, 1881.

CHARLES J. FOLGER,
Secretary of the Treasury.

Pennsylvania Railroad.

The statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for November, 1881, as compared with the same month in 1880, shows

An increase in gross earnings of	$265,302
An increase in expenses of	199,034
An increase in net earnings of	$66,268

The eleven months of 1881, as compared with the same period in 1880, show

An increase in gross earnings of	$2,680,188
An increase in expenses of	1,977,779
An increase in net earnings of	$702,409

All lines west of Pittsburg and Erie for the eleven months of 1881 show a surplus over liabilities of $2,828,121, being a loss, as compared with the same period in 1880, of $31,441.

A Boston editor recently wrote that the hotel and restaurant keepers were organizing to abolish "beats," but the printer set it up "beans," and a double-leaded supplement was necessary to quell the riotous mobs that collected about the hostelries.

Northern Central Railway.

THE following is a comparative statement of the gross earnings, operating expenses and net earnings of the Northern Central Railway Company for the month of November—

	1881.	1880.
Gross earnings.....	$487,160 10	$459,053 68
Operating expenses.....	313,702 93	302,450 79
Net earnings	$173,457 17	$156,602 89

—showing an increase in gross earnings of $28,106.42, in operating expenses of $11,252.14, and in net earnings of $16,854.28.

For the eleven months ending November 30, the gross earnings, operating expenses, and net earnings were:

	1881.	1880.
Gross earnings.....	$4,967,076 74	$4,556,076 81
Operating expenses.....	3,465,812 25	2,984,864 09
Net earnings.....	$1,501,264 49	$1,571,212 72

—showing an increase in gross earnings of $410,999.93, with an increase in operating expenses of $480,948.16, making a decrease in the net earnings of $69,948.23.

A WOMAN who can take a mental inventory of another's attire in half a minute will occupy an entire morning in telling her neighbor the details.

A POOR old rheumatic lady said to her physician, "O, doctor, doctor, I suffer so much with my hands and feet!"—"Be patient, dear madam," he soothingly responded; you'd probably suffer a great deal more without them."

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THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, December 23d, 1881.

The Board of Directors of this company have this day declared a QUARTERLY DIVIDEND of TWO per cent upon its capital stock, payable on WEDNESDAY, the first day of February next at this office.

The transfer books will be closed at 3 o'clock P. M. on Saturday, the 31st instant, and will be reopened on the morning of Saturday, the fourth day of February next.

E. D. WORCESTER, Treasurer.

OFFICE OF THE CENTRAL PACIFIC RAILROAD CO.,
No 9 NASSAU ST., NEW YORK, Dec. 29, 1881.

THE COUPONS OF THE FIRST MORTGAGE bonds of the CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY and the CALIFORNIA AND OREGON RAILWAY COMPANY, due January 1, 1882, will be paid at the office of FISK & HATCH, No. 5 Nassau street.

Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.

C. P. HUNTINGTON, Vice-President.

HANNIBAL AND ST. JOSEPH RAILROAD CO.,
78 BROADWAY, NEW YORK, Dec. 28, 1881.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of THREE AND ONE-HALF PER CENT upon its preferred stock, payable Wednesday, Feb. 1, 1882, at this office.

The transfer-books of the preferred stock will be closed at 3 o'clock P. M. on Saturday, Dec. 31, 1881, and reopen Saturday, Feb 4, 1882.

JOHN A HILTON, Secretary.

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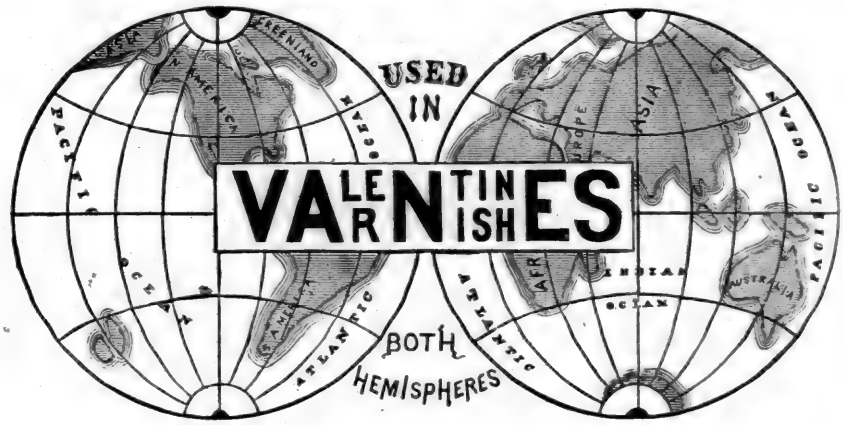
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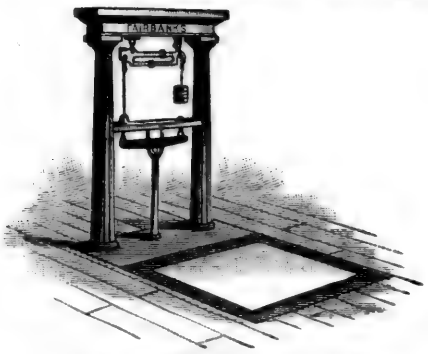
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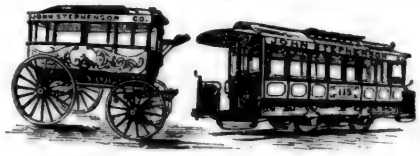
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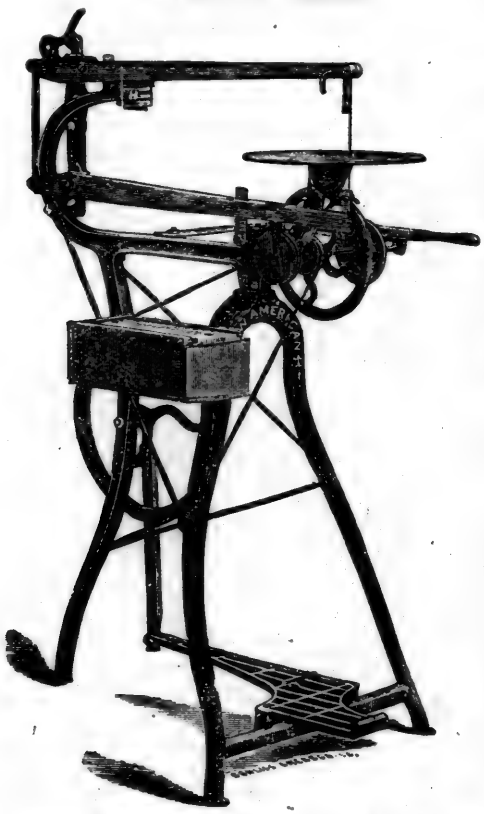
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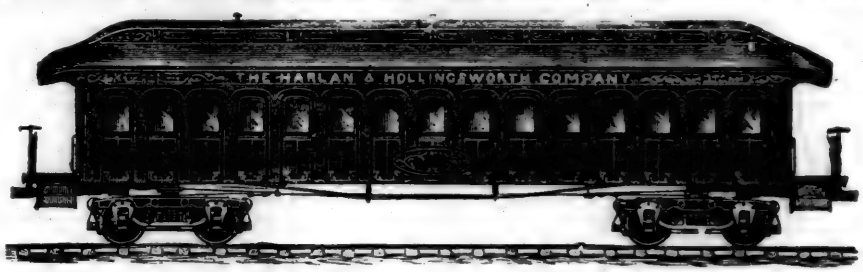
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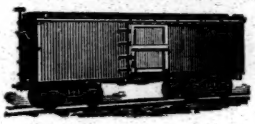
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